



European
Commission

STATISTICAL POCKETBOOK

2016



EU TRANSPORT

in figures

CONNECTING
EUROPE

Mobility and
Transport

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Print ISBN 978-92-79-51528-6 ISSN 1831-998X doi:10.2832/861735 MI-AA-16-001-EN-C
PDF ISBN 978-92-79-51527-9 ISSN 2363-2739 doi:10.2832/809634 MI-AA-16-001-EN-N

Luxembourg: Publications Office of the European Union, 2016

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Printed in Belgium, Bietlot

PRINTED ON ELEMENTAL CHLORINE-FREE BLEACHED PAPER (ECF)

Preface

Transport represents a crucial sector of the economy. This publication provides an overview of the most recent and most pertinent annual transport-related statistics in Europe. It covers the European Union and its 28 Member States and, as far as possible, the current EU candidate countries and the EFTA countries.

The content of this pocketbook is based on a range of sources including Eurostat, international organisations, national statistics and, where no data were available, own estimates. Own estimates have mainly been produced to get an idea of the EU total. At the level of individual countries, they are merely indicative and should by no means be (mis-)interpreted as 'official' data.

The publication consists of three parts:

- (1) a general part with general economic and other relevant data,
- (2) a transport part covering both passenger and freight transport as well as other transport-related data, and, finally,
- (3) an energy and environmental part with data on the impact which the transport sector has on the environment.

Most of the tables have data up to 2014; where available, more recent data have been provided.

The tables of this pocketbook may also be found on the Europa site at: http://ec.europa.eu/transport/facts-fundings/statistics/index_en.htm

Many tables on the internet contain more data than could be presented in this pocketbook. Some tables may be updated on the web before the publication of the next paper version.

Eurostat, the main data provider, may be accessed directly on the internet at: <http://epp.eurostat.ec.europa.eu/>

Comments on this publication and suggestions for improving it are appreciated. They should be sent to move-transport-data@ec.europa.eu.

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Symbols and abbreviations

| | |
|--------|----------------------------------------------------------------------------------------------|
| 12 | <i>estimates are printed in italic</i> |
| % | per cent |
| - | not applicable, does not exist |
| blank | data not available |
| 0 | zero or figure less than half of unit used |
| ca. | circa = approximately |
| EUR, € | euro |
| DG | Directorate-General of the European Commission |
| dwt | deadweight ton (shipping) |
| GDP | Gross Domestic Product |
| grt | gross registered tonnage (shipping) |
| mio | 1 million |
| mtow | maximum take-off weight (aircraft) |
| pkm | passenger-kilometre: a unit of measure: 1 passenger transported a distance of 1 kilometre |
| PPS | Purchasing Power Standards |
| rpk | revenue passenger kilometres (air) |
| TEU | Twenty foot Equivalent Unit |
| tkm | tonne-kilometre: a unit of measure: 1 tonne transported a distance of 1 kilometre |
| | break in horizontal time series |
| — | break in vertical time series |

Country abbreviations

EUROPEAN UNION COUNTRIES (EU-28) (ALSO EEA MEMBERS)

| | | EU MEMBER STATE SINCE: |
|----|-----------------|------------------------|
| AT | Austria | 1995 |
| BE | Belgium | 1958 |
| BG | Bulgaria | 2007 |
| CY | Cyprus | 2004 |
| CZ | Czech Republic | 2004 |
| DE | Germany | 1958 |
| DK | Denmark | 1973 |
| EE | Estonia | 2004 |
| EL | Greece | 1981 |
| ES | Spain | 1986 |
| FI | Finland | 1995 |
| FR | France | 1958 |
| HR | Croatia | 2013 |
| HU | Hungary | 2004 |
| IE | Ireland | 1973 |
| IT | Italy | 1958 |
| LT | Lithuania | 2004 |
| LU | Luxembourg | 1958 |
| LV | Latvia | 2004 |
| MT | Malta | 2004 |
| NL | Netherlands | 1958 |
| PL | Poland | 2004 |
| PT | Portugal | 1986 |
| RO | Romania | 2007 |
| SE | Sweden | 1995 |
| SI | Slovenia | 2004 |
| SK | Slovak Republic | 2004 |
| UK | United Kingdom | 1973 |

OTHER EUROPEAN ECONOMIC AREA (EEA) AND IN EFTA

| | | | |
|----|---------------|-----------|------------|
| IS | Iceland | EEA: 1994 | EFTA: 1960 |
| LI | Liechtenstein | EEA: 1994 | EFTA: 1991 |
| NO | Norway | EEA: 1994 | EFTA: 1960 |

OTHER EUROPEAN FREE TRADE ASSOCIATION (EFTA) COUNTRIES

| | | |
|----|-------------|------------|
| CH | Switzerland | EFTA: 1960 |
|----|-------------|------------|

EUROPEAN UNION CANDIDATE COUNTRIES

| | |
|----|-------------------------------------------|
| AL | Albania |
| ME | Montenegro |
| MK | The former Yugoslav Republic of Macedonia |
| RS | Serbia |
| TR | Turkey |

OTHER COUNTRIES

| | |
|-----|-----------------------------|
| CS | Czechoslovakia (until 1992) |
| BR | Brazil |
| CA | Canada |
| CN | China |
| IN | India |
| JP | Japan |
| KR | Korea |
| MX | Mexico |
| RU | Russia |
| USA | United States of America |

Notes: The countries which were members of the EU in 1994 became members of the EEA in 1994, those which joined the EU in 1995 had already been EEA members since 1994 and those which joined the EU in 2004 and 2007 became members of the EEA upon accession to the EU. Croatia joined EEA in 2014. The former GDR is always included in DE; unification on 3.10.1990.

PART 1

GENERAL

99 875

15033,78

42.5%

875

4381.4

30.5

111.0

78.9

43.1

357.1

45.2

70.3

32.0

306.0

30.0

1.6

1.3

64.6

64.6

64.6

4.6

95.0

8.7

1.5

13.9

12.7

92.1

238.4

20.3

49.0

338.4

450.3

243.8

13.8

25.7

88.4

785.3

103.0

323.8

41.3

64.6

65.3

2.6

93.0

0.5

8.1

312.7

15.1

238.4

20.3

31.4

4.4

243.8

13.8

88.4

785.3

103.0

323.8

41.3

PART 1

SUMMARY

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General Data

| | AREA | POPULATION | GDP (NOMINAL) | GDP PER HEAD IN PPS | |
|--------------|-----------------------|----------------|-----------------|---------------------|------------|
| | 1 000 km ² | million | billion EUR | EU-28 = 100 | |
| | | on 1/1/2015 | 2014 | 2013 | 2014 |
| EU-28 | 4 470.6 | 508.191 | 13 958.4 | 100 | 100 |
| BE | 30.5 | 11.258 | 400.6 | 120 | 119 |
| BG | 111.0 | 7.202 | 42.8 | 46 | 47 |
| CZ | 78.9 | 10.538 | 154.7 | 83 | 85 |
| DK | 43.1 | 5.660 | 260.6 | 126 | 125 |
| DE | 357.1 | 81.174 | 2 915.7 | 124 | 126 |
| EE | 45.2 | 1.313 | 20.0 | 75 | 76 |
| IE | 70.3 | 4.626 | 189.0 | 131 | 134 |
| EL | 132.0 | 10.812 | 177.6 | 74 | 73 |
| ES | 506.0 | 46.440 | 1 041.2 | 91 | 91 |
| FR | 633.1 | 66.352 | 2 132.4 | 109 | 107 |
| HR | 56.6 | 4.225 | 43.0 | 59 | 59 |
| IT | 301.3 | 60.796 | 1 613.9 | 98 | 96 |
| CY | 9.3 | 0.847 | 17.4 | 84 | 82 |
| LV | 64.6 | 1.986 | 23.6 | 62 | 64 |
| LT | 65.3 | 2.921 | 36.4 | 73 | 75 |
| LU | 2.6 | 0.563 | 48.9 | 264 | 266 |
| HU | 93.0 | 9.849 | 104.2 | 66 | 68 |
| MT | 0.3 | 0.429 | 8.1 | 86 | 86 |
| NL | 41.5 | 16.901 | 662.8 | 133 | 131 |
| AT | 83.9 | 8.585 | 329.3 | 131 | 130 |
| PL | 312.7 | 38.006 | 410.8 | 67 | 68 |
| PT | 92.1 | 10.375 | 173.4 | 77 | 78 |
| RO | 238.4 | 19.861 | 150.2 | 54 | 55 |
| SI | 20.3 | 2.063 | 37.3 | 81 | 82 |
| SK | 49.0 | 5.421 | 75.6 | 76 | 77 |
| FI | 338.4 | 5.472 | 205.3 | 113 | 111 |
| SE | 450.3 | 9.747 | 430.6 | 125 | 123 |
| UK | 243.8 | 64.767 | 2 254.3 | 108 | 109 |
| AL | 28.7 | 2.893 | 10.0 | 29 | 30 |
| ME | 13.8 | 0.622 | 3.5 | | |
| MK | 25.7 | 2.069 | 8.5 | | |
| RS | 88.4 | 7.112 | 33.3 | 38 | 37 |
| TR | 785.3 | 77.696 | 601.2 | | |
| IS | 103.0 | 0.329 | 12.8 | 118 | 119 |
| NO | 323.8 | 5.166 | 377.5 | 185 | 178 |
| CH | 41.3 | 8.237 | 528.8 | 164 | 162 |

Notes: CY: Area refers to the whole island.

FR: Area and population include the 5 French overseas departments Guyane, Martinique, Mayotte, Guadeloupe and La Réunion.

Data on GDP has been updated according to the new ESA2010 methodology when available, unless for AL and TR which are based on the national source and according to the previous ESA95.

Growth in GDP and Industrial Production compared to the previous year

| | GROWTH IN GDP Real growth | | | | GROWTH IN INDUSTRIAL PRODUCTION (excluding construction) | | | |
|--------------|------------------------------|------|------|------|----------------------------------------------------------------|------|-------|-------|
| | % CHANGE | | | | % CHANGE | | | |
| | 2011 | 2012 | 2013 | 2014 | 2011 | 2012 | 2013 | 2014 |
| EU-28 | 1.8 | -0.5 | 0.2 | 1.4 | 3.2 | -2.1 | -0.5 | 1.1 |
| BE | 1.8 | 0.2 | 0.0 | 1.3 | 4.1 | -2.1 | 0.9 | 1.0 |
| BG | 1.6 | 0.2 | 1.3 | 1.5 | 5.9 | -0.2 | -0.1 | 1.7 |
| CZ | 2.0 | -0.9 | -0.5 | 2.0 | 5.9 | -0.8 | 0.1 | 5.0 |
| DK | 1.2 | -0.1 | -0.2 | 1.3 | 1.9 | 0.1 | 0.4 | 0.8 |
| DE | 3.7 | 0.4 | 0.3 | 1.6 | 7.2 | -0.3 | 0.2 | 1.3 |
| EE | 7.6 | 5.2 | 1.6 | 2.9 | 19.7 | 1.5 | 4.2 | 2.4 |
| IE | 2.6 | 0.2 | 1.4 | 5.2 | -0.4 | -1.5 | -2.2 | 20.9 |
| EL | -9.1 | -7.3 | -3.2 | 0.7 | -5.8 | -2.1 | -3.2 | -2.0 |
| ES | -1.0 | -2.6 | -1.7 | 1.4 | -1.7 | -6.9 | -1.7 | 1.3 |
| FR | 2.1 | 0.2 | 0.7 | 0.2 | 2.4 | -2.6 | -0.6 | -1.1 |
| HR | -0.3 | -2.2 | -1.1 | -0.4 | -1.2 | -5.3 | -1.9 | 1.3 |
| IT | 0.6 | -2.8 | -1.7 | -0.4 | 1.2 | -6.3 | -3.2 | -0.6 |
| CY | 0.4 | -2.4 | -5.9 | -2.5 | -7.7 | -9.5 | -13.5 | -0.9 |
| LV | 6.2 | 4.0 | 3.0 | 2.4 | 8.8 | 6.2 | -0.4 | -0.9 |
| LT | 6.0 | 3.8 | 3.5 | 3.0 | 6.6 | 3.8 | 3.2 | 0.3 |
| LU | 2.6 | -0.8 | 4.3 | 4.1 | 2.2 | -5.0 | -3.2 | 4.4 |
| HU | 1.8 | -1.7 | 1.9 | 3.7 | 5.7 | -1.4 | 1.5 | 7.2 |
| MT | 2.0 | 2.9 | 4.0 | 4.1 | -0.1 | 5.4 | -5.3 | -5.7 |
| NL | 1.7 | -1.1 | -0.5 | 1.0 | -0.7 | -0.5 | 0.5 | -3.0 |
| AT | 2.8 | 0.8 | 0.3 | 0.4 | 6.9 | -0.3 | 0.8 | 0.9 |
| PL | 5.0 | 1.6 | 1.3 | 3.3 | 6.7 | 1.2 | 2.3 | 3.4 |
| PT | -1.8 | -4.0 | -1.1 | 0.9 | -1.0 | -6.1 | 0.5 | 1.8 |
| RO | 1.1 | 2.4 | 3.0 | 2.9 | 7.9 | 2.5 | 7.5 | 6.3 |
| SI | 0.6 | -2.7 | -1.1 | 3.0 | 2.1 | -0.5 | -1.4 | 1.7 |
| SK | 2.8 | 1.5 | 1.4 | 2.5 | 5.3 | 8.0 | 5.2 | 3.7 |
| FI | 2.6 | -1.4 | -0.8 | -0.7 | 1.7 | -1.5 | -3.2 | -1.9 |
| SE | 2.7 | -0.3 | 1.2 | 2.3 | 2.6 | -1.2 | -4.6 | -1.7 |
| UK | 2.0 | 1.2 | 2.2 | 2.9 | -0.4 | -3.1 | -0.6 | 1.3 |
| AL | 2.5 | 1.4 | 1.1 | 2.0 | 27.1 | 12.9 | 20.4 | 3.6 |
| ME | 3.2 | -2.7 | 3.5 | 1.8 | -10.2 | -7.1 | 10.6 | -11.4 |
| MK | 2.3 | -0.5 | 2.9 | 3.5 | 6.9 | -2.8 | 3.2 | 4.8 |
| RS | 1.4 | -1.0 | 2.6 | -1.8 | 2.5 | -2.6 | 6.0 | -6.6 |
| TR | 8.8 | 2.1 | 4.2 | 2.9 | 9.6 | 2.4 | 3.5 | 3.5 |
| IS | 2.0 | 1.2 | 3.9 | 1.8 | 12.1 | 4.5 | -4.0 | 1.0 |
| NO | 1.0 | 2.7 | 1.0 | 2.2 | -4.5 | 2.7 | -5.0 | 3.6 |
| CH | 1.8 | 1.1 | 1.8 | 1.9 | 2.7 | 2.3 | 0.8 | 1.0 |

Notes: Industrial production: includes NACE Rev. 2 Sections B, C and D. Data adjusted by working days. Data has been extracted on 17/02/16. Growth GDP section: data calculated according to the ESA2010 methodology, except ME according to ESA95 until 2011. AL (until 2008) and TR from national sources.
Growth industrial production section: data for the 28 member states, NO, TR, RS, ME and MK provided by Eurostat. IS estimated by OECD. CH provided by OECD. AL provided by UNECE until 2009, then national source (but only for categories B+C). ME from national source until 2009.

Employment and Unemployment

| | EMPLOYMENT RATE | | | | UNEMPLOYMENT RATE | | | |
|--------------|-----------------|-------------|-------------|-------------|-------------------|-------------|-------------|-------------|
| | % | | | | % | | | |
| | 2011 | 2012 | 2013 | 2014 | 2011 | 2012 | 2013 | 2014 |
| EU-28 | 64.2 | 64.1 | 64.1 | 64.8 | 9.7 | 10.6 | 11.0 | 10.4 |
| BE | 61.9 | 61.8 | 61.8 | 61.9 | 7.2 | 7.6 | 8.5 | 8.6 |
| BG | 58.4 | 58.8 | 59.5 | 61.0 | 11.4 | 12.4 | 13.0 | 11.5 |
| CZ | 65.7 | 66.5 | 67.7 | 69.0 | 6.8 | 7.0 | 7.0 | 6.2 |
| DK | 73.1 | 72.6 | 72.5 | 72.8 | 7.7 | 7.7 | 7.2 | 6.8 |
| DE | 72.7 | 73.0 | 73.5 | 73.8 | 5.9 | 5.5 | 5.3 | 5.1 |
| EE | 65.3 | 67.1 | 68.5 | 69.6 | 12.6 | 10.2 | 8.9 | 7.5 |
| IE | 58.9 | 58.8 | 60.5 | 61.7 | 14.9 | 15.0 | 13.3 | 11.5 |
| EL | 55.1 | 50.8 | 48.8 | 49.4 | 18.1 | 24.7 | 27.7 | 26.7 |
| ES | 58.0 | 55.8 | 54.8 | 56.0 | 21.5 | 24.9 | 26.2 | 24.6 |
| FR | 63.9 | 64.0 | 64.1 | 63.8 | 8.9 | 9.5 | 9.9 | 10.3 |
| HR | 55.2 | 53.5 | 52.5 | 54.6 | 14.0 | 16.3 | 17.5 | 17.5 |
| IT | 56.8 | 56.6 | 55.5 | 55.7 | 8.5 | 10.8 | 12.3 | 12.9 |
| CY | 67.6 | 64.6 | 61.7 | 62.1 | 8.1 | 12.1 | 16.1 | 16.3 |
| LV | 60.8 | 63.0 | 65.0 | 66.3 | 16.5 | 15.3 | 12.1 | 11.1 |
| LT | 60.2 | 62.0 | 63.7 | 65.7 | 15.7 | 13.6 | 12.0 | 10.9 |
| LU | 64.6 | 65.8 | 65.7 | 66.6 | 4.9 | 5.2 | 5.9 | 5.9 |
| HU | 55.4 | 56.7 | 58.1 | 61.8 | 11.1 | 11.1 | 10.2 | 7.8 |
| MT | 57.9 | 59.1 | 60.8 | 62.4 | 6.4 | 6.4 | 6.5 | 5.9 |
| NL | 74.2 | 74.4 | 73.6 | 73.1 | 5.0 | 5.9 | 7.3 | 7.5 |
| AT | 71.1 | 71.4 | 71.4 | 71.1 | 4.6 | 4.9 | 5.4 | 5.7 |
| PL | 59.3 | 59.7 | 60.0 | 61.7 | 9.8 | 10.2 | 10.5 | 9.1 |
| PT | 63.8 | 61.4 | 60.6 | 62.6 | 13.3 | 16.3 | 17.0 | 14.5 |
| RO | 59.3 | 60.2 | 60.1 | 61.0 | 7.5 | 7.1 | 7.4 | 7.1 |
| SI | 64.4 | 64.1 | 63.3 | 63.9 | 8.3 | 9.0 | 10.3 | 9.9 |
| SK | 59.3 | 59.7 | 59.9 | 61.0 | 13.7 | 14.0 | 14.3 | 13.2 |
| FI | 69.0 | 69.4 | 68.9 | 68.7 | 7.9 | 7.8 | 8.3 | 8.8 |
| SE | 73.6 | 73.8 | 74.4 | 74.9 | 8.0 | 8.1 | 8.2 | 8.1 |
| UK | 69.3 | 69.9 | 70.5 | 71.9 | 8.2 | 8.1 | 7.7 | 6.3 |
| AL | 58.7 | 55.9 | 49.9 | 50.5 | 14.3 | 13.8 | 16.4 | 17.9 |
| ME | 45.9 | 47.0 | 47.4 | 50.4 | 19.7 | 19.7 | 19.5 | 18.0 |
| MK | 43.9 | 44.0 | 46.0 | 46.9 | 31.6 | 31.2 | 29.1 | 28.1 |
| RS | 45.4 | 45.2 | 47.3 | 50.4 | 23.0 | 23.9 | 22.1 | 20.1 |
| TR | 48.4 | 48.9 | 49.5 | 49.5 | 9.0 | 8.3 | 8.9 | 10.1 |
| IS | 78.5 | 79.7 | 81.1 | 82.9 | 7.1 | 6.1 | 5.5 | 5.1 |
| NO | 75.3 | 75.7 | 75.4 | 75.2 | 3.3 | 3.2 | 3.5 | 3.6 |
| CH | 79.3 | 79.4 | 79.6 | 79.8 | 4.1 | 4.3 | 4.5 | 4.7 |

Notes: Employment rate: persons in employment as a percentage of the population of working age (15- 64 years).

Unemployment rate: persons unemployed as a percentage of the active population (between 15 and 64 years old).

Share of Gross Value Added and Employment by Sector

| | SHARE OF GROSS VALUE ADDED (%) | | | SHARE OF EMPLOYMENT (%) | | |
|--------------|--------------------------------|-------------|-------------|-------------------------|-------------|-------------|
| | AGRI-CULTURE | INDUSTRY | SERVICES | AGRI-CULTURE | INDUSTRY | SERVICES |
| | 2014 | | | 2014 | | |
| EU-28 | 1.6 | 24.4 | 74.0 | 5.0 | 21.9 | 73.1 |
| BE | 0.7 | 22.1 | 77.2 | 1.3 | 18.3 | 80.4 |
| BG | 5.3 | 27.2 | 67.6 | 19.4 | 25.0 | 55.6 |
| CZ | 2.7 | 38.0 | 59.3 | 3.3 | 36.8 | 59.9 |
| DK | 1.6 | 22.8 | 75.6 | 2.6 | 17.2 | 80.2 |
| DE | 0.7 | 30.3 | 69.0 | 1.5 | 24.6 | 73.9 |
| EE | 3.4 | 28.1 | 68.4 | 3.7 | 28.8 | 67.4 |
| IE | 1.6 | 25.6 | 72.8 | 5.7 | 18.3 | 76.0 |
| EL | 3.8 | 15.8 | 80.4 | 12.3 | 13.8 | 73.9 |
| ES | 2.5 | 22.4 | 75.1 | 4.0 | 17.7 | 78.2 |
| FR | 1.7 | 19.4 | 78.9 | 2.8 | 17.6 | 79.6 |
| HR | 4.3 | 26.3 | 69.4 | 9.5 | 26.9 | 63.6 |
| IT | 2.2 | 23.5 | 74.3 | 3.7 | 23.9 | 72.4 |
| CY | 2.3 | 10.8 | 86.9 | 4.2 | 15.6 | 80.2 |
| LV | 3.3 | 23.4 | 73.4 | 7.4 | 23.7 | 68.8 |
| LT | 3.4 | 30.5 | 66.0 | 9.2 | 24.7 | 66.1 |
| LU | 0.3 | 11.9 | 87.8 | 1.2 | 19.5 | 79.4 |
| HU | 4.5 | 31.2 | 64.4 | 6.6 | 27.5 | 65.9 |
| MT | 1.4 | 15.8 | 82.8 | 1.7 | 19.4 | 78.9 |
| NL | 1.8 | 21.2 | 77.0 | 2.2 | 14.9 | 82.9 |
| AT | 1.4 | 28.0 | 70.6 | 4.4 | 23.0 | 72.5 |
| PL | 2.9 | 32.5 | 64.6 | 11.5 | 30.2 | 58.3 |
| PT | 2.3 | 21.5 | 76.1 | 11.3 | 22.8 | 65.9 |
| RO | 5.3 | 36.2 | 58.4 | 29.4 | 28.6 | 42.0 |
| SI | 2.2 | 33.1 | 64.7 | 8.3 | 29.3 | 62.4 |
| SK | 4.4 | 33.6 | 62.0 | 3.3 | 31.1 | 65.6 |
| FI | 2.8 | 26.5 | 70.7 | 4.5 | 22.5 | 73.0 |
| SE | 1.4 | 26.0 | 72.6 | 2.3 | 20.6 | 77.1 |
| UK | 0.7 | 20.9 | 78.4 | 1.4 | 15.6 | 83.0 |
| AL | 22.9 | 25.1 | 52.0 | 42.7 | 17.4 | 39.9 |
| ME | 10.0 | 17.7 | 72.3 | 5.6 | 17.6 | 76.9 |
| MK | 11.6 | 25.2 | 63.1 | 18.5 | 30.4 | 51.1 |
| RS | 9.3 | 30.2 | 60.5 | 21.1 | 24.5 | 54.5 |
| TR | 8.0 | 27.1 | 64.9 | 21.1 | 27.9 | 51.0 |
| IS | 6.0 | 23.6 | 70.4 | 4.5 | 18.1 | 77.4 |
| NO | 1.6 | 38.3 | 60.1 | 2.5 | 20.6 | 76.9 |
| CH | 0.8 | 26.3 | 73.0 | 3.6 | 22.2 | 74.3 |

Notes: Agriculture covers agriculture, hunting, forestry and fishing.

Industry includes mining and quarrying, manufacturing, energy, gas and water supply as well as construction. All other sectors are included in services.

Share of value added: based on NACE 2 classification (ISIC rev. 4).

Preliminary or estimated data for EL, ES, CY, MT, NL, PT, RO, CH, MK, AL.

Share of employment: based on NACE 2 classification (ISIC rev. 4).

Preliminary or estimated data for EL, ES, BG, NL, MT, PT, RO, CY.

Population

| | AT 1 JANUARY | | | | | | | change '14/'15 |
|--------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-------------------|
| | million | | | | | | | |
| | 1990 | 1995 | 2000 | 2005 | 2010 | 2014 | 2015 | |
| EU-28 | 475.161 | 483.163 | 486.830 | 494.598 | 503.171 | 506.881 | 508.191 | 0.3 |
| BE | 9.948 | 10.131 | 10.239 | 10.446 | 10.840 | 11.204 | 11.258 | 0.5 |
| BG | 8.767 | 8.427 | 8.191 | 7.689 | 7.422 | 7.246 | 7.202 | -0.6 |
| CZ | 10.362 | 10.333 | 10.278 | 10.199 | 10.462 | 10.512 | 10.538 | 0.2 |
| DK | 5.135 | 5.216 | 5.330 | 5.411 | 5.535 | 5.617 | 5.660 | 0.8 |
| DE | 79.113 | 81.539 | 82.163 | 82.501 | 81.802 | 80.767 | 81.174 | 0.5 |
| EE | 1.571 | 1.448 | 1.401 | 1.359 | 1.333 | 1.316 | 1.313 | -0.2 |
| IE | 3.507 | 3.598 | 3.778 | 4.112 | 4.549 | 4.606 | 4.626 | 0.4 |
| EL | 10.121 | 10.536 | 10.776 | 10.970 | 11.119 | 10.927 | 10.812 | -1.0 |
| ES | 38.826 | 39.343 | 40.050 | 43.296 | 46.487 | 46.512 | 46.440 | -0.2 |
| FR | 56.577 | 59.315 | 60.545 | 62.773 | 64.659 | 65.836 | 66.352 | 0.8 |
| HR | 4.773 | 4.659 | 4.498 | 4.311 | 4.303 | 4.247 | 4.225 | -0.5 |
| IT | 56.694 | 56.844 | 56.924 | 57.875 | 59.190 | 60.783 | 60.796 | 0.0 |
| CY | 0.573 | 0.645 | 0.690 | 0.733 | 0.819 | 0.858 | 0.847 | -1.3 |
| LV | 2.668 | 2.501 | 2.382 | 2.250 | 2.121 | 2.001 | 1.986 | -0.8 |
| LT | 3.694 | 3.643 | 3.512 | 3.355 | 3.142 | 2.943 | 2.921 | -0.8 |
| LU | 0.379 | 0.406 | 0.434 | 0.461 | 0.502 | 0.550 | 0.563 | 2.4 |
| HU | 10.375 | 10.337 | 10.222 | 10.098 | 10.014 | 9.877 | 9.849 | -0.3 |
| MT | 0.352 | 0.369 | 0.380 | 0.403 | 0.414 | 0.425 | 0.429 | 0.9 |
| NL | 14.893 | 15.424 | 15.864 | 16.306 | 16.575 | 16.829 | 16.901 | 0.4 |
| AT | 7.645 | 7.943 | 8.002 | 8.201 | 8.352 | 8.507 | 8.585 | 0.9 |
| PL | 38.038 | 38.581 | 38.263 | 38.174 | 38.023 | 38.018 | 38.006 | 0.0 |
| PT | 9.996 | 10.009 | 10.249 | 10.495 | 10.573 | 10.427 | 10.375 | -0.5 |
| RO | 23.211 | 22.712 | 22.455 | 21.382 | 20.295 | 19.947 | 19.861 | -0.4 |
| SI | 1.996 | 1.989 | 1.988 | 1.998 | 2.047 | 2.061 | 2.063 | 0.1 |
| SK | 5.288 | 5.356 | 5.399 | 5.373 | 5.390 | 5.416 | 5.421 | 0.1 |
| FI | 4.974 | 5.099 | 5.171 | 5.237 | 5.351 | 5.451 | 5.472 | 0.4 |
| SE | 8.527 | 8.816 | 8.861 | 9.011 | 9.341 | 9.645 | 9.747 | 1.1 |
| UK | 57.157 | 57.943 | 58.785 | 60.182 | 62.510 | 64.351 | 64.767 | 0.6 |
| AL | 3.287 | 3.249 | 3.058 | 3.135 | | 2.896 | 2.893 | -0.1 |
| ME | | 0.633 | 0.603 | 0.613 | 0.619 | 0.622 | 0.622 | 0.1 |
| MK | 1.873 | 1.957 | 2.022 | 2.035 | 2.053 | 2.066 | 2.069 | 0.2 |
| RS | | 7.625 | 7.528 | 7.456 | 7.307 | 7.147 | 7.112 | -0.5 |
| TR | 55.495 | 61.204 | 66.889 | 68.010 | 72.561 | 76.668 | 77.696 | 1.3 |
| IS | 0.254 | 0.267 | 0.279 | 0.294 | 0.318 | 0.326 | 0.329 | 1.1 |
| LI | 0.028 | 0.031 | 0.032 | 0.035 | 0.036 | 0.037 | 0.037 | 0.6 |
| NO | 4.233 | 4.348 | 4.478 | 4.606 | 4.858 | 5.108 | 5.166 | 1.1 |
| CH | 6.674 | 7.019 | 7.164 | 7.415 | 7.786 | 8.140 | 8.237 | 1.2 |

Notes: DE: population: includes DE-E: 1970=17.1, 1980=16.7, 1990=16.1
 CY: from 1975 onwards: government-controlled area only.
 FR: as from 1991, it includes the 4 French overseas departments
 and as from 2015 it includes Mayotte as well.

Member States External Trade of Goods IMPORTS

YEAR 2014 (VALUE = billion EUR)

| | IMPORTS FROM: | | | | | | | | |
|--------------|---------------|----------|-------------|-------------|---------|---------|--------|---------|---------|
| | WORLD | EU-28 | EXTRA-EU-28 | OF WHICH: | | | | | |
| | | | | CANDIDATE 5 | EFTA | USA | JAPAN | RUSSIA | CHINA |
| EU-28 | 4540.162 | 2851.433 | 1688.728 | 66.010 | 185.352 | 206.456 | 56.607 | 182.370 | 302.143 |
| BE | 342.215 | 222.487 | 119.728 | 3.716 | 9.238 | 25.203 | 7.355 | 10.637 | 13.639 |
| BG | 26.118 | 16.112 | 10.006 | 2.051 | 0.192 | 0.279 | 0.084 | 3.963 | 0.865 |
| CZ | 116.203 | 89.939 | 26.263 | 1.054 | 0.973 | 1.890 | 0.939 | 4.148 | 7.156 |
| DK | 74.783 | 51.919 | 22.864 | 0.825 | 5.721 | 1.934 | 0.291 | 0.942 | 5.179 |
| DE | 908.575 | 594.814 | 313.760 | 14.645 | 53.484 | 37.026 | 14.520 | 36.206 | 60.922 |
| EE | 13.775 | 11.258 | 2.517 | 0.048 | 0.191 | 0.149 | 0.031 | 0.873 | 0.606 |
| IE | 55.016 | 37.814 | 17.202 | 0.335 | 2.187 | 5.984 | 1.437 | 0.215 | 2.192 |
| EL | 48.004 | 23.281 | 24.723 | 1.642 | 0.585 | 0.664 | 0.200 | 4.832 | 2.492 |
| ES | 270.173 | 154.838 | 115.334 | 4.119 | 5.807 | 8.621 | 1.985 | 5.945 | 16.529 |
| FR | 509.299 | 344.634 | 164.665 | 5.609 | 17.413 | 25.538 | 4.217 | 9.910 | 25.451 |
| HR | 17.154 | 13.071 | 4.083 | 0.639 | 0.206 | 0.152 | 0.020 | 0.857 | 0.443 |
| IT | 356.939 | 203.890 | 153.049 | 8.656 | 11.629 | 12.477 | 2.703 | 17.276 | 25.075 |
| CY | 5.089 | 3.634 | 1.455 | 0.026 | 0.045 | 0.068 | 0.038 | 0.029 | 0.221 |
| LV | 13.285 | 10.700 | 2.585 | 0.103 | 0.156 | 0.074 | 0.013 | 1.039 | 0.355 |
| LT | 25.889 | 16.982 | 8.907 | 0.149 | 0.213 | 0.320 | 0.027 | 5.348 | 0.666 |
| LU | 20.099 | 16.085 | 4.014 | 0.038 | 0.091 | 1.430 | 0.192 | 0.013 | 1.193 |
| HU | 78.978 | 59.376 | 19.602 | 1.159 | 0.483 | 1.381 | 0.888 | 5.404 | 4.813 |
| MT | 5.132 | 3.218 | 1.914 | 0.141 | 0.085 | 0.416 | 0.049 | 0.015 | 0.147 |
| NL | 443.689 | 203.356 | 240.333 | 3.301 | 22.153 | 29.918 | 9.608 | 25.053 | 57.017 |
| AT | 137.001 | 105.246 | 31.755 | 1.819 | 7.817 | 2.923 | 0.805 | 2.153 | 4.893 |
| PL | 168.366 | 117.267 | 51.099 | 1.684 | 2.421 | 2.738 | 1.070 | 17.060 | 10.558 |
| PT | 58.976 | 44.102 | 14.874 | 0.421 | 0.333 | 0.918 | 0.251 | 0.711 | 1.599 |
| RO | 58.555 | 44.126 | 14.428 | 2.385 | 0.585 | 0.681 | 0.230 | 2.289 | 2.354 |
| SI | 25.551 | 17.656 | 7.895 | 1.547 | 0.340 | 0.323 | 0.072 | 0.428 | 1.131 |
| SK | 61.689 | 46.920 | 14.768 | 0.702 | 0.341 | 0.359 | 0.294 | 4.780 | 2.476 |
| FI | 57.769 | 39.356 | 18.413 | 0.290 | 1.875 | 1.483 | 0.278 | 8.576 | 1.856 |
| SE | 122.105 | 83.950 | 38.155 | 1.157 | 10.471 | 3.104 | 1.328 | 6.211 | 6.540 |
| UK | 519.733 | 275.399 | 244.335 | 7.748 | 30.317 | 40.405 | 7.681 | 7.457 | 45.774 |

Notes: Candidate 5: Albania, Serbia, the former Yugoslav Republic of Macedonia, Montenegro and Turkey.

EFTA: Iceland, Liechtenstein, Norway, Switzerland.

Member States External Trade of Goods EXPORTS

YEAR 2014 (VALUE = billion EUR)

| | EXPORTS TO: | | | | | | | | |
|--------------|-------------|-----------|-------------|-------------|---------|---------|--------|---------|---------|
| | WORLD | EU-28 | EXTRA-EU-28 | OF WHICH: | | | | | |
| | | | | CANDIDATE 5 | EFTA | USA | JAPAN | RUSSIA | CHINA |
| EU-28 | 4 632.802 | 2 930.739 | 1 702.063 | 92.162 | 193.920 | 310.931 | 53.286 | 103.203 | 164.623 |
| BE | 355.528 | 251.444 | 104.084 | 5.156 | 6.592 | 19.112 | 3.059 | 4.092 | 7.498 |
| BG | 22.044 | 13.765 | 8.279 | 2.811 | 0.159 | 0.310 | 0.028 | 0.527 | 0.533 |
| CZ | 131.799 | 108.377 | 23.422 | 2.151 | 2.680 | 2.948 | 0.772 | 4.105 | 1.542 |
| DK | 83.468 | 53.020 | 30.448 | 0.857 | 6.656 | 5.675 | 1.521 | 1.153 | 2.922 |
| DE | 1 125.034 | 648.594 | 476.440 | 22.094 | 55.388 | 96.479 | 17.086 | 29.231 | 74.889 |
| EE | 12.083 | 8.730 | 3.352 | 0.136 | 0.534 | 0.452 | 0.060 | 1.187 | 0.139 |
| IE | 89.505 | 49.159 | 40.346 | 0.509 | 5.617 | 19.887 | 1.760 | 0.718 | 1.519 |
| EL | 27.221 | 13.097 | 14.124 | 4.752 | 0.151 | 0.807 | 0.045 | 0.357 | 0.275 |
| ES | 244.287 | 155.794 | 88.493 | 5.270 | 4.699 | 10.653 | 2.612 | 2.583 | 4.059 |
| FR | 436.937 | 262.623 | 174.313 | 6.436 | 14.696 | 27.636 | 6.844 | 6.808 | 16.190 |
| HR | 10.431 | 6.618 | 3.813 | 0.896 | 0.178 | 0.217 | 0.035 | 0.275 | 0.051 |
| IT | 398.870 | 218.824 | 180.047 | 12.854 | 20.808 | 29.756 | 5.357 | 9.503 | 10.494 |
| CY | 1.364 | 0.772 | 0.592 | 0.008 | 0.019 | 0.047 | 0.001 | 0.014 | 0.039 |
| LV | 10.957 | 7.505 | 3.452 | 0.147 | 0.299 | 0.119 | 0.034 | 1.606 | 0.108 |
| LT | 24.361 | 13.358 | 11.003 | 0.183 | 0.669 | 0.905 | 0.037 | 5.081 | 0.102 |
| LU | 14.485 | 11.961 | 2.524 | 0.135 | 0.694 | 0.357 | 0.058 | 0.129 | 0.200 |
| HU | 83.266 | 66.612 | 16.655 | 2.877 | 0.953 | 2.340 | 0.407 | 2.069 | 1.408 |
| MT | 2.206 | 1.104 | 1.101 | 0.021 | 0.025 | 0.118 | 0.106 | 0.003 | 0.023 |
| NL | 506.339 | 384.230 | 122.109 | 5.932 | 11.056 | 19.542 | 3.451 | 6.611 | 8.450 |
| AT | 134.173 | 93.774 | 40.398 | 1.975 | 7.881 | 7.483 | 1.246 | 3.988 | 2.981 |
| PL | 165.715 | 128.290 | 37.424 | 3.122 | 4.252 | 3.626 | 0.492 | 7.006 | 1.683 |
| PT | 48.105 | 34.099 | 14.006 | 0.415 | 0.590 | 2.110 | 0.125 | 0.204 | 0.839 |
| RO | 52.493 | 37.311 | 15.182 | 3.144 | 0.877 | 0.976 | 0.211 | 1.452 | 0.567 |
| SI | 27.075 | 20.379 | 6.696 | 1.462 | 0.440 | 0.456 | 0.036 | 1.129 | 0.215 |
| SK | 65.081 | 54.909 | 10.172 | 1.175 | 1.266 | 1.256 | 0.102 | 2.130 | 1.375 |
| FI | 55.973 | 32.081 | 23.892 | 0.703 | 2.297 | 3.822 | 1.017 | 4.638 | 2.564 |
| SE | 123.720 | 72.248 | 51.472 | 1.578 | 14.506 | 8.347 | 1.543 | 2.427 | 4.383 |
| UK | 380.282 | 182.059 | 198.223 | 5.360 | 29.939 | 45.496 | 5.242 | 4.177 | 19.577 |

Notes: Candidate 5: Albania, Serbia, the former Yugoslav Republic of Macedonia, Montenegro and Turkey.

EFTA: Iceland, Liechtenstein, Norway and Switzerland.

Comparison EU-28 – World

GENERAL DATA

DATA FOR 2014

| | EU-28 | USA | JAPAN | CHINA | RUSSIA |
|----------------------------------------------------------|--------|--------|--------|---------|--------|
| Population million | 507.54 | 318.86 | 127.13 | 1364.27 | 143.82 |
| Population growth % change since previous year | 0.3 | 0.7 | -0.2 | 0.5 | 0.2 |
| Urban population % of total | 75 | 81 | 93 | 54 | 74 |
| Area 1 000 km ² | 4 471 | 9 629 | 378 | 9 597 | 17 075 |
| Population density Persons/km ² | 114 | 33 | 336 | 142 | 8 |
| GDP (nominal) billion EUR | 13 958 | 13 129 | 3 468 | 7 805 | 1 402 |
| Real GDP growth % | 1.4 | 2.4 | -0.1 | 7.3 | 0.6 |
| Relative GDP per capita in PPP (EU-28 = 100) | 100 | 150 | 100 | 36 | 71 |
| Exports of goods billion EUR | 1 702 | 1 231 | 528 | 1 691 | 375 |
| Imports of goods billion EUR | 1 689 | 1 789 | 603 | 1 363 | 232 |

Notes: EU-28: area, population: including French overseas departments.
EU-28: trade: only extra-EU trade.

PART 2

TRANSPORT



PART 2
SUMMARY

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Statistical Overview EU Transport

Gross Value Added:

With around €633 billion in Gross Value Added (GVA) at current prices, the transport and storage services sector (including postal and courier activities) accounted for about 5.1% of total GVA in the EU-28 in 2014 ⁽¹⁾. It should be noted, however, that this figure only includes the GVA of companies whose main activity is the provision of transport (and transport-related) services and that own account transport operations are not included.

Employment:

In 2014, the transport and storage services sector (including postal and courier activities) in the EU-28 employed around 11 million persons ⁽²⁾, some 5.1% of the total workforce ⁽³⁾. Around 53% of them worked in land transport (road, rail and pipelines), 3% in water transport (sea and inland waterways), 4% in air transport and 25% in warehousing and supporting and transport activities (such as cargo handling, storage and warehousing) and the remaining 16% in postal and courier activities.

Household expenditure:

In 2014, it is estimated that private households in the EU-28 spent €1001 billion or roughly 13% of their total consumption on transport-related items. Close to 26% of this sum (around €265 billion) was used to purchase vehicles, more than half (€522 billion) was spent on the operation of personal transport equipment (e.g. to buy fuel for the car) and the rest (€213 billion) was spent for transport services (e.g. bus, train, plane tickets).

Goods transport:

In 2014 total goods transport activities in the EU-28 are estimated to amount to 3524 billion tkm. This figure includes intra-EU air and sea transport but not transport activities between the EU and the rest of the world. Road transport accounted for 49% of this total, rail for 11.7%, inland waterways for 4.3% and oil pipelines for 3.2%. Intra-EU maritime transport was the second most important mode with a share of 31.8% while intra-EU air transport only accounted for 0.1% of the total.

Passenger transport:

In 2014, total passenger transport activities in the EU-28 by any motorized means of transport are estimated to amount to 6591 billion pkm or on average around 12985 km per person. This figure includes intra-EU air and sea transport but not transport activities between the EU and the rest of the world. Passenger cars accounted for 72.3% of this total, powered two-wheelers for 1.9%, buses & coaches for 8%, railways for 6.5% and tram and metro for 1.5%. Intra-EU air and intra-EU maritime transport contributed for 9.2% and 0.6% respectively.

- Notes:** (1) It is estimated that the transport share amounts of 4.5% of total GVA if postal and courier activities are not included.
(2) Figures on number of persons employed in transport, total workforce and shares per mode based on Eurostat Labour Force Survey (age 15-64 years).
(3) 4.3% of total employment if postal and courier activities are not included.

Statistical Overview EU Transport

Safety:

Road: 25 974 persons were killed in road accidents (fatalities within 30 days) in 2014, 0.1 % more than in 2013 (when 25 956 people lost their lives). In comparison with 2001, the number of road fatalities was lower by more than half (-52.7 %).

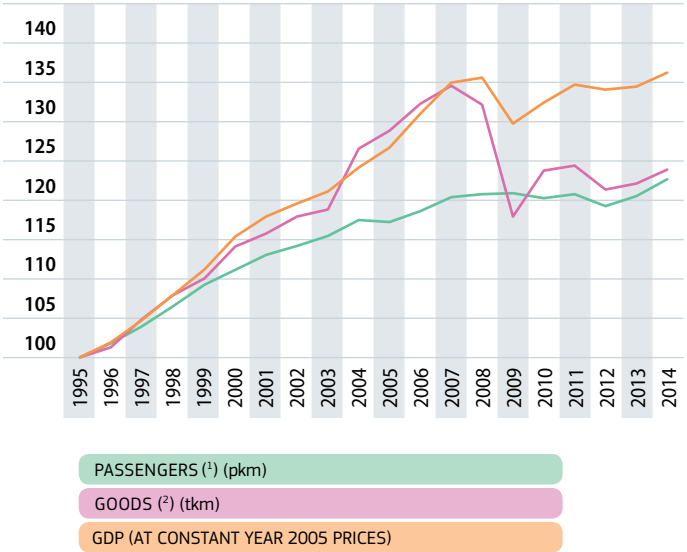
Rail: 15 passengers lost their lives in 2014; this figure does not include casualties among railway employees or other people run over by trains.

Air: 150 lives were lost in 2015.

Transport Growth EU-28

YEAR
1995
= 100

PASSENGERS, GOODS, GDP 1995–2014



Notes: (1) Passenger cars, powered two-wheelers, buses & coaches, tram & metro, railways, intra-EU air, intra-EU sea.
(2) Road, rail, inland waterways, oil pipelines, intra-EU air, intra-EU sea.
GDP: at constant year 2005 prices and exchange rates.

ANNUAL GROWTH RATES EU-28

| | 1995–2014 p.a. | 2000–2014 p.a. | 2013–2014 |
|--------------------------------------------|----------------|----------------|-----------|
| GDP at year 2005 prices and exchange rates | 1.6% | 1.2% | 1.4% |
| Passenger transport (pkm) | 1.1% | 0.7% | 1.8% |
| Freight transport (tkm) | 1.1% | 0.6% | 1.4% |

Road Transport: SPEED LIMITS, BLOOD ALCOHOL LIMITS

| | SPEED LIMIT, CARS (IN GENERAL), km/h: | | | Blood alcohol limit, grams of alcohol in 1 litre of blood |
|----|---------------------------------------|------------------------|-----------|-----------------------------------------------------------|
| | Built-up areas | Outside built-up areas | Motorways | |
| BE | 30-50 | 90-120 | 120 | 0.5 |
| BG | 50 | 90 | 130 | 0.5 |
| CZ | 50 | 90 | 130 | 0.0 |
| DK | 50 | 80 | 130 | 0.5 |
| DE | 50 | 100 | (130) | 0.5 |
| EE | 50 | 90-110 | - | 0.2 |
| IE | 50 | 80-100 | 120 | 0.5 |
| EL | 50 | 90-110 | 130 | 0.5 |
| ES | 50 | 90-100 | 120 | 0.5 |
| FR | 50 | 80-110 | 110-130 | 0.5 |
| HR | 50 | 90-110 | 130 | 0.5 |
| IT | 50 | 90-110 | 130 | 0.5 |
| CY | 50 | 80 | 100 | 0.5 |
| LV | 50 | 90 | 110 | 0.5 |
| LT | 50 | 70-90 | 110-130 | 0.4 |
| LU | 50 | 90 | 110-130 | 0.5 |
| HU | 50 | 90-110 | 130 | 0.0 |
| MT | 50 | 80 | - | 0.8 |
| NL | 50 | 80-100 | 130 | 0.5 |
| AT | 50 | 100 | 130 | 0.5 |
| PL | 50-60 | 90-120 | 140 | 0.2 |
| PT | 50 | 90-100 | 120 | 0.5 |
| RO | 50 | 90-100 | 130 | 0.0 |
| SI | 30-50 | 90-100 | 130 | 0.5 |
| SK | 50 | 90 | 130 | 0 |
| FI | 40-50 | 80-100 | 100-120 | 0.5 |
| SE | 50 | 70 | 110 | 0.2 |
| UK | 32-48 | 96-112 | 112 | 0.8 |
| AL | 40 | 80-90 | 110 | 0.5 |
| ME | 50 | 80-100 | 130 | 0.5 |
| MK | 60 | 80-100 | 120 | 0.5 |
| RS | 50 | 80-100 | 120 | 0.3 |
| TR | 50 | 90-110 | 120 | 0.5 |
| IS | 50 | 80-90 | - | 0.5 |
| NO | 50 | 80 | 90-100 | 0.2 |
| CH | 50 | 80-100 | 120 | 0.5 |

Notes: UK, IE, CY and MT drive on the left hand side of the road, the other Member States drive on the right hand side (Sweden since 3 September 1967). Signs in UK are in miles per hour. The higher figure shown in the 'outside built-up areas' column generally refers to the speed limit on dual carriageways that are not motorways.

Speed limits:

DE: Motorways: No general speed limit, recommended speed limit is 130 km/h (more than half the network has a speed limit of 120 km/h or less).

FR: Dual carriageways 110 km/h. If the road is wet: motorways 110 km/h, dual carriageways 90 km/h, other roads outside built-up areas 80 km/h.

IT: 150 km/h on certain 2x3 lane motorways if the operator so requests.

FI: In winter 100 km/h on motorways, 80 km/h on other roads.

PL: Built-up areas: 50 km/h from 05h to 23h, 60 km/h from 23h to 05h.

Blood alcohol limits:

In many countries, special (more restrictive) rules apply to novice (i.e. new, unexperienced) and professional drivers.

Road Transport: MAXIMUM GROSS VEHICLE WEIGHT

| tonnes | WEIGHT PER BEARING AXLE | WEIGHT PER DRIVE AXLE | LORRIES | | ROAD TRAIN | | ARTICU- LATED VEHI- CLES |
|--------|-------------------------------|-----------------------------|---------|-------------------------|--------------------|------------------------|-----------------------------------|
| | | | 2 axles | 3 axles | 4 axles | 5 axles and more | 5 axles and more |
| BE | 10 | 12 | 19 | 26 | 39 | 44 | 44 ⁽²⁾ |
| BG | 10 | 11.5 | 18 | 26 ⁽¹⁾ | 36 | 40 | 40 |
| CZ | 10 | 11.5 | 18 | 26 ⁽¹⁾ | 36 | 44 ⁽¹⁾ | 42 - 48 |
| DK | 10 | 10/11.5 ⁽³⁾ | 18 | 24/26 ⁽¹⁾⁽³⁾ | 38 | 42 - 48 | 42 - 48 |
| DE | 10 | 11.5 | 18 | 26 ⁽¹⁾ | 36 | 40 | 40 |
| EE | 10 | 11.5 | 18 | 26 ⁽¹⁾ | 36 ⁽¹⁰⁾ | 40 ⁽¹¹⁾ | 40 |
| IE | 10 | 11.5 ⁽⁷⁾ | 18 | 26 ⁽¹⁾ | 36 | 44 ⁽¹⁾ | 44 ⁽¹⁾ |
| EL | 7/10 | 13 | 19 | 26 | 33 | 40 | 40 |
| ES | 10 | 11.5 | 18 | 26 | 36 | 40 | 42 - 44 |
| FR | 13 | 13 | 19 | 26 | 38 | 40 | 40 |
| HR | 10 | 11.5 | 18 | 24 | 36 | 40 | 40 |
| IT | 12 | 12 | 18 | 26 ⁽¹⁾ | 40 | 44 | 44 |
| CY | 10 | 11,5 | 18 | 25 | 36 | 40 | 40 ⁽⁶⁾ |
| LV | 10 | 11.5 | 18 | 26 ⁽¹⁾ | 40 | 40 | 40 |
| LT | 10 | 11.5 | 18 | 26 ⁽¹⁾ | 36 | 40 | 40 - 44 ⁽⁸⁾ |
| LU | 10 | 12 ⁽⁹⁾ | 19 | 26 | 44 | 44 | 44 |
| HU | 10 | 11.5 | 18 | 25 | 30 | 40 | 40 ⁽⁶⁾ |
| MT | 10 | 11.5 | 18 | 25 | 36 | 40 | 40 ⁽⁶⁾ |
| NL | 10 | 11.5 | 21.5 | 33 | 40 | 50 | 50 |
| AT | 10 | 11.5 | 18 | 26 | 36 | 40 | 40 |
| PL | 10 | 11.5 | 18 | 26 ⁽¹⁾ | 36 | 40 | 40 |
| PT | 10 | 12 | 19 | 26 | 37 ⁽¹⁰⁾ | 40 | 40 |
| RO | 10 | 11.5 | 18 | 25 | 36 | 40 | 40 |
| SI | 10 | 11.5 | 18 | 26 ⁽¹⁾ | 36 | 40 | 40 |
| SK | 10 | 11.5 | 18 | 26 ⁽¹⁾ | 36 | 40 | 40 |
| FI | 10 | 11.5 | 18 | 26 ⁽¹⁾ | 36 | 44 - 60 ⁽⁴⁾ | 42 - 48 |
| SE | 10 | 11.5 | 18 | 26 ⁽¹⁾ | 38 | 48 - 60 ⁽⁵⁾ | 48 - 60 ⁽⁵⁾ |
| UK | 10 | 11.5 | 18 | 26 ⁽¹⁾ | 36 | 40 | 40 - 44 ⁽⁸⁾ |
| AL | 10 | 11.5 ⁽¹²⁾ | 18 | 26 ⁽¹⁾ | 36 | 40 | 44 |
| ME | 10 | 11.5 | 18 | 26 ⁽¹⁾ | 36 | 40 | 40 - 44 ⁽⁸⁾ |
| MK | 10 | 11.5 | 18 | 24 | 31 | 40 | 40 |
| RS | 10 | 11.5 | 18 | 26 | 32 | 40 | 40 |
| TR | 10 | 11.5 | 18 | 25/26 | 36 | 40 | 40 - 44 ⁽⁸⁾ |
| IS | 10 | 11.5 | 18 | 26 ⁽¹⁾ | 36 | 40 | 44 |
| NO | 10 | 11.5 | 19 | 26 | 37 | 42 | 44 |
| CH | 10 | 11.5 | 18 | 26 ⁽¹⁾ | 36 | 40 | 40 |
| LI | 10 | 11.5 | 18 | 26 | 36 | 40 | 40 |

Notes: An articulated vehicle consists of a road tractor coupled to a semi-trailer.
A road train is a goods road motor vehicle coupled to one or more trailers.

- (1) For axles equipped with air suspension or equivalent.
- (2) 2 axles tractor + 3 axles semi-trailer: mechanical suspension = 43t, pneumatic suspension = 44t.
- (3) National traffic / international traffic.
- (4) 5 axles = 44t; 6 axles = 56t; 7 axles = 60t.
- (5) 5 axles = 48t; 6 axles = 58t; 7 axles = 60t.
- (6) 44t for 40 feet long ISO containers.
- (7) 10.5t for vehicles with mechanical suspension in national traffic.
- (8) Higher value for vehicles engaged in combined transport.
- (9) 11.5t if mechanical suspension.
- (10) 35t for 3-axle tractor + 1-axle trailer.
- (11) 44t for 3 and + axles tractor + 3 and + axles trailer.
- (12) Weight per drive axle: national traffic = 10t; international traffic = 11.5t; Lorry 3 axles: national traffic = 24t; international traffic = 26t.

2.1.5

Employment by Mode of Transport (*) (in 1 000) – 2013

| | TOTAL | ROAD freight transport | ROAD passenger transport (**) | Railways | Pipelines | Inland water transport | Sea transport | Air transport | Warehousing and support activities | Postal and courier activities |
|-------|---------|------------------------|-------------------------------|----------|-----------|------------------------|---------------|---------------|------------------------------------|-------------------------------|
| EU-28 | 10521.3 | 2938.0 | 1991.4 | 559.6 | 28.5 | 40.3 | 164.8 | 350.2 | 2 635.8 | 1 812.6 |
| BE | 215.0 | 59.9 | 18.3 | 1.9 | 0.1 | 1.0 | 1.8 | 5.3 | 90.2 | 36.4 |
| BG | 155.5 | 55.7 | 32.5 | 10.9 | 0.3 | 0.7 | 1.6 | 2.0 | 32.2 | 19.5 |
| CZ | 262.9 | 113.9 | 37.5 | 27.8 | 0.6 | 0.6 | 0.0 | 2.5 | 39.0 | 41.0 |
| DK | 147.3 | 32.8 | 23.3 | 6.7 | 0.1 | 0.2 | 21.1 | 9.2 | 30.6 | 23.5 |
| DE | 2 062.4 | 409.9 | 385.3 | 48.1 | 3.3 | 8.1 | 21.3 | 57.8 | 625.7 | 502.9 |
| EE | 37.8 | 15.1 | 3.8 | 1.7 | 0.0 | 0.1 | 0.8 | 0.3 | 12.4 | 3.6 |
| IE | 79.9 | 19.8 | 16.0 | 2.9 | 0.0 | 0.0 | 0.7 | 9.5 | 14.4 | 16.6 |
| EL | 166.6 | 34.8 | 67.4 | 1.0 | 0.2 | 0.0 | 13.2 | 2.4 | 35.6 | 12.0 |
| ES | 824.6 | 305.8 | 174.0 | 13.8 | 2.0 | 0.4 | 6.4 | 28.8 | 209.9 | 83.5 |
| FR | 1 378.5 | 351.8 | 256.7 | 169.4 | 4.9 | 2.3 | 13.1 | 65.0 | 259.3 | 256.0 |
| HR | 77.2 | 20.1 | 10.5 | 4.2 | 0.5 | 0.3 | 4.1 | 2.8 | 22.9 | 11.7 |
| IT | 1 059.7 | 304.9 | 166.8 | 41.1 | 2.2 | 2.5 | 25.6 | 22.0 | 333.6 | 161.0 |
| CY | 17.9 | 1.9 | 3.1 | 0.0 | 0.0 | 0.0 | 1.9 | 1.0 | 8.7 | 1.3 |
| LV | 74.9 | 23.9 | 13.0 | 3.7 | 0.2 | 0.1 | 0.8 | 1.3 | 26.2 | 5.6 |
| LT | 108.7 | 52.8 | 14.8 | 10.8 | 0.0 | 0.1 | 1.4 | 0.5 | 19.5 | 8.7 |
| LU | 19.8 | 7.6 | 5.0 | 1.0 | 0.0 | 0.3 | 0.0 | 1.2 | 3.4 | 1.3 |
| HU | 216.3 | 65.1 | 48.0 | 11.6 | 0.9 | 0.9 | 0.0 | 0.9 | 52.3 | 36.5 |
| MT | 9.9 | 1.1 | 1.8 | 0.0 | 0.0 | 0.0 | 1.1 | 0.6 | 4.3 | 1.0 |
| NL | 409.0 | 113.5 | 60.0 | 20.0 | 0.1 | 13.8 | 12.8 | 25.1 | 85.3 | 78.4 |
| AT | 206.8 | 57.9 | 55.5 | 11.5 | 0.5 | 0.5 | 0.0 | 6.6 | 49.5 | 24.9 |
| PL | 720.8 | 293.6 | 131.7 | 55.3 | 3.6 | 1.3 | 1.9 | 5.1 | 130.1 | 98.2 |
| PT | 147.8 | 58.8 | 33.2 | 0.6 | 0.1 | 0.6 | 0.7 | 10.7 | 28.5 | 14.6 |
| RO | 337.5 | 113.8 | 78.4 | 31.7 | 6.6 | 2.2 | 0.4 | 4.0 | 60.6 | 39.8 |
| SI | 43.4 | 20.4 | 5.1 | 0.7 | 0.6 | 0.3 | 0.2 | 0.6 | 8.2 | 7.3 |
| SK | 121.9 | 38.9 | 18.0 | 12.9 | 0.9 | 0.5 | 0.0 | 0.3 | 34.6 | 15.9 |
| FI | 148.0 | 45.5 | 33.0 | 8.6 | 0.2 | 0.6 | 8.2 | 4.7 | 29.3 | 21.9 |
| SE | 270.0 | 75.9 | 68.8 | 10.3 | 0.0 | 1.5 | 13.3 | 9.0 | 48.3 | 42.8 |
| UK | 1 205.1 | 242.5 | 229.9 | 59.6 | 0.9 | 1.1 | 12.4 | 71.0 | 341.2 | 246.5 |

Notes: (*) Data refer to transportation and storage activities (including postal and courier services, removal services). Data are based on Structural Business Statistics and therefore total transport employment differs from value on Overview 2.1.1. The values above in italics are not from ESTAT or other official source, but are merely indicative estimates made by DG MOVE.

(**) Including all urban and suburban land transport modes (motor bus, tramway, streetcar, trolley bus, underground and elevated railways).

The above figures refer to those companies whose main activity lies in the mode concerned. Economic activity according to NACE Rev. 2 classification.

Number of Enterprises by Mode of Transport (*) – 2013

| | TOTAL | ROAD freight transport | ROAD passenger transport (**) | Railways | Pipelines | Inland water transport | Sea transport | Air transport | Warehousing and support activities | Postal and courier activities |
|-------|-----------|------------------------|-------------------------------|----------|-----------|------------------------|---------------|---------------|------------------------------------|-------------------------------|
| EU-28 | 1 134 016 | 563 598 | 344 141 | 865 | 244 | 9 600 | 11 641 | 4 366 | 139 242 | 60 300 |
| BE | 18 425 | 8 201 | 2 848 | 10 | 32 | 322 | 127 | 286 | 3 547 | 3 035 |
| BG | 19 461 | 10 575 | 5 998 | 13 | 3 | 24 | 26 | 46 | 2 063 | 715 |
| CZ | 38 944 | 30 739 | 3 410 | 28 | 2 | 89 | 2 | 39 | 4 328 | 307 |
| DK | 11 246 | 5 150 | 2 913 | 16 | 5 | 21 | 303 | 63 | 1 384 | 1 391 |
| DE | 90 871 | 35 852 | 24 848 | 151 | 36 | 936 | 2 175 | 519 | 15 952 | 10 403 |
| EE | 4 761 | 2 873 | 459 | 7 | 0 | 5 | 37 | 9 | 1 282 | 89 |
| IE | 9 124 | 3 939 | 1 873 | 9 | 0 | 0 | 50 | 53 | 1 189 | 2 011 |
| EL | 63 814 | 19 351 | 35 030 | 9 | 3 | 0 | 2 645 | 22 | 6 357 | 401 |
| ES | 193 638 | 108 173 | 62 157 | 10 | 9 | 69 | 282 | 111 | 16 387 | 6 440 |
| FR | 103 315 | 37 676 | 49 770 | 51 | 74 | 1 081 | 772 | 588 | 10 324 | 2 978 |
| HR | 8 839 | 5 891 | 1 254 | 6 | 2 | 15 | 592 | 30 | 1 005 | 44 |
| IT | 129 865 | 72 723 | 29 791 | 25 | 12 | 981 | 728 | 227 | 23 036 | 2 342 |
| CY | 3 008 | 895 | 1 174 | 0 | 0 | 0 | 58 | 1 | 697 | 183 |
| LV | 6 560 | 3 310 | 975 | 26 | 1 | 19 | 46 | 21 | 1 901 | 261 |
| LT | 10 776 | 4 891 | 3 259 | 5 | 0 | 14 | 11 | 14 | 1 800 | 782 |
| LU | 969 | 461 | 208 | 1 | 0 | 26 | 0 | 19 | 200 | 54 |
| HU | 26 730 | 14 149 | 7 687 | 33 | 8 | 110 | 12 | 85 | 3 536 | 1 110 |
| MT | 1 308 | 404 | 531 | 0 | 0 | 0 | 83 | 3 | 254 | 25 |
| NL | 37 689 | 11 156 | 6 591 | 30 | 16 | 4 367 | 909 | 353 | 6 681 | 7 586 |
| AT | 13 957 | 6 570 | 5 287 | 27 | 6 | 93 | 0 | 178 | 1 344 | 452 |
| PL | 135 210 | 77 141 | 42 789 | 142 | 5 | 374 | 263 | 297 | 10 979 | 3 220 |
| PT | 22 396 | 8 287 | 11 089 | 4 | 1 | 35 | 192 | 68 | 2 288 | 432 |
| RO | 36 127 | 22 622 | 9 589 | 86 | 3 | 125 | 58 | 70 | 2 509 | 1 065 |
| SI | 8 432 | 5 561 | 1 022 | 7 | 3 | 37 | 38 | 66 | 1 136 | 562 |
| SK | 16 389 | 8 105 | 4 413 | 12 | 7 | 26 | 0 | 20 | 3 295 | 511 |
| FI | 22 129 | 10 370 | 9 001 | 5 | 2 | 79 | 252 | 82 | 1 980 | 358 |
| SE | 29 486 | 15 006 | 8 802 | 55 | 0 | 478 | 767 | 298 | 3 645 | 435 |
| UK | 70 547 | 33 527 | 11 373 | 97 | 14 | 274 | 1 213 | 798 | 10 143 | 13 108 |

Notes: (*) Data refer to transportation and storage activities (including postal and courier services, removal services). The values above in italics are not from ESTAT or other official source, but are merely indicative estimates made by DG MOVE.

(**) Including all urban and suburban land transport modes (motor bus, tramway, streetcar, trolley bus, underground and elevated railways).

The above figures refer to those companies whose main activity lies in the mode concerned. Economic activity according to NACE Rev. 2 classification.

Turnover by Mode of Transport (*)

2013 (million EUR)

| | TOTAL | ROAD freight transport | ROAD passenger transport (**) | Railways | Pipelines | Inland water transport | Sea transport | Air transport | Warehousing and support activities | Postal and courier activities |
|-------|---------|---------------------------|----------------------------------|----------|-----------|---------------------------|---------------|---------------|---------------------------------------|----------------------------------|
| EU-28 | 1372792 | 311181 | 124766 | 73108 | 17098 | 7113 | 105809 | 138184 | 486113 | 109400 |
| BE | 48182 | 10990 | 1359 | 3032 | 183 | 512 | 2653 | 3460 | 22339 | 3655 |
| BG | 5728 | 2904 | 475 | 191 | 98 | 39 | 56 | 381 | 1314 | 270 |
| CZ | 21077 | 7486 | 1327 | 1515 | 140 | 29 | 2 | 1003 | 8404 | 1172 |
| DK | 49764 | 5453 | 2350 | 1169 | 25 | 71 | 25394 | 3033 | 10145 | 2127 |
| DE | 268368 | 39194 | 27874 | 11067 | 3565 | 2137 | 26411 | 20736 | 109000 | 28384 |
| EE | 5118 | 1259 | 160 | 164 | 0 | 29 | 501 | 127 | 2786 | 92 |
| IE | 17223 | 2855 | 980 | 296 | 0 | 0 | 454 | 7444 | 3748 | 1446 |
| EL | 11478 | 2668 | 2054 | 261 | 38 | 0 | 1567 | 985 | 3219 | 685 |
| ES | 94770 | 29996 | 8809 | 2081 | 1825 | 20 | 1722 | 8373 | 37912 | 4033 |
| FR | 205926 | 43679 | 19256 | 20929 | 2513 | 765 | 14467 | 21128 | 70865 | 12325 |
| HR | 3612 | 1204 | 322 | 162 | 33 | 92 | 285 | 200 | 1086 | 229 |
| IT | 147723 | 42562 | 11766 | 6054 | 3147 | 180 | 11735 | 11459 | 51026 | 9795 |
| CY | 2332 | 129 | 145 | 0 | 0 | 0 | 150 | 162 | 1691 | 56 |
| LV | 5286 | 1389 | 195 | 449 | 70 | 19 | 68 | 345 | 2657 | 95 |
| LT | 7614 | 3260 | 259 | 464 | 0 | 2 | 173 | 139 | 3193 | 123 |
| LU | 4886 | 1201 | 581 | 2 | 0 | 30 | 0 | 1938 | 934 | 200 |
| HU | 15220 | 4813 | 1559 | 690 | 401 | 91 | 0 | 1141 | 5696 | 829 |
| MT | 1149 | 103 | 111 | 0 | 0 | 0 | 129 | 119 | 658 | 28 |
| NL | 75579 | 19275 | 4062 | 3254 | 436 | 2136 | 5545 | 10920 | 24744 | 5207 |
| AT | 40735 | 9087 | 4117 | 2899 | 938 | 115 | 0 | 3643 | 17323 | 2613 |
| PL | 41833 | 20281 | 3653 | 2607 | 938 | 245 | 371 | 1839 | 9935 | 1965 |
| PT | 17520 | 4796 | 1147 | 119 | 151 | 43 | 369 | 3913 | 6257 | 878 |
| RO | 12837 | 6083 | 1110 | 867 | 415 | 115 | 43 | 479 | 3076 | 650 |
| SI | 4726 | 2118 | 246 | 237 | 40 | 2 | 34 | 215 | 1540 | 294 |
| SK | 7847 | 2961 | 370 | 1020 | 210 | 35 | 0 | 45 | 2656 | 552 |
| FI | 22946 | 6024 | 2240 | 827 | 165 | 113 | 1810 | 2997 | 6399 | 2371 |
| SE | 49090 | 11191 | 8015 | 2019 | 0 | 159 | 3562 | 3572 | 17526 | 3047 |
| UK | 185328 | 28222 | 20642 | 12235 | 1012 | 135 | 8311 | 28386 | 60389 | 25996 |

Notes: (*) Data refer to transportation and storage activities (including postal and courier services, removal services). The values above in italics are not from ESTAT or other official source, but are merely indicative estimates made by DG MOVE.

(**) Including all urban and suburban land transport modes (motor bus, tramway, streetcar, trolley bus, underground and elevated railways).

The above figures refer to those companies whose main activity lies in the mode concerned. Economic activity according to NACE Rev. 2 classification.

Final Consumption of Households for Transport

BY TYPE OF EXPENDITURE – 2014

| | FINAL CONSUMPTION OF HOUSEHOLDS FOR TRANSPORT | of which: | | | TRANSPORT AS A % OF TOTAL FINAL CONSUMPTION OF HOUSEHOLDS | EXPENDITURE PER HEAD ON TRANSPORT |
|--------------|--------------------------------------------------------|---------------------------------------------------|----------------------------------------------------|------------------------------------|--------------------------------------------------------------------|-----------------------------------------|
| | | purchase of personal transport equipment | operation of personal transport equipment | purchased transport services | | |
| | | million EUR | | | | |
| EU-28 | 1 001 839 | 265 216 | 522 766 | 213 857 | 13.0 | 2 000 |
| BE | 22 406 | 6 025 | 14 135 | 2 247 | 11.4 | 2 000 |
| BG | 4 432 | 922 | 2 052 | 1 458 | 15.4 | 600 |
| CZ | 7 318 | 2 436 | 3 645 | 1 237 | 9.5 | 700 |
| DK | 13 836 | 4 235 | 7 861 | 1 740 | 11.4 | 2 500 |
| DE | 213 480 | 66 102 | 95 761 | 51 617 | 14.2 | 2 600 |
| EE | 1 320 | 233 | 841 | 247 | 12.6 | 1 000 |
| IE | 10 232 | 2 708 | 4 627 | 2 897 | 12.7 | 2 200 |
| EL | 17 878 | 4 038 | 6 227 | 7 613 | 13.6 | 1 600 |
| ES | 71 812 | 17 039 | 42 596 | 12 177 | 11.5 | 1 500 |
| FR | 148 669 | 38 413 | 84 143 | 26 114 | 13.0 | 2 253 |
| HR | 3 088 | 817 | 1 611 | 659 | 13.0 | 729 |
| IT | 119 076 | 23 314 | 77 375 | 18 386 | 12.0 | 2 000 |
| CY | 1 244 | 271 | 770 | 204 | 9.3 | 1 500 |
| LV | 1 621 | 250 | 1 060 | 312 | 11.3 | 800 |
| LT | 3 439 | 534 | 2 414 | 491 | 15.0 | 1 200 |
| LU | 2 830 | 851 | 1 849 | 129 | 15.9 | 5 086 |
| HU | 7 351 | 1 372 | 5 005 | 974 | 13.7 | 700 |
| MT | 648 | 143 | 362 | 142 | 12.6 | 1 500 |
| NL | 36 408 | 8 653 | 21 737 | 6 018 | 12.6 | 2 200 |
| AT | 22 253 | 5 571 | 12 551 | 4 131 | 12.5 | 2 600 |
| PL | 29 571 | 8 173 | 17 443 | 3 956 | 12.1 | 800 |
| PT | 14 367 | 4 112 | 8 168 | 2 087 | 12.2 | 1 400 |
| RO | 10 664 | 1 861 | 6 075 | 2 728 | 11.3 | 536 |
| SI | 3 413 | 647 | 2 525 | 241 | 16.2 | 1 700 |
| SK | 3 199 | 592 | 1 455 | 1 152 | 7.6 | 600 |
| FI | 12 937 | 3 164 | 7 446 | 2 327 | 12.0 | 2 400 |
| SE | 24 231 | 6 748 | 12 037 | 5 447 | 12.6 | 2 500 |
| UK | 194 115 | 55 992 | 80 997 | 57 127 | 14.1 | 3 000 |

EU-28 Evolution of Consumer Prices for Passenger Transport

HARMONISED INDEX OF CONSUMER PRICES

| YEAR 2005 = 100 | ALL ITEMS | TRANSPORT | of which: | | |
|-----------------------|-----------|-----------|----------------------|------------|-------------------------------------------------|
| | | | PURCHASE OF VEHICLES | Motor cars | Motorcycles, bicycles and animal drawn vehicles |
| 2015 | 120.9 | 122.5 | 104.0 | 103.4 | 110.0 |
| 2014 | 120.9 | 125.9 | 103.4 | 102.9 | 108.8 |
| 2013 | 120.2 | 126.0 | 102.8 | 102.3 | 108.0 |
| 2012 | 118.4 | 125.5 | 102.6 | 102.2 | 107.1 |
| 2011 | 115.4 | 121.0 | 102.3 | 101.9 | 106.7 |
| 2010 | 111.9 | 114.3 | 101.7 | 101.4 | 105.1 |
| 2009 | 109.6 | 108.4 | 101.2 | 100.9 | 103.7 |
| 2008 | 108.6 | 110.7 | 101.3 | 101.3 | 100.7 |
| 2007 | 104.7 | 105.6 | 101.6 | 101.7 | 100.3 |
| 2006 | 102.3 | 103.0 | 100.6 | 100.7 | 99.5 |
| 2005 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| 2004 | 97.8 | 95.7 | 99.7 | 99.6 | 100.4 |
| 2003 | 95.6 | 92.6 | 98.9 | 98.7 | 100.3 |

| YEAR 2005 = 100 | OPERATION OF PERSONAL TRANSPORT EQUIPMENT | of which: | | | |
|-----------------------|-------------------------------------------|--------------------------------------------------------------|-------------------------------------------------------|--------------------------------------------------------|-----------------------------------------------------------|
| | | Spare parts and accessories for personal transport equipment | Fuels and lubricants for personal transport equipment | Maintenance and repair of personal transport equipment | Other services in respect of personal transport equipment |
| 2015 | 126.8 | 122.6 | 123.1 | 134.9 | 121.9 |
| 2014 | 133.8 | 122.8 | 138.5 | 132.7 | 120.5 |
| 2013 | 135.2 | 122.3 | 143.2 | 129.9 | 118.9 |
| 2012 | 135.6 | 121.3 | 146.3 | 126.9 | 116.8 |
| 2011 | 129.2 | 118.6 | 136.7 | 123.7 | 114.8 |
| 2010 | 119.2 | 115.5 | 120.3 | 120.2 | 112.9 |
| 2009 | 109.9 | 112.8 | 105.1 | 117.1 | 110.8 |
| 2008 | 115.3 | 109.6 | 119.0 | 112.8 | 107.7 |
| 2007 | 107.5 | 105.8 | 108.1 | 107.9 | 104.9 |
| 2006 | 104.3 | 102.5 | 105.5 | 103.7 | 102.2 |
| 2005 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| 2004 | 93.7 | 97.7 | 90.6 | 96.3 | 97.8 |
| 2003 | 89.3 | 95.4 | 84.9 | 92.4 | 95.9 |

| YEAR 2005 = 100 | TRANSPORT SERVICES | of which: | | | | | |
|-----------------------|--------------------|--------------------------------|-----------------------------|----------------------------|------------------------------------------------|------------------------------|------------------------------------|
| | | Passenger transport by railway | Passenger transport by road | Passenger transport by air | Passenger transport by sea and inland waterway | Combined passenger transport | Other purchased transport services |
| 2015 | 144.0 | 142.6 | 138.7 | 134.4 | 153.7 | 141.7 | 113.3 |
| 2014 | 141.7 | 141.1 | 136.3 | 132.4 | 148.7 | 138.7 | 112.9 |
| 2013 | 138.8 | 138.1 | 133.9 | 131.3 | 144.6 | 135.1 | 112.2 |
| 2012 | 134.4 | 134.2 | 130.8 | 126.2 | 144.5 | 130.6 | 111.7 |
| 2011 | 128.1 | 128.5 | 125.7 | 120.3 | 140.3 | 124.5 | 109.8 |
| 2010 | 121.3 | 123.9 | 120.9 | 112.2 | 128.9 | 119.5 | 108.8 |
| 2009 | 117.2 | 118.0 | 117.9 | 110.0 | 128.0 | 116.5 | 109.4 |
| 2008 | 113.2 | 112.8 | 113.3 | 110.9 | 117.8 | 111.9 | 109.0 |
| 2007 | 106.6 | 108.4 | 107.8 | 100.3 | 113.2 | 107.0 | 105.7 |
| 2006 | 103.2 | 103.4 | 103.8 | 100.7 | 106.2 | 103.6 | 102.6 |
| 2005 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| 2004 | 95.4 | 96.5 | 95.5 | 94.5 | 100.2 | 96.5 | 97.8 |
| 2003 | 92.3 | 93.2 | 92.0 | 93.4 | 102.3 | 92.2 | 95.2 |

EU-28 External Trade by Mode of Transport 2014

VALUE (billion EUR)

| | PARTNER: EXTRA-EU-28 | | | | EXPORT + IMPORT | |
|-----------------|----------------------|---------------|----------------|---------------|-----------------|---------------|
| | EXPORT | | IMPORT | | | |
| Sea | 833.6 | 49.0% | 910.1 | 53.9% | 1 743.7 | 51.4% |
| Road | 324.7 | 19.1% | 225.5 | 13.4% | 550.1 | 16.2% |
| Rail | 21.0 | 1.2% | 20.0 | 1.2% | 41.0 | 1.2% |
| Inland waterway | 4.5 | 0.3% | 2.4 | 0.1% | 6.9 | 0.2% |
| Pipeline | 3.6 | 0.2% | 105.1 | 6.2% | 108.8 | 3.2% |
| Air | 460.4 | 27.0% | 317.7 | 18.8% | 778.1 | 22.9% |
| Self propulsion | 47.2 | 2.8% | 16.3 | 1.0% | 63.5 | 1.9% |
| Post | 0.8 | 0.0% | 1.5 | 0.1% | 2.3 | 0.1% |
| Unknown | 6.4 | 0.4% | 90.1 | 5.3% | 96.5 | 2.8% |
| TOTAL | 1 702.1 | 100.0% | 1 688.7 | 100.0% | 3 390.8 | 100.0% |

WEIGHT (million tonnes)

| | PARTNER: EXTRA-EU-28 | | | | EXPORT + IMPORT | |
|-----------------|----------------------|---------------|----------------|---------------|-----------------|---------------|
| | EXPORT | | IMPORT | | | |
| Sea | 511.9 | 79.4% | 1 192.4 | 72.9% | 1 704.2 | 74.8% |
| Road | 86.3 | 13.4% | 60.8 | 3.7% | 147.1 | 6.5% |
| Rail | 18.0 | 2.8% | 70.7 | 4.3% | 88.8 | 3.9% |
| Inland waterway | 8.6 | 1.3% | 8.7 | 0.5% | 17.3 | 0.8% |
| Pipeline | 3.0 | 0.5% | 247.1 | 15.1% | 250.0 | 11.0% |
| Air | 15.4 | 2.4% | 4.3 | 0.3% | 19.7 | 0.9% |
| Self propulsion | 0.6 | 0.1% | 2.6 | 0.2% | 3.2 | 0.1% |
| Post | 0.0 | 0.0% | 0.0 | 0.0% | 0.0 | 0.0% |
| Unknown | 0.7 | 0.1% | 48.5 | 3.0% | 49.2 | 2.2% |
| TOTAL | 644.4 | 100.0% | 1 635.2 | 100.0% | 2 279.6 | 100.0% |

Note: Data for intra-EU trade are no longer available by mode of transport used.

Environmental Taxes and Transport

AS % OF GDP – TRANSPORT FUEL TAXES (*)

| | % | | | | | | RANKING IN 2014 |
|--------------|------|------|------|------|------|------|--------------------|
| | 2005 | 2010 | 2011 | 2012 | 2013 | 2014 | |
| EU-28 | | 1.4 | 1.3 | 1.3 | 1.3 | 1.3 | |
| BE | 1.3 | 1.2 | 1.2 | 1.1 | 1.1 | 1.1 | 25 |
| BG | | 2.4 | 2.3 | 2.3 | 2.4 | 2.3 | 2 |
| CZ | 2.2 | 1.9 | 1.9 | 1.8 | 1.8 | 1.8 | 9 |
| DK | 1.2 | 1.0 | 1.0 | 0.9 | 0.9 | 0.9 | 28 |
| DE | 1.5 | 1.4 | 1.3 | 1.3 | 1.2 | 1.2 | 20 |
| EE | 1.8 | 2.1 | 2.1 | 2.0 | 1.9 | 1.9 | 6 |
| IE | 1.2 | 1.2 | 1.2 | 1.1 | 1.1 | 1.0 | 26 |
| EL | 1.1 | 1.7 | 1.8 | 1.9 | 1.8 | 1.9 | 7 |
| ES | 1.3 | 1.1 | 1.0 | 1.0 | 1.2 | 1.1 | 22 |
| FR | 1.3 | 1.2 | 1.2 | 1.1 | 1.1 | 1.1 | 24 |
| HR | 2.2 | 2.1 | 1.8 | 1.7 | 2.0 | 2.1 | 3 |
| IT | 1.5 | 1.4 | 1.4 | 1.6 | 1.6 | 1.6 | 14 |
| CY | 1.4 | 1.5 | 1.6 | 1.5 | 1.8 | 2.0 | 4 |
| LV | 2.1 | 2.0 | 1.8 | 1.7 | 1.7 | 1.7 | 10 |
| LT | 1.7 | 1.7 | 1.6 | 1.5 | 1.5 | 1.6 | 13 |
| LU | 2.8 | 2.2 | 2.2 | 2.2 | 2.0 | 1.8 | 8 |
| HU | 1.8 | 1.9 | 1.8 | 1.7 | 1.7 | 1.7 | 12 |
| MT | 1.2 | 1.3 | 1.4 | 1.3 | 1.1 | 1.3 | 18 |
| NL | 1.2 | 1.2 | 1.2 | 1.2 | 1.1 | 1.1 | 23 |
| AT | 1.3 | 1.2 | 1.3 | 1.3 | 1.2 | 1.2 | 21 |
| PL | 1.9 | 1.9 | 1.9 | 1.9 | 1.9 | 1.9 | 5 |
| PT | 1.9 | 1.7 | 1.6 | 1.6 | 1.5 | 1.5 | 15 |
| RO | | 1.5 | 1.3 | 1.3 | 1.4 | 1.7 | 11 |
| SI | 2.1 | 2.7 | 2.5 | 2.8 | 2.7 | 2.6 | 1 |
| SK | 2.7 | 1.5 | 1.5 | 1.4 | 1.4 | 1.4 | 16 |
| FI | 1.4 | 1.3 | 1.2 | 1.3 | 1.3 | 1.3 | 19 |
| SE | 1.3 | 1.2 | 1.1 | 1.1 | 1.0 | 1.0 | 27 |
| UK | 1.6 | 1.6 | 1.6 | 1.5 | 1.4 | 1.4 | 17 |
| AL | | | | | | | |
| ME | | | | | | | |
| MK | | | | | | | |
| RS | | | | | | | |
| TR | | | | | | | |
| IS | | | | | | | |
| NO | 0.8 | 0.8 | 0.7 | 0.6 | 0.7 | 0.6 | |
| CH | | | | | | | |

Notes: (*) Transport fuel taxes include those taxes which are levied on the transport use of fuels/energy products.
 EU totals are weighted averages.

Environmental Taxes and Transport AS % OF GDP – TRANSPORT (EXCL. FUEL) (*)

| | % | | | | | | | | RANKING IN 2014 |
|--------------|------|------|------|------|------|------|------|------|--------------------|
| | 1995 | 2000 | 2005 | 2010 | 2011 | 2012 | 2013 | 2014 | |
| EU-28 | | | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | |
| BE | 0.8 | 0.8 | 0.8 | 0.7 | 0.8 | 0.7 | 0.7 | 0.7 | 10 |
| BG | 0.2 | 0.2 | 0.2 | 0.3 | 0.2 | 0.2 | 0.3 | 0.3 | 20 |
| CZ | 0.3 | 0.2 | 0.2 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 26 |
| DK | 2.1 | 1.8 | 2.1 | 1.5 | 1.4 | 1.4 | 1.5 | 1.5 | 1 |
| DE | 0.4 | 0.3 | 0.4 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 18 |
| EE | 0.3 | 0.2 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 28 |
| IE | 1.3 | 1.4 | 1.2 | 0.9 | 0.8 | 0.8 | 0.9 | 0.9 | 4 |
| EL | 0.7 | 0.8 | 0.9 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 8 |
| ES | 0.4 | 0.4 | 0.4 | 0.3 | 0.3 | 0.3 | 0.3 | 0.2 | 22 |
| FR | 0.4 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 19 |
| HR | | | 1.1 | 0.8 | 0.8 | 0.8 | 0.8 | 0.9 | 7 |
| IT | 0.5 | 0.6 | 0.6 | 0.6 | 0.6 | 0.6 | 0.6 | 0.6 | 11 |
| CY | 2.3 | 2.0 | 1.4 | 1.0 | 0.8 | 0.7 | 0.6 | 0.7 | 9 |
| LV | 0.0 | 0.3 | 0.3 | 0.3 | 0.5 | 0.4 | 0.5 | 0.5 | 14 |
| LT | 0.7 | 0.7 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 27 |
| LU | 0.1 | 0.1 | 0.1 | 0.2 | 0.2 | 0.1 | 0.1 | 0.1 | 25 |
| HU | 0.2 | 0.4 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 16 |
| MT | 2.3 | 2.2 | 1.7 | 1.3 | 1.4 | 1.2 | 1.1 | 1.2 | 2 |
| NL | 1.3 | 1.4 | 1.2 | 1.1 | 1.1 | 1.0 | 0.9 | 1.0 | 3 |
| AT | 0.7 | 0.8 | 0.9 | 0.8 | 0.8 | 0.8 | 0.8 | 0.9 | 5 |
| PL | 0.2 | 0.2 | 0.3 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 24 |
| PT | 0.9 | 1.1 | 0.9 | 0.6 | 0.6 | 0.5 | 0.5 | 0.6 | 13 |
| RO | 0.0 | 0.1 | 0.1 | 0.3 | 0.2 | 0.3 | 0.3 | 0.3 | 21 |
| SI | 1.0 | 0.4 | 0.5 | 0.4 | 0.4 | 0.4 | 0.5 | 0.5 | 15 |
| SK | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 23 |
| FI | 0.8 | 1.1 | 1.1 | 0.9 | 1.0 | 0.9 | 0.9 | 0.9 | 6 |
| SE | 0.3 | 0.3 | 0.4 | 0.5 | 0.4 | 0.4 | 0.4 | 0.4 | 17 |
| UK | 0.6 | 0.6 | 0.4 | 0.6 | 0.6 | 0.6 | 0.6 | 0.6 | 12 |
| AL | | | | | | | | | |
| ME | | | | | | | | | |
| MK | | | | | | | | | |
| RS | | | | | | | | | |
| TR | | | | | | | | | |
| IS | 1.1 | 1.7 | 1.6 | 0.2 | 0.3 | 0.3 | 0.3 | 0.3 | |
| NO | 1.4 | 1.2 | 1.4 | 1.2 | 1.1 | 1.1 | 1.1 | 1.0 | |
| CH | | | | | | | | | |

Notes: (*) Transport taxes (excl. Fuel) mainly include taxes related to the ownership and use of motor vehicles.
EU totals are weighted averages.

Environmental Taxes and Transport (FUEL AND OTHER TAXES) AS % OF TOTAL TAXATION (*)

| | % | | | | | | RANKING IN 2014 |
|--------------|------|------|------|------|------|------|--------------------|
| | 2005 | 2010 | 2011 | 2012 | 2013 | 2014 | |
| EU-28 | | 5.0 | 4.9 | 4.8 | 4.7 | 4.6 | |
| BE | 4.8 | 4.4 | 4.4 | 4.1 | 3.9 | 4.0 | 26 |
| BG | | 10.1 | 10.0 | 9.5 | 9.5 | 9.2 | 1 |
| CZ | 6.8 | 6.3 | 6.0 | 5.7 | 5.5 | 5.6 | 16 |
| DK | 6.9 | 5.5 | 5.3 | 5.0 | 5.1 | 4.8 | 23 |
| DE | 5.2 | 4.6 | 4.5 | 4.3 | 4.2 | 4.1 | 25 |
| EE | 6.3 | 6.4 | 6.7 | 6.6 | 6.1 | 6.1 | 12 |
| IE | 7.9 | 7.6 | 7.3 | 6.9 | 6.9 | 6.6 | 10 |
| EL | 6.1 | 7.3 | 7.3 | 7.3 | 7.1 | 7.3 | 6 |
| ES | 4.8 | 4.3 | 4.2 | 4.0 | 4.3 | 4.1 | 24 |
| FR | 3.8 | 3.4 | 3.4 | 3.2 | 3.1 | 3.0 | 28 |
| HR | 8.9 | 8.1 | 7.4 | 6.9 | 7.6 | 8.1 | 3 |
| IT | 5.4 | 4.7 | 4.8 | 5.2 | 5.0 | 5.0 | 20 |
| CY | 9.2 | 7.7 | 7.6 | 7.1 | 7.6 | 8.0 | 4 |
| LV | 8.6 | 8.4 | 8.3 | 7.6 | 7.5 | 7.6 | 5 |
| LT | 7.4 | 6.3 | 6.0 | 5.8 | 5.8 | 5.9 | 14 |
| LU | 7.7 | 6.2 | 6.2 | 6.0 | 5.5 | 5.1 | 19 |
| HU | 6.3 | 6.2 | 6.1 | 5.8 | 5.6 | 5.6 | 17 |
| MT | 9.0 | 8.3 | 8.6 | 7.8 | 7.0 | 7.2 | 7 |
| NL | 6.8 | 6.5 | 6.4 | 6.0 | 5.7 | 5.6 | 15 |
| AT | 5.3 | 5.0 | 5.2 | 5.0 | 4.9 | 4.9 | 22 |
| PL | 6.7 | 6.8 | 6.6 | 6.6 | 6.6 | 6.7 | 9 |
| PT | 9.0 | 7.6 | 6.8 | 6.4 | 6.0 | 6.1 | 11 |
| RO | | 6.8 | 5.5 | 5.7 | 6.1 | 7.1 | 8 |
| SI | 6.8 | 8.3 | 7.8 | 8.5 | 8.6 | 8.4 | 2 |
| SK | 9.1 | 6.1 | 6.0 | 5.7 | 5.4 | 5.3 | 18 |
| FI | 5.9 | 5.4 | 5.2 | 5.1 | 5.0 | 4.9 | 21 |
| SE | 3.6 | 3.8 | 3.6 | 3.5 | 3.5 | 3.3 | 27 |
| UK | 6.0 | 6.5 | 6.3 | 6.2 | 6.1 | 6.0 | 13 |
| AL | | | | | | | |
| ME | | | | | | | |
| MK | | | | | | | |
| RS | | | | | | | |
| TR | | | | | | | |
| IS | | | | | | | |
| NO | 5.2 | 4.6 | 4.4 | 4.3 | 4.3 | 4.2 | |
| CH | | | | | | | |

Notes: (*) Including taxes on fuel and other transport taxes.
EU totals are weighted averages.

Comparison EU-28 – World: INFRASTRUCTURE AND VEHICLES

| TRANSPORT INFRASTRUCTURE | | | | | |
|----------------------------|-------|----------------------|--------------------|---------------------|---------------------|
| | EU-28 | USA | JAPAN | CHINA | RUSSIA |
| 1 000 km | 2013 | 2013 | 2013 | 2013 | 2013 |
| Road network (paved) | 5 000 | 4 310 | 989 | 3 756 | 1 094 |
| Motorway network | 74.3 | 93.3 ⁽¹⁾ | 8.4 ⁽²⁾ | 104.4 | 51.0 ⁽³⁾ |
| Railway network | 220 | 205.6 ⁽⁴⁾ | 19.5 | 103.1 | 86.0 |
| Electrified rail lines | 115.2 | | 11.7 | 36.0 | 43.0 |
| Navigable inland waterways | 42.0 | 40.2 | | 125.9 | 102.0 |
| Oil pipelines | 36.8 | 309.6 | | 98.5 ⁽⁵⁾ | 55.0 ⁽⁶⁾ |

| VEHICLE STOCK | | | | | | |
|-----------------------------|----------------------|-------|--------------------|---------------------|--------|------|
| | EU-28 | USA | JAPAN | CHINA | RUSSIA | |
| | 2014 | 2014 | 2014 | 2014 | 2014 | |
| Passenger cars stock | million | 249.8 | 240 ⁽⁷⁾ | 71.3 ⁽⁸⁾ | 83.1 | 41.4 |
| Motorisation | cars / 1 000 persons | 491 | 753 | 561 | 61 | 288 |
| Commercial freight vehicles | million | 35.86 | 10.91 | 6.03 | 21.25 | 6.24 |

| TRANSPORT SAFETY | | | | | | |
|------------------|-------------------------|--------|--------|-------|--------|--------|
| | EU-28 | USA | JAPAN | CHINA | RUSSIA | |
| | 2014 | 2014 | 2014 | 2013 | 2014 | |
| Road fatalities | number | 25 974 | 32 675 | 4 113 | 58 316 | 29 963 |
| | per million inhabitants | 51 | 102 | 32 | 43 | 208 |

- Notes:** ⁽¹⁾ Divided highways with 4 or more lanes (rural or urban interstate, freeways, expressways, arterial and collector) with full access control by the authorities.
⁽²⁾ Japan: national expressways.
⁽³⁾ Russia: federal roads.
⁽⁴⁾ USA: a sum of partly overlapping networks.
⁽⁵⁾ China: both oil and gas pipelines.
⁽⁶⁾ Russia: only crude oil pipelines. 20 thousand km of oil products pipelines are not included.
⁽⁷⁾ USA: light duty vehicles, short wheel and long wheel base.
⁽⁸⁾ Japan: including 31.8 million light motor vehicles (engine capacity up to 660 cubic centimetres).

Comparison EU-28 – World: PASSENGER AND FREIGHT TRANSPORT

PASSENGER TRANSPORT

| | EU-28 | USA | JAPAN | CHINA | RUSSIA |
|-----------------------------------|---------|------------------------|--------------------|------------------------|--------|
| | 2014 | 2014 | 2013 | 2014 | 2014 |
| Passenger car | 4 766.5 | 6 005.9 ⁽¹⁾ | | 1 208.4 ⁽²⁾ | |
| Bus + trolley bus + coach | 525.5 | 546.1 | 74.8 | | 133.4 |
| Railway | 428.2 | 40.3 | 414 | 1 160.5 | 128.8 |
| Tram + metro | 101.6 | 23.0 | ⁽³⁾ | | 50.4 |
| Waterborne | 37.5 | 0.7 | 3.1 ⁽⁴⁾ | 7.4 | 0.6 |
| Air (domestic/intra-EU-28) | 605.3 | 978.1 | 82.7 | 633.4 | 241.4 |

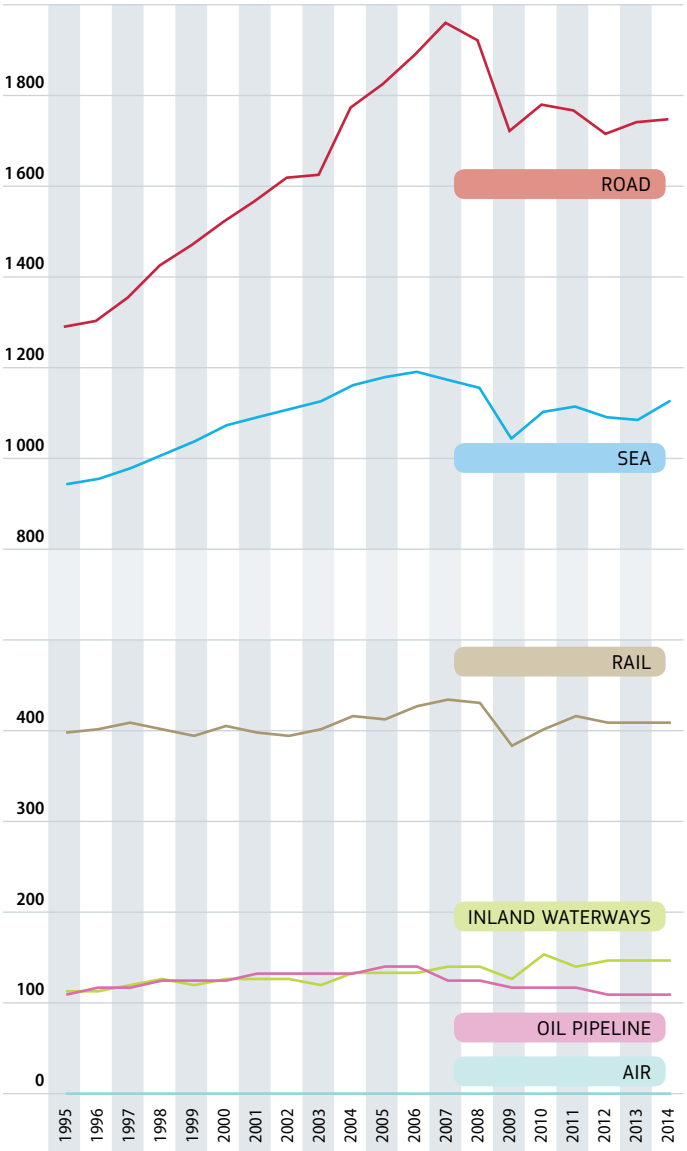
FREIGHT TRANSPORT

| | EU-28 | USA | JAPAN | CHINA | RUSSIA |
|-----------------------------------|---------|------------------------|-------|------------------------|---------|
| | 2014 | 2013 | 2013 | 2014 | 2014 |
| Road | 1 725.5 | 3 810.5 | 214.1 | 6 101.7 | 246.0 |
| Rail | 410.8 | 2 290.7 ⁽⁵⁾ | 21.1 | 2 753.0 | 2 299.0 |
| Inland waterways | 150.9 | | | | 72.0 |
| Oil pipeline | 112.9 | 1 305.2 | | 432.8 ⁽⁶⁾ | 2 423.0 |
| Sea (domestic/intra-EU-28) | 1 122.1 | 572.3 ⁽⁷⁾ | 184.9 | 9 277.5 ⁽⁸⁾ | 32.0 |

- Notes:** ⁽¹⁾ USA: including light trucks/vans.
⁽²⁾ China: including buses and coaches.
⁽³⁾ Japan: included in railway pkm.
⁽⁴⁾ Japan: 2012 value.
⁽⁵⁾ USA: Class I rail.
⁽⁶⁾ China: oil and gas pipelines.
⁽⁷⁾ USA: refers to water transport, includes inland waterways.
⁽⁸⁾ China: both coastwise and inland waterway transport.

EU-28 Performance by Mode for Freight Transport – 1995–2014

billion tonne-kilometres (tkm)



EU-28 Performance by Mode

FREIGHT TRANSPORT

| | billion tkm | | | | | | |
|--------------------|-------------|------|------------------|-----------|---------|-------|-------|
| | ROAD | RAIL | INLAND WATERWAYS | PIPELINES | SEA (*) | AIR | TOTAL |
| 1995 | 1 289 | 388 | 122 | 115 | 930 | 2 | 2 846 |
| 2000 | 1 509 | 405 | 134 | 127 | 1 067 | 2 | 3 245 |
| 2005 | 1 795 | 416 | 139 | 138 | 1 178 | 2 | 3 667 |
| 2006 | 1 858 | 438 | 139 | 137 | 1 191 | 2 | 3 764 |
| 2007 | 1 925 | 452 | 145 | 128 | 1 174 | 2 | 3 826 |
| 2008 | 1 891 | 443 | 146 | 125 | 1 153 | 2 | 3 760 |
| 2009 | 1 700 | 364 | 131 | 122 | 1 035 | 2 | 3 353 |
| 2010 | 1 755 | 394 | 156 | 121 | 1 094 | 2 | 3 522 |
| 2011 | 1 744 | 422 | 142 | 118 | 1 111 | 2 | 3 540 |
| 2012 | 1 693 | 407 | 150 | 115 | 1 085 | 2 | 3 451 |
| 2013 | 1 719 | 406 | 153 | 112 | 1 082 | 2 | 3 474 |
| 2014 | 1 725 | 411 | 151 | 113 | 1 122 | 2 | 3 524 |
| 1995–2014 per year | 33.9% | 5.8% | 23.5% | -1.8% | 20.6% | 27.0% | 23.8% |
| | 1.5% | 0.3% | 1.1% | -0.1% | 1.0% | 1.3% | 1.1% |
| 2000–2014 per year | 14.3% | 1.3% | 12.7% | -11.2% | 5.2% | 3.7% | 8.6% |
| | 1.0% | 0.1% | 0.9% | -0.8% | 0.4% | 0.3% | 0.6% |
| 2013–2014 | 0.4% | 1.1% | -1.2% | 1.0% | 3.8% | 0.0% | 1.4% |

MODAL SPLIT

| | (%) | | | | | |
|------|------|------|------------------|-----------|---------|-----|
| | ROAD | RAIL | INLAND WATERWAYS | PIPELINES | SEA (*) | AIR |
| 1995 | 45.3 | 13.6 | 4.3 | 4.0 | 32.7 | 0.1 |
| 2000 | 46.5 | 12.5 | 4.1 | 3.9 | 32.9 | 0.1 |
| 2005 | 48.9 | 11.3 | 3.8 | 3.8 | 32.1 | 0.1 |
| 2006 | 49.4 | 11.6 | 3.7 | 3.6 | 31.6 | 0.1 |
| 2007 | 50.3 | 11.8 | 3.8 | 3.4 | 30.7 | 0.1 |
| 2008 | 50.3 | 11.8 | 3.9 | 3.3 | 30.7 | 0.1 |
| 2009 | 50.7 | 10.8 | 3.9 | 3.6 | 30.9 | 0.1 |
| 2010 | 49.8 | 11.2 | 4.4 | 3.4 | 31.1 | 0.1 |
| 2011 | 49.3 | 11.9 | 4.0 | 3.3 | 31.4 | 0.1 |
| 2012 | 49.0 | 11.8 | 4.3 | 3.3 | 31.4 | 0.1 |
| 2013 | 49.5 | 11.7 | 4.4 | 3.2 | 31.1 | 0.1 |
| 2014 | 49.0 | 11.7 | 4.3 | 3.2 | 31.8 | 0.1 |

Notes: (*) The time series for maritime transport performance has been revised, for the period from 2005 to 2014, by replacing previous estimates on port-to port distances with more accurate measurements by Eurostat. The time series from 1995 to 2004 has been recalibrated by DG MOVE in line with the new Eurostat figures to avoid break in series. The revision of tkm figures mainly concerns the calculation of distance travelled and not the tonnages transported by sea.

Air and Sea: only domestic and intra-EU-28 transport; estimates for air and for sea (1995-2004).

Road: national and international haulage by vehicles registered in the EU-28.

Modal Split of Freight Transport on Land by Country – 2014

tkm in %

| | ROAD | RAIL | INLAND WATERWAYS | PIPELINES |
|--------------|-------------|-------------|---------------------|------------|
| EU-28 | 71.3 | 17.5 | 6.4 | 4.8 |
| BE | 71.2 | 10.9 | 15.6 | 2.3 |
| BG | 53.2 | 17.7 | 26.1 | 3.0 |
| CZ | 69.0 | 27.2 | 0.1 | 3.8 |
| DK | 80.0 | 10.1 | - | 9.9 |
| DE | 69.3 | 18.3 | 9.6 | 2.8 |
| EE | 44.8 | 55.2 | - | - |
| IE | 98.9 | 1.1 | - | - |
| EL | 97.1 | 1.7 | - | 1.2 |
| ES | 89.4 | 5.8 | - | 4.8 |
| FR | 83.3 | 10.3 | 2.8 | 3.6 |
| HR | 65.7 | 18.4 | 6.2 | 9.7 |
| IT | 81.8 | 12.3 | 0.0 | 5.9 |
| CY | 100.0 | - | - | - |
| LV | 17.1 | 73.9 | - | 9.0 |
| LT | 31.1 | 66.3 | 0.0 | 2.6 |
| LU | 85.5 | 6.1 | 8.4 | - |
| HU | 58.4 | 28.6 | 5.1 | 7.9 |
| MT | 100.0 | - | - | - |
| NL | 45.1 | 5.5 | 44.2 | 5.2 |
| AT | 55.7 | 29.3 | 3.1 | 11.8 |
| PL | 65.7 | 23.8 | 0.1 | 10.5 |
| PT | 85.6 | 12.5 | - | 1.9 |
| RO | 39.8 | 29.5 | 28.3 | 2.4 |
| SI | 64.0 | 36.0 | - | - |
| SK | 47.7 | 32.5 | 3.3 | 16.5 |
| FI | 68.8 | 30.7 | 0.4 | - |
| SE | 69.6 | 30.4 | - | - |
| UK | 82.2 | 12.2 | 0.1 | 5.5 |
| AL | | | | |
| ME | | | | |
| MK | | | | |
| RS | | | | |
| TR | | | | |
| IS | | | | |
| NO | 78.9 | 12.6 | - | 8.5 |
| CH | 63.3 | 35.9 | 0.1 | 0.7 |

Road: NATIONAL HAULAGE

HAULAGE BY VEHICLES REGISTERED IN THE REPORTING COUNTRY

| | billion tkm | | | | | | % OF TOTAL HAULAGE 2014 | % CHANGE '13/'14 |
|--------------|--------------|---------------|---------------|---------------|---------------|---------------|----------------------------------|------------------------|
| | 1995 | 2000 | 2005 | 2010 | 2013 | 2014 | | |
| EU-28 | | <i>1086.4</i> | <i>1225.8</i> | <i>1176.9</i> | <i>1112.4</i> | <i>1112.1</i> | 64.4 | 0.0 |
| BE | 18.6 | 19.8 | 19.3 | 17.8 | 19.0 | 19.2 | 60.3 | 1.0 |
| BG | | 3.1 | 5.0 | 6.1 | 7.2 | 6.8 | 24.5 | -5.1 |
| CZ | | 14.2 | 15.5 | 14.8 | 15.4 | 16.8 | 31.1 | 9.2 |
| DK | 9.3 | 11.0 | 11.1 | 10.6 | 12.2 | 12.9 | 80.0 | 5.9 |
| DE | 201.3 | 226.5 | 237.6 | 252.5 | 256.7 | 263.0 | 84.8 | 2.5 |
| EE | 0.4 | 0.7 | 1.8 | 1.4 | 1.6 | 1.5 | 24.4 | -3.3 |
| IE | 4.7 | 8.3 | 14.0 | 8.2 | 7.2 | 7.7 | 79.0 | 6.8 |
| EL | <i>20.0</i> | <i>23.0</i> | <i>19.6</i> | <i>25.3</i> | <i>14.6</i> | <i>15.1</i> | 78.7 | 3.9 |
| ES | 78.7 | 106.9 | 166.4 | 146.2 | 127.0 | 128.2 | 65.5 | 0.9 |
| FR | 135.3 | 163.2 | 177.3 | 164.3 | 155.7 | 151.1 | 91.5 | -3.0 |
| HR | | 1.9 | 4.4 | 4.5 | 4.3 | 3.9 | 41.9 | -8.2 |
| IT | <i>150.3</i> | <i>158.3</i> | <i>171.6</i> | <i>149.2</i> | <i>112.0</i> | <i>102.4</i> | 86.9 | -8.6 |
| CY | | 1.3 | 1.4 | 1.1 | 0.6 | 0.5 | 97.8 | -14.9 |
| LV | | 1.5 | 2.7 | 2.6 | 2.8 | 2.7 | 20.0 | -2.2 |
| LT | | 1.5 | 2.1 | 2.3 | 2.5 | 2.8 | 9.9 | 9.0 |
| LU | 0.5 | 0.4 | 0.5 | 0.6 | 0.8 | 1.1 | 11.8 | 45.2 |
| HU | | 12.1 | 11.4 | 11.3 | 9.2 | 9.6 | 25.7 | 4.2 |
| MT | | <i>0.2</i> | <i>0.2</i> | <i>0.2</i> | <i>0.2</i> | <i>0.2</i> | 80.0 | 0.0 |
| NL | 26.7 | 31.5 | 31.8 | 33.8 | 29.9 | 31.3 | 44.1 | 4.7 |
| AT | 11.1 | 12.4 | 12.5 | 13.9 | 13.9 | 14.0 | 57.5 | 0.9 |
| PL | | 48.0 | 60.9 | 82.2 | 100.3 | 96.6 | 38.5 | -3.7 |
| PT | 16.5 | 14.2 | 17.4 | 12.9 | 9.8 | 10.5 | 30.0 | 7.1 |
| RO | | 9.9 | 19.4 | 12.1 | 12.5 | 12.1 | 34.5 | -3.0 |
| SI | | 1.9 | 2.4 | 2.3 | 1.9 | 2.1 | 12.7 | 9.2 |
| SK | | 5.1 | 5.6 | 5.2 | 4.6 | 5.1 | 16.2 | 11.6 |
| FI | 21.8 | 27.7 | 27.8 | 25.2 | 21.0 | 20.3 | 86.7 | -3.2 |
| SE | 28.4 | 31.5 | 34.7 | 32.7 | 30.7 | 38.8 | 92.5 | 26.4 |
| UK | 146.7 | 150.3 | 151.2 | 137.8 | 139.0 | 135.6 | 94.7 | -2.4 |
| AL | | | | | | | | |
| ME | | | | | | | | |
| MK | | | | | | | | |
| RS | | | | | | | | |
| TR | 112.5 | 161.6 | 166.8 | 190.4 | 224.0 | 234.5 | | 4.7 |
| IS | <i>0.5</i> | <i>0.6</i> | <i>0.7</i> | <i>0.8</i> | <i>0.8</i> | <i>0.8</i> | | 5.1 |
| NO | | 12.1 | 15.4 | 16.3 | 18.3 | 19.0 | 88.1 | 3.8 |
| CH | 8.4 | 8.9 | 9.2 | 9.6 | 10.2 | 10.6 | 81.0 | 4.2 |

Notes: Only haulage of heavy goods vehicles (usually >3.5 tonnes load capacity).

SE: break in series in 2014 due to a methodological change on the vehicles not in use.

Road: INTERNATIONAL HAULAGE (*)

HAULAGE BY VEHICLES REGISTERED IN THE REPORTING COUNTRY

| | billion tkm | | | | | | % OF TOTAL HAULAGE 2014 | % CHANGE '13/'14 |
|--------------|-------------|--------------|--------------|--------------|--------------|--------------|----------------------------------|------------------------|
| | 1995 | 2000 | 2005 | 2010 | 2013 | 2014 | | |
| EU-28 | | <i>421.6</i> | <i>568.8</i> | <i>578.4</i> | <i>607.0</i> | <i>613.4</i> | 35.6 | 1.1 |
| BE | 27.0 | 31.3 | 24.6 | 17.2 | 13.8 | 12.6 | 39.7 | -8.5 |
| BG | | 3.3 | 9.3 | 13.3 | 19.9 | 21.0 | 75.5 | 5.6 |
| CZ | | 23.1 | 27.9 | 37.1 | 39.5 | 37.3 | 68.9 | -5.6 |
| DK | 13.1 | 13.0 | 12.2 | 4.4 | 3.9 | 3.2 | 20.0 | -15.9 |
| DE | 36.5 | 54.2 | 72.5 | 60.6 | 49.0 | 47.1 | 15.2 | -3.9 |
| EE | 1.1 | 3.2 | 4.0 | 4.2 | 4.4 | 4.8 | 75.6 | 8.5 |
| IE | 0.8 | 3.9 | 3.9 | 2.7 | 2.0 | 2.0 | 21.0 | 2.4 |
| EL | 4.0 | 4.5 | 4.2 | 4.6 | 4.4 | 4.1 | 21.3 | -7.1 |
| ES | 22.9 | 41.8 | 66.8 | 63.9 | 65.6 | 67.6 | 34.5 | 3.1 |
| FR | 42.9 | 40.8 | 28.0 | 17.9 | 15.8 | 14.1 | 8.5 | -10.5 |
| HR | | 1.0 | 4.9 | 4.2 | 4.8 | 5.5 | 58.1 | 12.4 |
| IT | 24.1 | 26.4 | 40.2 | 26.5 | 15.3 | 15.5 | 13.1 | 1.3 |
| CY | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.2 | -25.0 |
| LV | | 3.3 | 5.7 | 8.0 | 10.0 | 10.9 | 80.0 | 9.1 |
| LT | | 6.2 | 13.8 | 17.1 | 23.8 | 25.3 | 90.1 | 6.3 |
| LU | 5.0 | 7.2 | 8.3 | 8.1 | 7.8 | 8.5 | 88.2 | 8.2 |
| HU | | 7.0 | 13.8 | 22.4 | 26.6 | 27.9 | 74.3 | 4.9 |
| MT | | <i>0.1</i> | <i>0.1</i> | <i>0.1</i> | <i>0.1</i> | <i>0.1</i> | 20.0 | 0.0 |
| NL | 40.4 | 48.0 | 52.3 | 42.0 | 40.3 | 39.6 | 55.9 | -1.7 |
| AT | 15.4 | 22.7 | 24.5 | 14.7 | 10.4 | 10.3 | 42.5 | -0.4 |
| PL | | 27.0 | 50.9 | 120.1 | 147.3 | 154.3 | 61.5 | 4.8 |
| PT | 15.5 | 12.6 | 25.2 | 22.5 | 26.8 | 24.4 | 70.0 | -8.9 |
| RO | | 4.4 | 32.1 | 13.8 | 21.5 | 23.0 | 65.5 | 6.9 |
| SI | | 3.4 | 8.7 | 13.6 | 14.0 | 14.2 | 87.3 | 1.4 |
| SK | | 9.3 | 16.9 | 22.4 | 25.6 | 26.3 | 83.8 | 2.7 |
| FI | 2.7 | 4.3 | 4.0 | 4.4 | 3.5 | 3.1 | 13.3 | -10.3 |
| SE | 3.2 | 4.2 | 3.9 | 3.5 | 2.8 | 3.1 | 7.5 | 11.9 |
| UK | 14.8 | 15.3 | 10.1 | 8.9 | 8.2 | 7.5 | 5.3 | -8.3 |
| AL | | | | | | | | |
| ME | | | | | | | | |
| MK | | | | | | | | |
| RS | | | | | | | | |
| TR | | | | | | | | |
| IS | | | | | | | | |
| NO | | 3.0 | 2.9 | 3.4 | 3.0 | 2.6 | 11.9 | -14.2 |
| CH (†) | 0.7 | 0.9 | 1.0 | 3.7 | 2.7 | 2.5 | 19.0 | -6.7 |

Notes: (*) Including cross-trade and cabotage.

Only haulage of heavy goods vehicles (usually >3.5 tonnes load capacity).

- (†) CH: in contrast to the data for other countries, until 2007 the Swiss data do not include that part of international journeys by Swiss hauliers that takes place outside Switzerland.

Road: NATIONAL AND INTERNATIONAL HAULAGE (*)

HAULAGE BY VEHICLES REGISTERED IN THE REPORTING COUNTRY

| | billion tkm | | | | | | % |
|-------------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|
| | 1995 | 2000 | 2005 | 2010 | 2013 | 2014 | CHANGE '13/'14 |
| EU-28 | 1288.7 | 1509.5 | 1794.6 | 1755.3 | 1719.4 | 1725.5 | 0.4 |
| BE | 45.6 | 51.0 | 43.8 | 35.0 | 32.8 | 31.8 | -3.0 |
| BG | 5.2 | 6.4 | 14.4 | 19.4 | 27.1 | 27.9 | 2.8 |
| CZ | 31.3 | 37.3 | 43.4 | 51.8 | 54.9 | 54.1 | -1.5 |
| DK | 22.4 | 24.0 | 23.3 | 15.0 | 16.1 | 16.2 | 0.7 |
| DE | 237.8 | 280.7 | 310.1 | 313.1 | 305.7 | 310.1 | 1.4 |
| EE | 1.5 | 3.9 | 5.8 | 5.6 | 6.0 | 6.3 | 5.4 |
| IE | 5.5 | 12.3 | 17.9 | 10.9 | 9.2 | 9.8 | 5.8 |
| EL | 24.0 | 29.0 | 23.8 | 29.8 | 19.0 | 19.2 | 1.3 |
| ES | 101.6 | 148.7 | 233.2 | 210.1 | 192.6 | 195.8 | 1.6 |
| FR | 178.2 | 204.0 | 205.3 | 182.2 | 171.5 | 165.2 | -3.6 |
| HR | | 2.9 | 9.3 | 8.8 | 9.1 | 9.4 | 2.7 |
| IT | 174.4 | 184.7 | 211.8 | 175.8 | 127.2 | 117.8 | -7.4 |
| CY | 1.2 | 1.3 | 1.4 | 1.1 | 0.6 | 0.5 | -15.1 |
| LV | 1.8 | 4.8 | 8.4 | 10.6 | 12.8 | 13.7 | 6.7 |
| LT | 5.2 | 7.8 | 15.9 | 19.4 | 26.3 | 28.1 | 6.6 |
| LU | 5.5 | 7.6 | 8.8 | 8.7 | 8.6 | 9.6 | 11.5 |
| HU | 13.8 | 19.1 | 25.2 | 33.7 | 35.8 | 37.5 | 4.7 |
| MT | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.0 |
| NL | 67.1 | 79.6 | 84.2 | 75.8 | 70.2 | 70.9 | 1.0 |
| AT | 26.5 | 35.1 | 37.0 | 28.7 | 24.2 | 24.3 | 0.4 |
| PL | 51.2 | 75.0 | 111.8 | 202.3 | 247.6 | 250.9 | 1.3 |
| PT | 32.0 | 26.8 | 42.6 | 35.4 | 36.6 | 34.9 | -4.6 |
| RO | 19.7 | 14.3 | 51.5 | 25.9 | 34.0 | 35.1 | 3.3 |
| SI | 3.3 | 5.3 | 11.0 | 15.9 | 15.9 | 16.3 | 2.3 |
| SK | 15.9 | 14.3 | 22.6 | 27.6 | 30.1 | 31.4 | 4.0 |
| FI | 24.5 | 32.0 | 31.9 | 29.5 | 24.4 | 23.4 | -4.2 |
| SE ⁽¹⁾ | 31.6 | 35.6 | 38.6 | 36.3 | 33.5 | 42.0 | 25.2 |
| UK | 161.5 | 165.6 | 161.3 | 146.7 | 147.2 | 143.2 | -2.7 |
| AL | 2.1 | 2.2 | 3.2 | 4.6 | 3.5 | 3.5 | 0.0 |
| ME | | | 0.1 | 0.2 | 0.1 | 0.1 | 82.1 |
| MK | | | 5.6 | 4.2 | 5.1 | 7.4 | 43.8 |
| RS | | 0.6 | 0.7 | 1.7 | 2.8 | 3.0 | 4.8 |
| TR ⁽²⁾ | 112.5 | 161.6 | 166.8 | 190.4 | 224.0 | 234.5 | 4.7 |
| IS ⁽²⁾ | 0.5 | 0.6 | 0.7 | 0.8 | 0.8 | 0.8 | 5.1 |
| NO | 9.7 | 15.1 | 18.2 | 19.8 | 21.3 | 21.6 | 1.3 |
| CH ⁽³⁾ | 9.1 | 9.8 | 10.2 | 13.2 | 12.8 | 13.1 | 2.0 |

Notes: (*) Including cross-trade and cabotage.

Only haulage of heavy goods vehicles (usually >3.5 tonnes load capacity).

⁽¹⁾ SE: break in series in 2014 due to a methodological change on the vehicles not in use.

⁽²⁾ TR, IS: national transport only.

⁽³⁾ CH: in contrast to the data for other countries, until 2007 the Swiss data do not include that part of international journeys by Swiss hauliers that takes place outside Switzerland.

Road: TRANSPORT PERFORMANCE ADJUSTED FOR TERRITORIALITY (*)

HAULAGE PERFORMED WITHIN THE TERRITORY OF EACH COUNTRY BY ANY VEHICLE

| | billion tkm | | | | | | % |
|--------------|-------------|--------|--------|--------|--------|--------|-------------------|
| | 2005 | 2010 | 2011 | 2012 | 2013 | 2014 | CHANGE '13/'14 |
| EU-28 | 1755.5 | 1714.7 | 1699.4 | 1644.7 | 1668.6 | 1674.7 | 0.4 |
| BE | 46.8 | 45.0 | 44.8 | 45.1 | 47.4 | 47.8 | 0.7 |
| BG | 11.0 | 8.9 | 9.7 | 9.3 | 11.0 | 10.3 | -5.6 |
| CZ | 32.3 | 32.4 | 33.2 | 32.5 | 35.4 | 37.0 | 4.5 |
| DK | 16.8 | 17.3 | 18.4 | 18.6 | 19.4 | 19.5 | 0.5 |
| DE | 370.8 | 407.2 | 416.6 | 407.3 | 416.8 | 426.7 | 2.4 |
| EE | 2.7 | 2.2 | 2.5 | 2.5 | 2.7 | 2.6 | -1.7 |
| IE | 15.6 | 9.6 | 9.0 | 8.8 | 8.6 | 9.0 | 5.2 |
| EL | 21.9 | 27.6 | 18.7 | 18.6 | 17.1 | 17.5 | 2.4 |
| ES | 210.7 | 184.4 | 179.9 | 169.8 | 166.1 | 167.1 | 0.6 |
| FR | 294.5 | 274.8 | 273.1 | 258.9 | 263.7 | 259.8 | -1.5 |
| HR | 10.5 | 7.8 | 7.6 | 7.4 | 7.7 | 7.6 | -2.3 |
| IT | 204.0 | 183.5 | 157.3 | 139.5 | 141.8 | 133.0 | -6.2 |
| CY | 1.4 | 1.1 | 0.9 | 0.9 | 0.6 | 0.5 | -14.9 |
| LV | 3.7 | 3.7 | 4.0 | 4.1 | 4.5 | 4.5 | -0.9 |
| LT | 4.4 | 5.1 | 5.4 | 6.0 | 6.7 | 6.7 | 0.3 |
| LU | 1.9 | 2.1 | 2.2 | 2.7 | 2.5 | 2.9 | 18.6 |
| HU | 22.2 | 21.3 | 21.1 | 19.8 | 20.1 | 20.7 | 3.4 |
| MT | | | | | | | |
| NL | 49.7 | 52.0 | 51.4 | 48.6 | 48.6 | 50.3 | 3.6 |
| AT | 32.4 | 37.9 | 39.1 | 38.0 | 38.6 | 38.9 | 0.9 |
| PL | 86.8 | 117.0 | 125.6 | 127.9 | 141.6 | 138.6 | -2.1 |
| PT | 23.9 | 19.0 | 19.1 | 16.5 | 15.8 | 16.6 | 5.7 |
| RO | 32.5 | 15.7 | 15.4 | 16.9 | 17.0 | 16.5 | -2.8 |
| SI | 7.3 | 7.4 | 7.4 | 7.1 | 7.1 | 7.3 | 2.5 |
| SK | 10.5 | 11.7 | 12.0 | 12.2 | 12.3 | 13.0 | 5.6 |
| FI | 28.8 | 26.5 | 24.6 | 23.0 | 21.9 | 21.5 | -1.9 |
| SE | 45.1 | 42.4 | 42.9 | 39.6 | 41.3 | 48.8 | 18.4 |
| UK | 167.3 | 151.3 | 157.5 | 163.3 | 152.4 | 149.6 | -1.8 |
| AL | | | | | | | |
| ME | | | | | | | |
| MK | | | | | | | |
| RS | | | | | | | |
| TR | | | | | | | |
| IS | | | | | | | |
| NO | 17.1 | 19.1 | 19.1 | 20.0 | 22.0 | 22.2 | 0.8 |
| CH | 23.0 | 21.7 | 21.2 | 20.8 | 20.8 | 21.7 | 4.2 |

Notes: (*) Including cross-trade and cabotage.

Only haulage of heavy goods vehicles (usually >3.5 tonnes load capacity).

EU aggregates do not include road freight transport for Malta (negligible, exempt from reporting). BG and RO data for 2005 are based on their reporting for 2006; Data for HR and CH for 2005-2007 are based on their reporting for 2008; Road transport for CY includes only national transport (international transport is negligible).

2.2.5 PERFORMANCE OF FREIGHT TRANSPORT EXPRESSED IN TONNE-KILOMETRES

Railways

| | billion tkm | | | | | | | % |
|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|----------------|
| | 1990 | 1995 | 2000 | 2005 | 2010 | 2013 | 2014 | CHANGE '13/'14 |
| EU-28 | 526.3 | 388.1 | 405.5 | 416.0 | 393.5 | 406.5 | 410.8 | 1.1 |
| BE | 8.4 | 7.3 | 7.7 | 8.1 | 7.5 | 7.3 | 7.3 | 0.0 |
| BG | 14.1 | 8.6 | 5.5 | 5.2 | 3.1 | 3.2 | 3.4 | 5.9 |
| CZ | | 22.6 | 17.5 | 14.9 | 13.8 | 14.0 | 14.6 | 4.4 |
| DK | 1.7 | 2.0 | 2.0 | 2.0 | 2.2 | 2.4 | 2.5 | 0.2 |
| DE | 101.7 | 70.5 | 82.7 | 95.4 | 107.3 | 112.6 | 112.6 | 0.0 |
| EE | 7.0 | 3.8 | 8.1 | 10.6 | 6.6 | 4.7 | 3.3 | -31.0 |
| IE | 0.6 | 0.6 | 0.5 | 0.3 | 0.1 | 0.1 | 0.1 | 1.0 |
| EL | 0.6 | 0.3 | 0.4 | 0.6 | 0.6 | 0.2 | 0.3 | 31.2 |
| ES | 11.2 | 11.0 | 11.6 | 11.6 | 8.9 | 9.3 | 10.8 | 15.9 |
| FR | 52.2 | 48.3 | 57.7 | 40.7 | 30.0 | 32.0 | 32.2 | 0.6 |
| HR | | 2.0 | 1.8 | 2.8 | 2.6 | 2.1 | 2.1 | 1.6 |
| IT | 19.4 | 21.7 | 22.8 | 22.8 | 18.6 | 19.0 | 20.1 | 5.4 |
| CY | - | - | - | - | - | - | - | - |
| LV | 18.5 | 9.8 | 13.3 | 19.8 | 17.2 | 19.5 | 19.4 | -0.5 |
| LT | 19.3 | 7.2 | 8.9 | 12.5 | 13.4 | 13.3 | 14.3 | 7.2 |
| LU | 0.6 | 0.5 | 0.6 | 0.4 | 0.3 | 0.2 | 0.2 | -4.6 |
| HU | 16.8 | 8.4 | 8.8 | 9.1 | 8.8 | 9.7 | 10.2 | 4.5 |
| MT | - | - | - | - | - | - | - | - |
| NL | 3.1 | 3.1 | 4.5 | 5.9 | 5.9 | 6.1 | 6.2 | 1.5 |
| AT | 12.2 | 13.2 | 16.6 | 19.0 | 19.8 | 19.3 | 20.5 | 6.3 |
| PL | 81.6 | 68.2 | 54.0 | 50.0 | 48.7 | 50.9 | 50.1 | -1.6 |
| PT | 1.5 | 2.0 | 2.2 | 2.4 | 2.3 | 2.3 | 2.4 | 6.3 |
| RO | 48.9 | 17.9 | 16.4 | 16.6 | 12.4 | 12.9 | 12.3 | -5.2 |
| SI | 4.2 | 3.1 | 2.9 | 3.2 | 3.4 | 3.8 | 4.1 | 8.2 |
| SK | | 13.8 | 11.2 | 9.5 | 8.1 | 8.5 | 8.8 | 3.9 |
| FI | 8.4 | 9.6 | 10.1 | 9.7 | 9.8 | 9.5 | 9.6 | 1.3 |
| SE | 19.1 | 19.4 | 19.5 | 21.7 | 23.5 | 21.0 | 21.3 | 1.6 |
| UK | 16.0 | 13.3 | 18.1 | 21.4 | 18.6 | 22.4 | 22.1 | -1.2 |
| AL | 0.6 | 0.1 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 73.6 |
| ME | | | | | 0.2 | 0.1 | 0.1 | -10.5 |
| MK | | | 0.5 | 0.5 | 0.5 | 0.4 | 0.4 | -2.4 |
| RS | | | | | 3.5 | 3.0 | 3.0 | -1.1 |
| TR | 7.9 | 8.5 | 9.8 | 9.1 | 11.3 | 10.8 | 11.6 | 7.9 |
| IS | - | - | - | - | - | - | - | - |
| NO | 2.6 | 2.7 | 3.0 | 3.1 | 3.5 | 3.4 | 3.5 | 4.6 |
| CH | 9.0 | 8.9 | 11.1 | 11.7 | 11.1 | 11.8 | 12.3 | 4.2 |

Notes: DK: 2014 values based on quarterly data.

DE: includes DE-E: 1970=41.5, 1980=56.4, 1990=39.8.

CS: 1970: 55.9, 1980: 66.2, 1990: 59.4, 1991: 45.8, 1992: 44.0 (these are included in EU-28).

Inland Waterways

| | billion tkm | | | | | | | % |
|--------------|-------------|-------|-------|-------|-------|-------|-------|----------------|
| | 1990 | 1995 | 2000 | 2005 | 2010 | 2013 | 2014 | CHANGE '13/'14 |
| EU-28 | 118.8 | 122.1 | 133.9 | 138.8 | 155.5 | 152.8 | 150.9 | -1.3 |
| BE | 5.4 | 5.7 | 7.2 | 8.6 | 9.1 | 10.4 | 10.5 | 0.8 |
| BG | 1.6 | 0.5 | 0.3 | 0.8 | 6.0 | 5.4 | 5.1 | -5.6 |
| CZ | | 0.3 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 8.0 |
| DK | - | - | - | - | - | - | - | - |
| DE | 54.8 | 64.0 | 66.5 | 64.1 | 62.3 | 60.1 | 59.1 | -1.6 |
| EE | 0.0 | 0.0 | - | - | - | - | - | - |
| IE | - | - | - | - | - | - | - | - |
| EL | - | - | - | - | - | - | - | - |
| ES | - | - | - | - | - | - | - | - |
| FR | 7.6 | 6.6 | 9.1 | 8.9 | 9.5 | 9.2 | 8.8 | -4.5 |
| HR | 0.5 | 0.0 | 0.1 | 0.1 | 0.9 | 0.8 | 0.7 | -7.1 |
| IT | 0.1 | 0.1 | 0.2 | 0.1 | 0.1 | 0.1 | 0.1 | -28.1 |
| CY | - | - | - | - | - | - | - | - |
| LV | - | - | - | - | - | - | - | - |
| LT | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - |
| LU | 0.4 | 0.3 | 0.4 | 0.3 | 0.4 | 0.3 | 0.3 | -8.9 |
| HU | 2.0 | 1.2 | 0.9 | 2.1 | 2.4 | 1.9 | 1.8 | -5.9 |
| MT | - | - | - | - | - | - | - | - |
| NL | 35.7 | 35.5 | 41.3 | 42.2 | 46.6 | 48.6 | 49.3 | 1.4 |
| AT | 1.7 | 2.0 | 2.4 | 1.8 | 2.4 | 2.4 | 2.2 | -7.5 |
| PL | 1.0 | 0.9 | 1.2 | 0.3 | 0.1 | 0.1 | 0.1 | 20.9 |
| PT | - | - | - | - | - | - | - | - |
| RO | 2.1 | 3.1 | 2.6 | 8.4 | 14.3 | 12.2 | 11.8 | -3.9 |
| SI | - | - | - | - | - | - | - | - |
| SK | | 1.5 | 1.4 | 0.7 | 1.2 | 1.0 | 0.9 | -10.0 |
| FI | 1.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 12.4 |
| SE | - | - | - | - | - | - | - | - |
| UK | 0.3 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | -19.9 |
| AL | - | - | - | - | - | - | - | - |
| ME | - | - | - | - | - | - | - | - |
| MK | - | - | - | - | - | - | - | - |
| RS | 3.2 | 0.3 | 1.0 | 1.6 | 0.9 | 0.7 | 0.8 | 8.3 |
| TR | - | - | - | - | - | - | - | - |
| IS | - | - | - | - | - | - | - | - |
| NO | - | - | - | - | - | - | - | - |
| CH | 0.2 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Notes: FI: only shipborne transport (i.e. no floating).

CS: 1970: 2.43, 1980: 3.59, 1990: 4.42, 1991: 3.89, 1992: 2.98 (these are included in EU-28 totals).

IT, LT, FI and UK: data include only national traffic.

BG and RO: data include transit traffic from 2009 (and partially in 2008).

HR: data include transit traffic from 2008 onward.

2.2.7 PERFORMANCE OF FREIGHT TRANSPORT EXPRESSED IN TONNE-KILOMETRES

Oil Pipelines

| | billion tkm | | | | | | | % |
|--------------|-------------|-------|-------|-------|-------|-------|-------|----------------|
| | 1990 | 1995 | 2000 | 2005 | 2010 | 2013 | 2014 | CHANGE '13/'14 |
| EU-28 | | 114.9 | 127.1 | 137.6 | 121.1 | 112.2 | 112.9 | 0.6 |
| BE | 1.0 | 1.4 | 1.6 | 1.5 | 1.5 | 1.7 | 1.6 | -7.0 |
| BG | 0.6 | 0.4 | 0.4 | 0.4 | 0.4 | 0.6 | 0.6 | -7.9 |
| CZ | | 2.3 | 1.6 | 2.3 | 2.2 | 1.9 | 2.1 | 6.7 |
| DK | 2.0 | 3.1 | 4.7 | 5.1 | 3.5 | 2.7 | 2.4 | -12.0 |
| DE | 13.3 | 14.8 | 15.0 | 16.7 | 16.3 | 18.2 | 17.5 | -3.5 |
| EE | - | - | - | - | - | - | - | - |
| IE | - | - | - | - | - | - | - | - |
| EL | - | - | - | 0.2 | 0.2 | 0.2 | 0.2 | 13.6 |
| ES | 4.2 | 5.9 | 7.5 | 9.2 | 8.2 | 8.7 | 9.0 | 3.2 |
| FR | 19.6 | 22.3 | 21.7 | 20.9 | 17.6 | 11.5 | 11.1 | -3.5 |
| HR | 3.6 | | 0.4 | 1.5 | 1.3 | 1.1 | 1.1 | -1.2 |
| IT | 9.2 | 9.7 | 10.3 | 11.4 | 10.4 | 10.0 | 9.6 | -4.7 |
| CY | - | - | - | - | - | - | - | - |
| LV | | 5.3 | 6.5 | 3.4 | 2.4 | 2.3 | 2.4 | 4.3 |
| LT | | 2.0 | 3.5 | 4.4 | 0.6 | 0.6 | 0.6 | 0.7 |
| LU | - | - | - | - | - | - | - | - |
| HU | 5.3 | 2.2 | 2.3 | 2.7 | 3.2 | 2.7 | 2.8 | 3.5 |
| MT | - | - | - | - | - | - | - | - |
| NL | 4.9 | 5.3 | 5.9 | 5.9 | 5.6 | 5.4 | 5.8 | 8.0 |
| AT | 6.4 | 6.8 | 7.6 | 7.8 | 7.0 | 8.4 | 8.3 | -1.6 |
| PL | 13.9 | 13.5 | 20.4 | 25.4 | 24.2 | 20.1 | 22.1 | 9.9 |
| PT | | - | 0.5 | 0.5 | 0.4 | 0.4 | 0.4 | 6.0 |
| RO | 5.1 | 2.9 | 1.4 | 2.2 | 1.0 | 0.8 | 1.0 | 18.7 |
| SI | - | - | - | - | - | - | - | - |
| SK | | 6.1 | 4.6 | 5.3 | 5.0 | 4.9 | 4.5 | -8.6 |
| FI | - | - | - | - | - | - | - | - |
| SE | - | - | - | - | - | - | - | - |
| UK | 11.1 | 11.1 | 11.4 | 10.8 | 10.2 | 10.0 | 10.0 | 0.3 |
| AL | - | - | - | - | - | - | - | - |
| ME | - | - | - | - | - | - | - | - |
| MK | - | - | - | 0.1 | 0.1 | - | - | - |
| RS | - | - | - | - | 0.4 | 0.4 | 0.4 | -6.8 |
| TR | | 3.2 | 53.1 | 5.7 | 39.6 | 26.7 | 15.3 | -42.6 |
| IS | - | - | - | - | - | - | - | - |
| NO | 2.1 | 5.3 | 3.5 | 4.6 | 3.5 | 2.7 | 2.4 | -11.7 |
| CH | 1.2 | 1.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 3.9 |

Notes: Data are not harmonised and therefore not fully comparable; in most countries, only pipelines longer than 40km are included. Data refers to oil pipelines.

CS: 1990: 7.5.

DE: from 1995 onwards: only crude oil (i.e. no refined petroleum products).

USA

PERFORMANCE BY MODE OF TRANSPORT: FREIGHT

| | billion tkm | | | | |
|------|-------------|---------|------------------------------------|-----------|---------|
| | ROAD | RAIL | INLAND ⁽¹⁾ WATERWAYS | PIPELINES | TOTAL |
| 1990 | 2 492.7 | 1 554.0 | 515.8 | 1 519.9 | 6 082.5 |
| 1995 | 3 036.8 | 1 922.8 | 534.4 | 1 564.1 | 7 058.1 |
| 2000 | 3 396.7 | 2 257.6 | 526.2 | 1 413.0 | 7 593.5 |
| 2001 | 3 448.5 | 2 335.0 | 504.7 | 1 349.2 | 7 637.5 |
| 2002 | 3 544.4 | 2 344.0 | 506.7 | 1 285.5 | 7 680.6 |
| 2003 | 3 618.9 | 2 341.2 | 475.8 | 1 278.3 | 7 714.1 |
| 2004 | 3 543.6 | 2 459.2 | 496.1 | 1 271.1 | 7 770.0 |
| 2005 | 3 581.8 | 2 530.6 | 476.4 | 1 263.9 | 7 852.7 |
| 2010 | 3 668.1 | 2 491.5 | 450.5 | 1 395.7 | 8 005.8 |
| 2011 | 3 412.0 | 2 216.2 | 633.6 | 1 486.3 | 7 748.1 |
| 2012 | 3 657.2 | 2 398.7 | 747.5 | 1 366.5 | 8 170.0 |
| 2013 | 3 810.5 | 2 290.7 | 572.3 | 1 305.2 | 7 978.7 |

AVERAGE ANNUAL CHANGE

| | % PER YEAR | | | | |
|-----------|------------|-------|------------------------------------|-----------|-------|
| | ROAD | RAIL | INLAND ⁽¹⁾ WATERWAYS | PIPELINES | TOTAL |
| 2001 | 1.5 | 3.4 | -4.1 | -4.5 | 0.6 |
| 2002 | 2.8 | 0.4 | 0.4 | -4.7 | 0.6 |
| 2003 | 2.1 | -0.1 | -6.1 | -0.6 | 0.4 |
| 2004 | -2.1 | 5.0 | 4.3 | -0.6 | 0.7 |
| 2005 | 1.1 | 2.9 | -4.0 | -0.6 | 1.1 |
| 2006 | -1.9 | 7.1 | 2.0 | -0.6 | 1.4 |
| 2007 | 3.7 | -2.0 | -2.8 | -0.6 | 0.7 |
| 2008 | 10.3 | -4.9 | -3.8 | 14.7 | 5.1 |
| 2009 | -11.0 | -8.5 | -10.5 | -3.5 | -9.0 |
| 2010 | 2.6 | 7.9 | 10.8 | 0.9 | 4.3 |
| 2011 | -7.0 | -11.0 | 40.6 | 6.5 | -3.2 |
| 2012 | 7.2 | 8.2 | 18.0 | -8.1 | 5.4 |
| 2013 | 4.2 | -4.5 | -23.4 | -4.5 | -2.3 |
| 1990–1995 | 4.0 | 4.4 | 0.7 | 0.6 | 3.0 |
| 1995–2000 | 2.3 | 3.3 | -0.3 | -2.0 | 1.5 |
| 2000–2010 | 0.8 | 1.0 | -1.5 | -0.1 | 0.5 |
| 2011–2013 | 5.7 | 1.7 | -5.0 | -6.3 | 1.5 |

Notes: Time series for road transport revised according to the estimates based on the Freight Analysis Framework (FAF). From 2011 onwards, values are taken from the US Pocket Guides to Transportation.

(¹) As of 2011, the column refers not only to inland waterways but to water transportation.

2.2.8 PERFORMANCE OF FREIGHT TRANSPORT EXPRESSED IN TONNE-KILOMETRES

USA

MODAL SPLIT

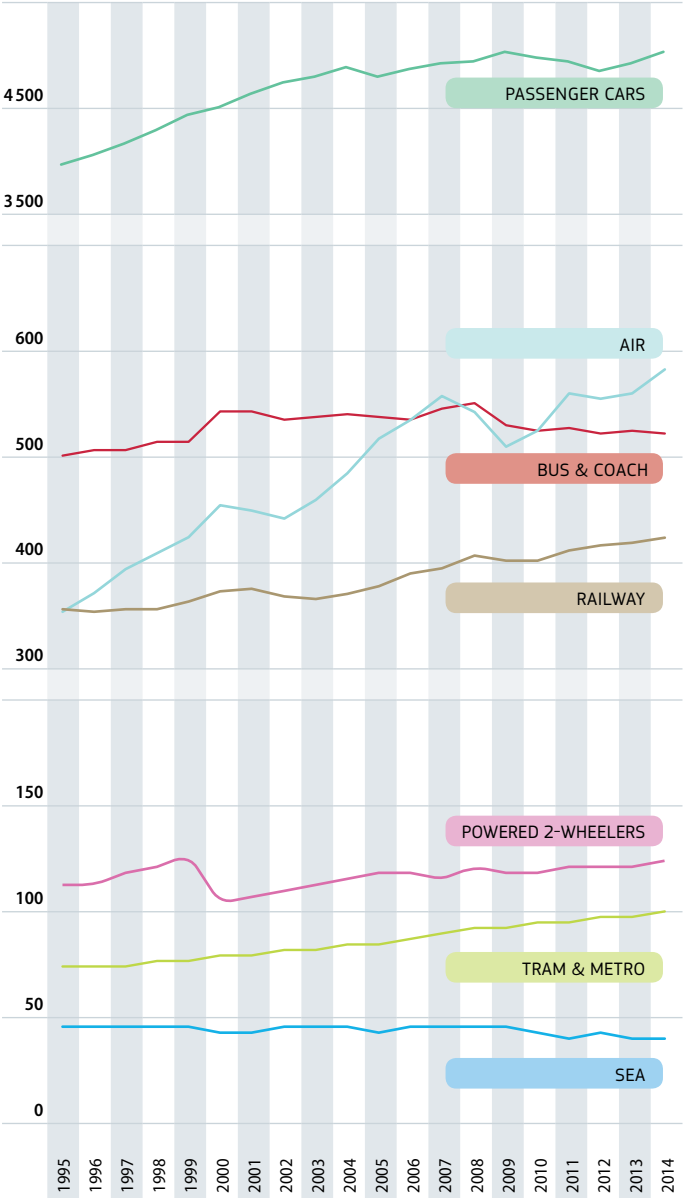
| | % | | | |
|------|------|------|------------------------------------|-----------|
| | ROAD | RAIL | INLAND ⁽¹⁾ WATERWAYS | PIPELINES |
| 1990 | 41.0 | 25.5 | 8.5 | 25.0 |
| 1995 | 43.0 | 27.2 | 7.6 | 22.2 |
| 1996 | 43.0 | 27.7 | 7.1 | 22.2 |
| 1997 | 44.0 | 27.4 | 7.0 | 21.6 |
| 1998 | 44.3 | 28.2 | 6.9 | 20.6 |
| 1999 | 44.4 | 29.1 | 7.0 | 19.5 |
| 2000 | 44.7 | 29.7 | 6.9 | 18.6 |
| 2001 | 45.2 | 30.6 | 6.6 | 17.7 |
| 2002 | 46.1 | 30.5 | 6.6 | 16.7 |
| 2003 | 46.9 | 30.3 | 6.2 | 16.6 |
| 2004 | 45.6 | 31.6 | 6.4 | 16.4 |
| 2005 | 45.6 | 32.2 | 6.1 | 16.1 |
| 2006 | 44.1 | 34.0 | 6.1 | 15.8 |
| 2007 | 45.4 | 33.1 | 5.9 | 15.6 |
| 2008 | 47.7 | 30.0 | 5.4 | 17.0 |
| 2009 | 46.6 | 30.1 | 5.3 | 18.0 |
| 2010 | 45.8 | 31.1 | 5.6 | 17.4 |
| 2011 | 44.0 | 28.6 | 8.2 | 19.2 |
| 2012 | 44.8 | 29.4 | 9.1 | 16.7 |
| 2013 | 47.8 | 28.7 | 7.2 | 16.4 |

Notes: Time series for road transport revised according to the estimates based on the Freight Analysis Framework (FAF). From 2011 onwards, values are taken from the US Pocket Guides to Transportation.

⁽¹⁾ As of 2011, the column refers not only to inland waterways but to water transportation.

EU-28 Performance by Mode for Passenger Transport – 1995–2014

billion passenger-kilometres (pkm)



Sources: Tables 2.3.4, 2.3.5, 2.3.6, 2.3.7, estimates

2.3.2 PERFORMANCE OF PASSENGER TRANSPORT EXPRESSED IN PASSENGER-KILOMETRES

EU-28 Performance by Mode

PASSENGER TRANSPORT

| | billion pkm | | | | | | | |
|---------|----------------|-------|-------------|---------|--------------|-------|--------|-------|
| | PASSENGER CARS | P2W | BUS & COACH | RAILWAY | TRAM & METRO | AIR | SEA | TOTAL |
| 1995 | 3 935 | 116 | 503 | 350 | 74 | 348 | 44 | 5 370 |
| 2000 | 4 355 | 108 | 549 | 372 | 81 | 460 | 42 | 5 965 |
| 2005 | 4 591 | 123 | 542 | 377 | 87 | 530 | 42 | 6 293 |
| 2006 | 4 636 | 123 | 538 | 389 | 89 | 552 | 42 | 6 370 |
| 2007 | 4 690 | 119 | 551 | 396 | 91 | 575 | 43 | 6 466 |
| 2008 | 4 698 | 124 | 557 | 411 | 94 | 560 | 43 | 6 488 |
| 2009 | 4 774 | 122 | 535 | 404 | 94 | 522 | 43 | 6 493 |
| 2010 | 4 726 | 123 | 529 | 405 | 97 | 538 | 40 | 6 458 |
| 2011 | 4 702 | 125 | 531 | 415 | 98 | 579 | 39 | 6 489 |
| 2012 | 4 621 | 126 | 525 | 420 | 100 | 572 | 42 | 6 405 |
| 2013 | 4 678 | 125 | 528 | 425 | 100 | 579 | 39 | 6 475 |
| 2014 | 4 766 | 127 | 526 | 428 | 102 | 605 | 38 | 6 592 |
| '95/'14 | 21.1% | 9.4% | 4.5% | 22.2% | 37.8% | 74.0% | -15.5% | 22.7% |
| /year | 1.0% | 0.5% | 0.2% | 1.1% | 1.7% | 3.0% | -0.9% | 1.1% |
| '00/'14 | 9.4% | 18.2% | -4.2% | 15.3% | 25.6% | 31.7% | -10.1% | 10.5% |
| /year | 0.6% | 1.2% | -0.3% | 1.0% | 1.6% | 2.0% | -0.8% | 0.7% |
| '13/'14 | 1.9% | 1.8% | -0.5% | 0.8% | 1.6% | 4.5% | -3.9% | 1.8% |

MODAL SPLIT

| | % | | | | | | |
|------|----------------|-----|-------------|---------|--------------|-----|-----|
| | PASSENGER CARS | P2W | BUS & COACH | RAILWAY | TRAM & METRO | AIR | SEA |
| 1995 | 73.3 | 2.2 | 9.4 | 6.5 | 1.4 | 6.5 | 0.8 |
| 2000 | 73.0 | 1.8 | 9.2 | 6.2 | 1.4 | 7.7 | 0.7 |
| 2005 | 73.0 | 2.0 | 8.6 | 6.0 | 1.4 | 8.4 | 0.7 |
| 2006 | 72.8 | 1.9 | 8.4 | 6.1 | 1.4 | 8.7 | 0.7 |
| 2007 | 72.5 | 1.8 | 8.5 | 6.1 | 1.4 | 8.9 | 0.7 |
| 2008 | 72.4 | 1.9 | 8.6 | 6.3 | 1.5 | 8.6 | 0.7 |
| 2009 | 73.5 | 1.9 | 8.2 | 6.2 | 1.5 | 8.0 | 0.7 |
| 2010 | 73.2 | 1.9 | 8.2 | 6.3 | 1.5 | 8.3 | 0.6 |
| 2011 | 72.5 | 1.9 | 8.2 | 6.4 | 1.5 | 8.9 | 0.6 |
| 2012 | 72.1 | 2.0 | 8.2 | 6.6 | 1.6 | 8.9 | 0.7 |
| 2013 | 72.3 | 1.9 | 8.2 | 6.6 | 1.5 | 8.9 | 0.6 |
| 2014 | 72.3 | 1.9 | 8.0 | 6.5 | 1.5 | 9.2 | 0.6 |

Notes: Air and Sea: only domestic and intra-EU-28 transport; provisional estimates.
P2W: powered two-wheelers.

Modal Split of Passenger Transport on Land by Country – 2014

| | pkm as % | | | |
|--------------|----------------|-----------------|------------|--------------|
| | PASSENGER CARS | BUSES & COACHES | RAILWAYS | TRAM & METRO |
| EU-28 | 81.9 | 9.0 | 7.4 | 1.7 |
| BE | 76.1 | 15.4 | 7.6 | 0.9 |
| BG | 79.5 | 16.9 | 2.5 | 1.1 |
| CZ | 66.1 | 16.7 | 7.6 | 9.5 |
| DK | 79.6 | 9.8 | 10.1 | 0.4 |
| DE | 84.5 | 5.8 | 8.2 | 1.5 |
| EE | 80.6 | 16.3 | 1.9 | 1.2 |
| IE | 79.6 | 17.2 | 2.9 | 0.3 |
| EL | 80.3 | 17.4 | 0.9 | 1.4 |
| ES | 81.7 | 10.1 | 6.4 | 1.8 |
| FR | 83.9 | 5.5 | 8.9 | 1.7 |
| HR | 83.5 | 11.7 | 2.9 | 1.8 |
| IT | 80.1 | 12.8 | 6.2 | 0.8 |
| CY | 81.8 | 18.2 | - | - |
| LV | 80.2 | 14.8 | 4.1 | 0.9 |
| LT | 88.2 | 10.8 | 1.0 | - |
| LU | 83.6 | 12.2 | 4.3 | - |
| HU | 65.2 | 21.8 | 9.5 | 3.5 |
| MT | 83.1 | 16.9 | - | - |
| NL | 83.3 | 6.6 | 9.3 | 0.8 |
| AT | 72.4 | 9.6 | 11.3 | 6.6 |
| PL | 78.7 | 14.1 | 5.7 | 1.5 |
| PT | 88.9 | 6.0 | 4.1 | 1.0 |
| RO | 75.9 | 12.5 | 4.4 | 7.1 |
| SI | 86.3 | 11.6 | 2.1 | - |
| SK | 76.9 | 15.1 | 7.3 | 0.7 |
| FI | 84.6 | 9.7 | 5.0 | 0.7 |
| SE | 83.2 | 6.3 | 8.8 | 1.8 |
| UK | 84.7 | 5.3 | 8.4 | 1.6 |
| AL | 88.1 | 11.7 | 0.2 | - |
| ME | 95.6 | 2.6 | 1.8 | - |
| MK | 85.6 | 13.5 | 0.9 | - |
| RS | 74.0 | 23.6 | 1.2 | 1.2 |
| TR | | | | |
| IS | 88.6 | 11.4 | - | - |
| NO | 88.9 | 5.3 | 4.8 | 1.1 |
| CH | 76.9 | 5.0 | 17.1 | 1.0 |

Note: If powered two-wheelers are included, they account for 2.14% of the total in EU-28, while the share of the other modes becomes:

| | | | | |
|--------------|-------------|------------|------------|------------|
| EU-28 | 80.1 | 8.8 | 7.2 | 1.7 |
|--------------|-------------|------------|------------|------------|

2.3.4 PERFORMANCE OF PASSENGER TRANSPORT EXPRESSED IN PASSENGER-KILOMETRES

Passenger Cars

| | billion pkm | | | | | | | % |
|--------------|-------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | 1990 | 1995 | 2000 | 2005 | 2010 | 2013 | 2014 | CHANGE '13/'14 |
| EU-28 | | 3 934.8 | 4 355.4 | 4 591.3 | 4 725.9 | 4 678.4 | 4 766.5 | 1.9 |
| BE | 89.5 | 96.4 | 102.5 | 102.8 | 109.4 | 109.8 | 109.6 | -0.2 |
| BG | | 25.0 | 26.9 | 35.1 | 46.9 | 51.4 | 54.0 | 5.0 |
| CZ | | 54.5 | 63.9 | 68.6 | 63.6 | 64.7 | 66.3 | 2.5 |
| DK | 47.2 | 48.4 | 50.6 | 49.8 | 51.7 | 52.6 | 53.7 | 1.9 |
| DE | 683.1 | 815.3 | 831.3 | 856.9 | 887.0 | 903.1 | 920.8 | 2.0 |
| EE | | 5.1 | 6.7 | 9.9 | 10.1 | 11.2 | 11.9 | 5.4 |
| IE | 28.5 | 31.6 | 34.6 | 44.4 | 48.1 | 48.0 | 47.2 | -1.8 |
| EL | 35.0 | 44.0 | 63.0 | 85.0 | 99.6 | 95.8 | 96.9 | 1.1 |
| ES | 174.4 | 250.4 | 302.6 | 337.8 | 341.6 | 316.5 | 319.7 | 1.0 |
| FR | 611.1 | 671.7 | 744.5 | 788.1 | 796.9 | 805.5 | 815.7 | 1.3 |
| HR | | 12.5 | 20.0 | 24.0 | 25.7 | 26.1 | 26.1 | -0.3 |
| IT | 522.6 | 614.7 | 713.9 | 677.0 | 698.4 | 620.4 | 642.9 | 3.6 |
| CY | | 3.4 | 3.9 | 4.8 | 5.9 | 5.9 | 6.1 | 2.3 |
| LV | | 7.5 | 11.5 | 12.1 | 12.3 | 11.7 | 12.6 | 7.6 |
| LT | | 16.0 | 26.0 | 34.8 | 32.6 | 33.3 | 24.3 | -27.0 |
| LU | 4.0 | 4.7 | 5.6 | 6.3 | 6.5 | 6.9 | 7.1 | 4.1 |
| HU | 47.0 | 45.4 | 46.2 | 49.4 | 52.6 | 51.8 | 52.7 | 1.7 |
| MT | | 1.7 | 1.8 | 2.0 | 2.2 | 2.3 | 2.4 | 5.3 |
| NL | 137.3 | 131.4 | 141.1 | 148.8 | 144.2 | 145.4 | 145.0 | -0.3 |
| AT | 55.7 | 62.2 | 66.7 | 70.6 | 73.5 | 74.8 | 76.6 | 2.3 |
| PL | | 110.7 | 130.1 | 152.3 | 188.8 | 213.1 | 218.9 | 2.7 |
| PT | 40.0 | 52.5 | 71.0 | 85.0 | 83.7 | 81.9 | 83.3 | 1.8 |
| RO | | 40.0 | 51.0 | 61.0 | 75.5 | 80.4 | 85.2 | 6.0 |
| SI | 13.3 | 16.3 | 20.3 | 22.5 | 25.6 | 25.2 | 25.6 | 1.9 |
| SK | | 18.0 | 23.9 | 25.8 | 26.9 | 27.2 | 27.3 | 0.4 |
| FI | 51.2 | 50.0 | 55.7 | 61.9 | 64.7 | 65.1 | 65.5 | 0.6 |
| SE | 85.9 | 87.6 | 101.4 | 107.4 | 108.0 | 107.6 | 114.9 | 6.8 |
| UK | 588.0 | 617.9 | 638.6 | 667.2 | 644.0 | 640.6 | 654.2 | 2.1 |
| AL | | 4.8 | 5.1 | 6.6 | 5.5 | 7.6 | 8.5 | 12.2 |
| ME | | | | | 4.1 | 4.1 | 4.0 | -1.2 |
| MK | | | 4.8 | 4.0 | 4.7 | 6.0 | 7.7 | 28.3 |
| RS | | | | | 30.6 | 27.1 | 27.9 | 3.0 |
| TR | 34.3 | 52.7 | 79.0 | 100.0 | 137.9 | 173.3 | 182.2 | 5.1 |
| IS | | 3.0 | 3.8 | 4.6 | 5.0 | 5.0 | 5.2 | 5.1 |
| NO | 43.5 | 44.7 | 51.2 | 54.0 | 58.8 | 61.5 | 63.5 | 3.2 |
| CH | 73.3 | 69.6 | 75.0 | 77.8 | 83.8 | 88.3 | 89.7 | 1.6 |

Notes: Data is not harmonised and therefore not fully comparable. 2014 data may be provisional. Data sometimes includes activity of foreign vehicles performed within the country, therefore EU aggregates might be affected by double-counting. Generally vans are not considered in this table, but there may be exceptions. FR: passenger-km include transport activity on the territory of vehicles not registered in France. Includes foreign vans. UK: data refer to Great Britain only; include pkm by vans. DE: includes DE-E: 1970=24.5, 1980=56.0, 1990=90.3. CH: includes activity of foreign vehicles in the country. TR: excludes urban traffic. DK: figures exclude activity of vans with a mass higher than 2000 kg. PL: estimated activity.

Buses & Coaches

| | billion pkm | | | | | | | % |
|--------------|-------------|-------|-------|-------|-------|-------|-------|----------------|
| | 1990 | 1995 | 2000 | 2005 | 2010 | 2013 | 2014 | CHANGE '13/'14 |
| EU-28 | | 502.7 | 548.6 | 542.5 | 528.6 | 528.0 | 525.5 | -0.5 |
| BE | 11.4 | 13.1 | 13.3 | 17.5 | 17.4 | 21.5 | 22.2 | 3.2 |
| BG | 26.0 | 11.6 | 14.6 | 13.7 | 10.6 | 10.3 | 11.5 | 11.2 |
| CZ | | 18.6 | 16.2 | 15.6 | 17.0 | 15.7 | 16.7 | 6.4 |
| DK | 6.4 | 7.3 | 7.4 | 7.2 | 6.8 | 6.5 | 6.6 | 1.8 |
| DE | 73.1 | 68.5 | 69.0 | 67.1 | 61.8 | 60.5 | 63.2 | 4.5 |
| EE | 4.5 | 2.0 | 2.6 | 2.7 | 2.1 | 2.4 | 2.4 | -0.9 |
| IE | 3.9 | 5.2 | 7.0 | 7.9 | 8.5 | 8.1 | 10.2 | 25.4 |
| EL | 17.7 | 20.2 | 21.7 | 21.7 | 21.1 | 21.0 | 21.0 | -0.1 |
| ES | 33.4 | 39.6 | 50.3 | 53.2 | 50.9 | 53.8 | 39.5 | - |
| FR | 40.6 | 41.2 | 42.0 | 43.9 | 50.3 | 52.5 | 53.4 | 1.7 |
| HR | 7.0 | 4.1 | 3.3 | 3.4 | 3.2 | 3.5 | 3.6 | 4.0 |
| IT | 84.0 | 87.1 | 93.4 | 101.0 | 102.2 | 101.8 | 102.8 | 1.0 |
| CY | | 1.0 | 1.1 | 1.3 | 1.3 | 1.3 | 1.3 | 0.0 |
| LV | 5.9 | 1.8 | 2.3 | 2.9 | 2.3 | 2.3 | 2.3 | 0.5 |
| LT | 7.9 | 4.2 | 2.8 | 3.7 | 2.7 | 2.8 | 3.0 | 4.4 |
| LU | 0.5 | 0.5 | 0.6 | 0.8 | 0.9 | 1.0 | 1.0 | 1.1 |
| HU | 19.3 | 16.6 | 18.7 | 17.8 | 16.5 | 17.1 | 17.6 | 2.8 |
| MT | | 0.4 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 4.9 |
| NL | 13.0 | 12.0 | 11.3 | 11.8 | 12.1 | 11.7 | 11.5 | -1.8 |
| AT | 8.2 | 9.0 | 9.5 | 9.7 | 10.0 | 9.9 | 10.1 | 2.4 |
| PL | 46.3 | 34.0 | 59.2 | 49.2 | 41.7 | 37.8 | 39.2 | 3.6 |
| PT | 10.3 | 11.3 | 11.8 | 6.4 | 6.1 | 6.0 | 5.6 | -6.6 |
| RO | 24.0 | 12.3 | 12.0 | 11.8 | 12.0 | 12.9 | 14.1 | 8.8 |
| SI | 6.5 | 4.1 | 3.5 | 3.1 | 3.2 | 3.3 | 3.4 | 3.8 |
| SK | | 14.4 | 9.3 | 8.5 | 5.3 | 5.3 | 5.4 | 1.8 |
| FI | 8.5 | 8.0 | 7.7 | 7.5 | 7.5 | 7.5 | 7.5 | 0.0 |
| SE | 9.7 | 9.7 | 9.5 | 8.8 | 8.6 | 8.7 | 8.7 | -0.1 |
| UK | 47.1 | 44.8 | 48.0 | 44.0 | 46.2 | 41.9 | 41.1 | -1.9 |
| AL | 2.2 | 0.2 | 0.2 | 0.3 | 2.4 | 1.1 | 1.1 | 6.6 |
| ME | | | | | 0.1 | 0.1 | 0.1 | -0.7 |
| MK | | 0.9 | 0.9 | 1.1 | 1.4 | 1.4 | 1.2 | -13.4 |
| RS | | | | | 9.4 | 9.2 | 8.9 | -3.5 |
| TR | | 85.7 | 87.4 | 95.0 | 89.1 | 94.8 | 93.9 | -1.0 |
| IS | | 0.4 | 0.5 | 0.6 | 0.6 | 0.6 | 0.7 | 5.2 |
| NO | 3.9 | 3.8 | 4.1 | 4.3 | 4.5 | 3.7 | 3.8 | 1.5 |
| CH | 3.3 | 5.5 | 4.8 | 5.3 | 5.5 | 5.8 | 5.9 | 1.4 |

Notes: Data are not harmonised and therefore not fully comparable.

Data for 2014 are mostly provisional.

CS: 1990: 43.4 (included in EU-28 totals).

ES: break in series between 2013 and 2014 due to a change in methodology. The two years are not comparable.

FR: the time series includes tram transport performance at province level.

AT: the time series includes an estimate for trolleybuses.

UK: GB data + 1.5 bln pkm throughout to account for Northern Ireland.

CH: includes activity of foreign vehicles in the country.

PL: includes long-distance transport and estimated data for urban transport.

2.3.6 PERFORMANCE OF PASSENGER TRANSPORT EXPRESSED IN PASSENGER-KILOMETRES

Tram & Metro

| | billion pkm | | | | | | | % |
|--------------|-------------|------|------|------|------|-------|-------|----------------|
| | 1990 | 1995 | 2000 | 2005 | 2010 | 2013 | 2014 | CHANGE '13/'14 |
| EU-28 | | 73.7 | 80.9 | 86.8 | 96.8 | 100.0 | 101.6 | 1.6 |
| BE | 0.7 | 0.8 | 0.9 | 0.9 | 1.1 | 1.2 | 1.2 | -0.9 |
| BG | 0.6 | 0.3 | 0.4 | 0.4 | 0.9 | 1.0 | 0.7 | -27.8 |
| CZ | | 7.7 | 8.1 | 7.9 | 9.0 | 9.6 | 9.6 | -0.2 |
| DK | - | - | - | 0.2 | 0.2 | 0.3 | 0.3 | 3.5 |
| DE | 15.1 | 14.4 | 14.6 | 15.5 | 16.3 | 16.7 | 16.8 | 0.6 |
| EE | | 0.1 | 0.1 | 0.1 | 0.2 | 0.2 | 0.2 | -13.6 |
| IE | - | - | - | 0.1 | 0.1 | 0.1 | 0.2 | 6.8 |
| EL | 0.8 | 0.7 | 1.2 | 1.5 | 1.7 | 1.7 | 1.7 | -0.1 |
| ES | 4.4 | 4.3 | 5.2 | 6.0 | 7.6 | 7.0 | 7.1 | 1.6 |
| FR | 10.5 | 9.3 | 11.6 | 13.6 | 15.0 | 15.7 | 16.2 | 3.1 |
| HR | | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.6 | 8.1 |
| IT | 4.2 | 5.2 | 5.6 | 6.0 | 7.1 | 6.6 | 6.8 | 2.9 |
| CY | - | - | - | - | - | - | - | - |
| LV | 0.7 | 0.3 | 0.3 | 0.3 | 0.1 | 0.1 | 0.1 | 1.7 |
| LT | - | - | - | - | - | - | - | - |
| LU | - | - | - | - | - | - | - | - |
| HU | | 2.5 | 2.6 | 2.4 | 2.5 | 2.5 | 2.8 | 12.3 |
| MT | - | - | - | - | - | - | - | - |
| NL | 1.3 | 1.4 | 1.4 | 1.5 | 1.6 | 1.5 | 1.4 | -1.8 |
| AT | 4.2 | 5.1 | 6.0 | 6.4 | 6.9 | 7.2 | 7.0 | -2.8 |
| PL | | 5.0 | 4.7 | 4.4 | 4.3 | 4.1 | 4.2 | 3.3 |
| PT | 0.7 | 0.5 | 0.5 | 0.8 | 1.1 | 0.9 | 1.0 | 2.7 |
| RO | | 6.0 | 6.0 | 6.6 | 7.1 | 7.8 | 8.0 | 3.2 |
| SI | - | - | - | - | - | - | - | - |
| SK | | 0.4 | 0.4 | 0.4 | 0.3 | 0.3 | 0.3 | -6.7 |
| FI | 0.4 | 0.4 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | -2.2 |
| SE | 2.0 | 1.9 | 2.0 | 2.0 | 2.3 | 2.4 | 2.4 | -0.2 |
| UK | 6.5 | 6.8 | 8.3 | 8.7 | 10.2 | 11.9 | 12.5 | 4.6 |
| AL | - | - | - | - | - | - | - | - |
| ME | - | - | - | - | - | - | - | - |
| MK | - | - | - | - | - | - | - | - |
| RS | | | | | 0.4 | 0.5 | 0.5 | 0.2 |
| TR | | | | | | | | |
| IS | - | - | - | - | - | - | - | - |
| NO | 0.4 | 0.4 | 0.5 | 0.5 | 0.6 | 0.7 | 0.8 | 3.2 |
| CH | | 1.5 | 1.4 | 0.8 | 1.0 | 1.1 | 1.1 | 0.9 |

Notes: Data are not harmonised and therefore not fully comparable across countries. Data for 2014 are mostly provisional.

FR: data refer to the Paris Metro, RER (Réseau Express Régional) systems, tramways d'Île-de-France (as of 2000) and metros in other French cities.

PT: data refer to Lisbon, Porto and Sul do Tejo Metro systems (the latter as from 2014).

ES: including metro of Malaga since 2014.

AT: it includes regional rail transport activity.

Railways

| | billion pkm | | | | | | | % | % |
|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------------------|-------------------|
| | 1990 | 1995 | 2000 | 2005 | 2010 | 2013 | 2014 | UNDER PSO (*) 2014 | CHANGE '13/'14 |
| EU-28 | 404.1 | 350.3 | 371.5 | 377.4 | 405.3 | 424.7 | 428.2 | 68.1 | 0.8 |
| BE | 6.5 | 6.8 | 7.7 | 8.5 | 10.6 | 10.9 | 11.0 | 90.4 | 0.8 |
| BG | 7.8 | 4.7 | 3.5 | 2.4 | 2.1 | 1.8 | 1.7 | 91.2 | -6.8 |
| CZ | 13.3 | 8.0 | 7.3 | 6.7 | 6.6 | 7.5 | 7.6 | 93.2 | 1.8 |
| DK | 5.1 | 4.9 | 5.5 | 6.0 | 6.3 | 6.8 | 6.8 | 100.0 | 0.3 |
| DE | 61.0 | 71.0 | 75.4 | 76.8 | 83.9 | 89.6 | 89.5 | 60.1 | -0.1 |
| EE | 1.5 | 0.4 | 0.3 | 0.2 | 0.2 | 0.2 | 0.3 | 93.4 | 25.6 |
| IE | 1.2 | 1.3 | 1.4 | 1.8 | 1.7 | 1.6 | 1.7 | | 10.1 |
| EL | 2.0 | 1.6 | 1.9 | 1.9 | 1.4 | 1.1 | 1.1 | | 1.5 |
| ES | 15.5 | 16.6 | 20.1 | 21.2 | 22.3 | 23.8 | 25.1 | | 5.8 |
| FR | 63.7 | 54.2 | 69.4 | 76.0 | 85.6 | 87.4 | 86.7 | 38.2 | -0.8 |
| HR | 3.4 | 1.1 | 1.3 | 1.2 | 1.7 | 0.9 | 0.9 | 100.0 | -1.9 |
| IT | 44.7 | 46.7 | 49.6 | 50.1 | 47.2 | 48.7 | 50.0 | 66.7 | 2.5 |
| CY | - | - | - | - | - | - | - | - | - |
| LV | 5.4 | 1.4 | 0.7 | 0.9 | 0.7 | 0.7 | 0.6 | 89.8 | -10.7 |
| LT | 3.6 | 1.1 | 0.6 | 0.3 | 0.2 | 0.3 | 0.3 | 67.2 | -2.9 |
| LU | 0.2 | 0.3 | 0.3 | 0.3 | 0.3 | 0.4 | 0.4 | 100.0 | -7.1 |
| HU | 11.4 | 8.4 | 9.7 | 9.9 | 7.7 | 7.8 | 7.7 | 95.5 | -1.2 |
| MT | - | - | - | - | - | - | - | - | - |
| NL | 11.1 | 16.4 | 14.7 | 15.2 | 15.4 | 17.7 | 16.2 | 94.7 | -8.4 |
| AT | 8.9 | 10.1 | 8.7 | 8.7 | 10.3 | 11.8 | 12.0 | 71.1 | 1.5 |
| PL | 50.4 | 26.6 | 24.1 | 17.9 | 17.5 | 16.7 | 15.9 | 86.2 | -4.6 |
| PT | 5.7 | 4.8 | 4.0 | 3.8 | 4.1 | 3.6 | 3.9 | 65.0 | 5.6 |
| RO | 30.6 | 18.9 | 11.6 | 8.0 | 5.4 | 4.4 | 5.0 | 95.4 | 13.4 |
| SI | 1.4 | 0.6 | 0.7 | 0.7 | 0.7 | 0.7 | 0.6 | 98.5 | -8.7 |
| SK | 6.4 | 4.2 | 2.9 | 2.2 | 2.3 | 2.5 | 2.6 | 91.0 | 3.9 |
| FI | 3.3 | 3.2 | 3.4 | 3.5 | 4.0 | 4.1 | 3.9 | 96.5 | -4.4 |
| SE | 6.6 | 6.8 | 8.2 | 8.9 | 11.2 | 11.8 | 12.1 | 49.8 | 2.4 |
| UK | 33.4 | 30.3 | 38.4 | 44.6 | 55.8 | 62.0 | 64.7 | 96.1 | 4.5 |
| AL | 0.8 | 0.2 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | | 27.8 |
| ME | | | | | 0.1 | 0.1 | 0.1 | | 4.1 |
| MK | | 0.1 | 0.1 | 0.1 | 0.2 | 0.1 | 0.1 | | 0.0 |
| RS | 4.5 | 2.3 | 1.2 | 0.7 | 0.5 | 0.6 | 0.5 | | -26.0 |
| TR | 6.4 | 5.8 | 5.8 | 5.0 | 5.5 | 3.8 | 4.4 | | 16.4 |
| IS | - | - | - | - | - | - | - | - | - |
| NO | 2.1 | 2.4 | 2.6 | 2.7 | 3.1 | 3.3 | 3.4 | 74.4 | 4.3 |
| CH | 12.7 | 11.7 | 12.6 | 16.1 | 19.2 | 19.4 | 19.9 | | 2.9 |

Notes: (*) Public Service Obligation (PSO) means a requirement defined or determined by a competent authority in order to ensure public passenger transport services in the general interest that an operator, if it were considering its own commercial interests, would not assume or would not assume to the same extent or under the same conditions without reward.

BE: 2010 and 2012 pkm values based on quarter data from Eurostat.

UK: share of PSO excludes Northern Ireland.

EU-28 shares of PSO estimated on the basis of the available data.

Sources: Eurostat, International Transport Forum, UNECE, Union Internationale des Chemins de Fer, DG MOVE Rail Market Monitoring (BE 2012, 2013, 2014) national statistics, estimates (*in italics*).

Shares under PSO from Rail Market Monitoring (DG MOVE) and DG MOVE estimates

2.3.8 PERFORMANCE OF PASSENGER TRANSPORT EXPRESSED IN PASSENGER-KILOMETRES

Rail

HIGH-SPEED RAIL TRANSPORT (*)

| | billion pkm | | | | | | | | | | | | | EU-28 | % |
|------|-------------|------|-------|-------|-------|-------|------|------|------|------|------|------|--------|-------|---|
| | BE | CZ | DE | ES | FR | IT | NL | PT | SI | FI | SE | UK | | | |
| 1990 | - | - | - | - | 14.92 | 0.30 | - | - | - | - | 0.01 | - | 15.23 | | |
| 1995 | - | - | 8.70 | 1.29 | 21.43 | 1.10 | - | - | - | - | 0.42 | - | 32.94 | 7.2 | |
| 2000 | 0.87 | - | 13.93 | 1.94 | 34.75 | 5.09 | 0.11 | - | - | 0.07 | 2.05 | - | 58.80 | 11.2 | |
| 2001 | 0.89 | - | 15.52 | 2.08 | 37.40 | 6.76 | 0.19 | - | - | 0.06 | 2.23 | - | 65.13 | 10.8 | |
| 2002 | 0.91 | - | 15.26 | 2.18 | 39.86 | 7.08 | 0.20 | - | - | 0.14 | 2.39 | - | 68.01 | 4.4 | |
| 2003 | 0.88 | - | 17.46 | 2.03 | 39.60 | 7.43 | 0.66 | - | - | 0.20 | 2.40 | - | 70.66 | 3.9 | |
| 2004 | 0.94 | 0.00 | 19.60 | 2.09 | 41.44 | 7.93 | 0.66 | 0.44 | - | 0.16 | 2.42 | 0.44 | 76.11 | 7.7 | |
| 2005 | 0.98 | 0.01 | 20.85 | 2.32 | 43.13 | 8.55 | 0.69 | 0.49 | - | 0.31 | 2.33 | 0.45 | 80.11 | 5.3 | |
| 2006 | 1.00 | 0.15 | 21.64 | 2.70 | 44.85 | 8.91 | 0.73 | 0.51 | - | 0.44 | 2.49 | 0.90 | 84.32 | 5.2 | |
| 2007 | 1.02 | 0.33 | 21.92 | 2.59 | 47.97 | 8.82 | 0.80 | 0.51 | - | 0.58 | 2.78 | 1.39 | 88.70 | 5.2 | |
| 2008 | 1.08 | 0.25 | 23.33 | 5.48 | 52.56 | 8.88 | 0.87 | 0.53 | 0.01 | 0.62 | 2.99 | 0.99 | 97.60 | 10.0 | |
| 2009 | 1.06 | 0.24 | 22.56 | 11.51 | 51.86 | 10.75 | 0.92 | 0.53 | 0.02 | 0.60 | 3.05 | 1.01 | 104.10 | 6.7 | |
| 2010 | 1.06 | 0.27 | 23.90 | 11.72 | 51.89 | 11.61 | 0.29 | 0.52 | 0.02 | 0.65 | 2.94 | 1.01 | 105.87 | 1.7 | |
| 2011 | 0.91 | 0.29 | 23.31 | 11.23 | 52.04 | 12.28 | 0.31 | 0.47 | 0.01 | 0.71 | 2.83 | 4.36 | 108.74 | 2.7 | |
| 2012 | 0.91 | 0.27 | 24.75 | 11.18 | 51.09 | 12.79 | 0.32 | 0.46 | 0.01 | 0.71 | 2.95 | 4.36 | 109.80 | 1.0 | |
| 2013 | 0.91 | 0.25 | 25.18 | 12.74 | 50.79 | 12.79 | 0.36 | 0.47 | 0.01 | 0.76 | 3.06 | 4.36 | 111.67 | 1.7 | |
| 2014 | 0.91 | 0.25 | 24.32 | 12.79 | 50.66 | 12.79 | 0.24 | 0.54 | 0.01 | 0.65 | 3.23 | 4.36 | 110.74 | -0.8 | |

Note: In this table, high-speed rail transport covers all traffic with high-speed rolling stock (incl. tilting trains able to run 200 km/h). This does not necessarily require high-speed infrastructure as defined in table 2.5.4.

SHARE OF HIGH-SPEED RAIL TRANSPORT
IN TOTAL PASSENGER-KILOMETRES IN RAIL TRANSPORT (**)

| | | | | | | | | | | | | | | EU-28 | % |
|------|------|-----|------|------|------|------|-----|------|-----|------|------|-----|------|-------|---|
| | BE | CZ | DE | ES | FR | IT | NL | PT | SI | FI | SE | UK | | | |
| 2000 | 11.2 | - | 18.5 | 9.6 | 49.7 | 10.3 | 0.8 | - | - | 2.1 | 24.8 | - | 15.9 | | |
| 2001 | 11.1 | - | 20.5 | 10.0 | 52.3 | 13.5 | 1.3 | - | - | 1.8 | 25.5 | - | 17.5 | | |
| 2002 | 11.0 | - | 21.5 | 10.3 | 54.2 | 14.4 | 1.4 | - | - | 4.1 | 26.9 | - | 18.6 | | |
| 2003 | 10.6 | - | 24.5 | 9.6 | 55.2 | 15.3 | 4.8 | - | - | 6.0 | 27.2 | - | 19.5 | | |
| 2004 | 10.8 | 0.0 | 27.0 | 10.2 | 55.8 | 16.1 | 4.5 | 11.8 | - | 4.8 | 28.0 | 1.0 | 20.7 | | |
| 2005 | 10.7 | 0.1 | 27.8 | 10.7 | 56.6 | 16.9 | 4.5 | 12.9 | - | 8.9 | 26.1 | 1.0 | 21.2 | | |
| 2006 | 10.4 | 2.1 | 27.8 | 12.2 | 56.4 | 17.5 | 4.6 | 13.1 | - | 12.4 | 25.9 | 1.9 | 21.6 | | |
| 2007 | 10.2 | 4.8 | 27.7 | 11.9 | 58.8 | 17.7 | 4.9 | 12.7 | - | 15.4 | 27.0 | 2.8 | 22.4 | | |
| 2008 | 10.4 | 3.7 | 28.8 | 22.9 | 60.7 | 17.9 | 5.3 | 12.5 | 1.7 | 15.4 | 27.0 | 1.9 | 23.8 | | |
| 2009 | 10.2 | 3.6 | 27.4 | 49.7 | 60.3 | 22.3 | 5.6 | 12.7 | 1.9 | 15.6 | 27.0 | 1.9 | 25.7 | | |
| 2010 | 10.0 | 4.1 | 28.8 | 52.3 | 60.4 | 24.5 | 1.9 | 12.6 | 1.9 | 16.4 | 26.3 | 1.8 | 26.1 | | |
| 2011 | 8.5 | 4.2 | 27.4 | 49.3 | 58.5 | 26.2 | 1.8 | 11.2 | 1.7 | 18.3 | 24.8 | 7.5 | 26.2 | | |
| 2012 | 8.3 | 3.7 | 28.0 | 49.7 | 57.4 | 28.7 | 1.9 | 12.1 | 1.6 | 17.5 | 25.0 | 7.2 | 26.1 | | |
| 2013 | 8.3 | 3.3 | 28.3 | 53.6 | 58.1 | 26.3 | 2.1 | 12.7 | 1.6 | 18.7 | 25.8 | 7.0 | 26.3 | | |
| 2014 | 8.3 | 3.2 | 27.2 | 50.9 | 58.4 | 25.6 | 1.5 | 14.0 | 1.3 | 16.8 | 26.6 | 6.7 | 25.9 | | |

USA

PERFORMANCE BY MODE OF TRANSPORT: PASSENGERS

| | billion pkm | | | | | | |
|------|--------------------|--------------|---------|-------|-------------------------|-------|---------|
| | PASSENGER CARS (*) | MOTOR-CYCLES | RAILWAY | BUS | LIGHT AND COMMUTER RAIL | AIR | TOTAL |
| 1990 | 5 280.5 | 20.0 | 28.2 | 195.7 | 12.3 | 556.6 | 6 093.3 |
| 1995 | 5 702.0 | 17.3 | 25.9 | 219.3 | 14.7 | 650.0 | 6 629.2 |
| 2000 | 6 372.2 | 24.9 | 31.1 | 505.5 | 17.3 | 834.6 | 7 785.6 |
| 2005 | 6 952.4 | 28.2 | 31.9 | 449.1 | 18.0 | 939.5 | 8 418.9 |
| 2010 | 5 866.7 | 32.0 | 36.7 | 470.0 | 20.8 | 908.8 | 7 335.1 |
| 2011 | 5 874.5 | 32.1 | 38.4 | 471.3 | 22.0 | 926.4 | 7 364.7 |
| 2012 | 5 905.1 | 37.1 | 39.1 | 504.6 | 21.9 | 934.2 | 7 441.9 |
| 2013 | 5 935.5 | 35.3 | 39.9 | 517.7 | 23.0 | 949.0 | 7 500.5 |
| 2014 | 6 005.9 | 34.6 | 40.3 | 546.1 | 23.0 | 978.1 | 7 628.0 |

AVERAGE ANNUAL CHANGE

| | % per year | | | | | | |
|---------|--------------------|--------------|---------|------|-------------------------|-----|-------|
| | PASSENGER CARS (*) | MOTOR-CYCLES | RAILWAY | BUS | LIGHT AND COMMUTER RAIL | AIR | TOTAL |
| 2005 | 1.0 | -8.0 | -0.3 | -2.7 | -1.1 | 4.6 | 1.1 |
| 2010 | 0.5 | -11.3 | 0.5 | -4.3 | -2.8 | 2.3 | 0.4 |
| 2011 | 0.1 | 0.2 | 4.6 | 0.3 | 5.6 | 1.9 | 0.4 |
| 2012 | 0.5 | 15.6 | 1.6 | 7.0 | -0.5 | 0.8 | 1.0 |
| 2013 | 0.5 | -4.8 | 2.2 | 2.6 | 5.1 | 1.6 | 0.8 |
| 2014 | 1.2 | -1.9 | 0.8 | 5.5 | -0.2 | 3.1 | 1.7 |
| '90/'95 | 1.5 | -2.8 | -1.7 | 2.3 | 3.5 | 3.2 | 1.7 |
| '95/'00 | 2.2 | 7.5 | 3.7 | 18.2 | 3.4 | 5.1 | 3.3 |
| '00/'14 | -0.5 | 2.7 | 1.9 | 0.2 | 2.2 | 1.0 | -0.3 |

MODAL SPLIT

| | % | | | | | |
|------|--------------------|--------------|---------|-----|-------------------------|------|
| | PASSENGER CARS (*) | MOTOR-CYCLES | RAILWAY | BUS | LIGHT AND COMMUTER RAIL | AIR |
| 1990 | 86.7 | 0.3 | 0.5 | 3.2 | 0.2 | 9.1 |
| 1995 | 86.0 | 0.3 | 0.4 | 3.3 | 0.2 | 9.8 |
| 2000 | 81.8 | 0.3 | 0.4 | 6.5 | 0.2 | 10.7 |
| 2005 | 82.6 | 0.3 | 0.4 | 5.3 | 0.2 | 11.2 |
| 2010 | 80.0 | 0.4 | 0.5 | 6.4 | 0.3 | 12.4 |
| 2011 | 79.8 | 0.4 | 0.5 | 6.4 | 0.3 | 12.6 |
| 2012 | 79.3 | 0.5 | 0.5 | 6.8 | 0.3 | 12.6 |
| 2013 | 79.1 | 0.5 | 0.5 | 6.9 | 0.3 | 12.7 |
| 2014 | 78.7 | 0.5 | 0.5 | 7.2 | 0.3 | 12.8 |

Note: (*) It includes: light duty vehicles, short wheel base and long wheel base.

Air: PASSENGER TRAFFIC BETWEEN MEMBER STATES

| REPORTER | TOTAL PASSENGERS CARRIED (*) | | | | | | | | | | | | | |
|----------|------------------------------|---------|---------|---------|----------|-------|----------|---------|----------|----------|---------|----------|---------|-------|
| | PARTNER | | | | | | | | | | | | | |
| | BE | BG | CZ | DK | DE | EE | IE | EL | ES | FR | HR | IT | CY | LV |
| BE | 39.0 | 176.6 | 301.2 | 484.4 | 1555.8 | 45.9 | 418.4 | 949.7 | 5 016.3 | 2016.2 | 165.9 | 3 309.7 | 51.6 | 82.0 |
| BG | 170.6 | 166.6 | 210.3 | 67.8 | 1 406.3 | 25.3 | 27.3 | 96.8 | 282.7 | 205.0 | 0.9 | 366.7 | 63.9 | 28.7 |
| CZ | 301.9 | 213.0 | 88.9 | 200.2 | 1 054.1 | 0.4 | 152.9 | 658.0 | 622.2 | 883.5 | 52.6 | 904.5 | 22.9 | 33.3 |
| DK | 484.7 | 67.7 | 200.2 | 1 952.1 | 2 769.4 | 113.1 | 270.9 | 766.8 | 2 449.3 | 1 380.2 | 148.9 | 1 235.7 | 62.8 | 176.3 |
| DE | 1 543.2 | 1 424.9 | 1 027.4 | 2 750.5 | 22 789.1 | 314.2 | 1 641.0 | 5 097.1 | 24 323.1 | 7 238.4 | 1 467.2 | 11 665.6 | 215.4 | 660.1 |
| EE | 45.8 | 25.3 | 0.3 | 113.2 | 316.9 | 16.6 | 6.3 | 24.9 | 67.1 | 17.7 | 5.6 | 53.5 | 1.8 | 184.3 |
| IE | 417.7 | 27.7 | 152.0 | 270.9 | 1 648.8 | 6.1 | 61.6 | 79.1 | 3 073.3 | 1 723.0 | 88.2 | 1 026.4 | | 115.4 |
| EL | 977.8 | 102.1 | 662.3 | 770.6 | 5 116.8 | 25.2 | 79.7 | 6 267.2 | 370.7 | 2 073.6 | 17.8 | 2 650.1 | 1 154.1 | 45.5 |
| ES | 5 046.4 | 284.3 | 622.8 | 2 437.2 | 24 574.6 | 69.0 | 3 084.6 | 375.0 | 29 206.5 | 10 924.9 | 165.2 | 10 465.6 | 10.1 | 103.4 |
| FR | 1 827.8 | 199.9 | 850.5 | 1 283.5 | 7 340.0 | 17.3 | 1 647.8 | 1 878.7 | 9 875.0 | 28 372.5 | 456.6 | 9 992.8 | 73.0 | 157.3 |
| HR | 155.5 | 1.0 | 52.2 | 148.4 | 1 434.8 | 5.4 | 88.2 | 29.1 | 161.7 | 485.8 | 465.0 | 240.2 | 0.1 | 0.2 |
| IT | 3 340.1 | 365.5 | 901.2 | 1 241.9 | 11 676.1 | 52.6 | 1 012.9 | 2 641.2 | 10 426.4 | 10 392.5 | 210.3 | 29 175.1 | 53.6 | 206.2 |
| CY | 51.6 | 64.0 | 17.7 | 62.3 | 212.7 | 1.7 | 0.0 | 1 170.4 | 10.1 | 101.5 | 0.3 | 51.5 | 0.0 | 13.7 |
| LV | 82.2 | 28.6 | 33.3 | 176.4 | 664.0 | 184.9 | 115.3 | 46.4 | 97.4 | 158.3 | 6.3 | 207.0 | 13.8 | 0.1 |
| LT | 92.2 | 34.4 | 12.4 | 206.8 | 376.1 | 55.8 | 173.6 | 91.1 | 160.4 | 110.5 | 4.6 | 262.7 | 34.0 | 200.7 |
| LU | 0.2 | 23.2 | 0.2 | 83.0 | 342.4 | 0.0 | 18.4 | 54.3 | 297.8 | 122.4 | 3.2 | 186.4 | 0.3 | 0.0 |
| HU | 455.5 | 23.4 | 55.6 | 143.1 | 1 403.2 | 0.0 | 179.6 | 173.3 | 380.6 | 470.1 | 46.2 | 746.5 | 47.5 | 23.0 |
| MT | 89.6 | 26.7 | 16.9 | 67.6 | 598.5 | 0.3 | 59.4 | 20.9 | 123.4 | 277.7 | 3.2 | 818.1 | 20.9 | 8.2 |
| NL | 220.1 | 208.6 | 533.9 | 1 381.8 | 3 710.7 | 83.7 | 825.3 | 1 384.2 | 5 879.1 | 3 193.5 | 158.9 | 3 892.6 | 77.8 | 161.0 |
| AT | 432.1 | 423.2 | 157.0 | 438.0 | 6 774.6 | 4.9 | 118.3 | 851.0 | 1 448.8 | 1 029.0 | 276.9 | 1 247.3 | 202.6 | 85.5 |
| PL | 527.9 | 283.2 | 163.1 | 491.4 | 3 302.6 | 33.3 | 878.9 | 1 064.5 | 1 316.9 | 1 006.2 | 66.5 | 1 422.8 | 102.4 | 81.2 |
| PT | 1 174.4 | 0.8 | 94.1 | 297.1 | 3 341.3 | 16.5 | 759.1 | 4.0 | 2 927.0 | 4 743.3 | 27.5 | 1 303.8 | 0.0 | 1.1 |
| RO | 342.2 | 48.2 | 81.2 | 30.6 | 1 594.2 | | 122.9 | 260.0 | 1 069.4 | 729.1 | 1.0 | 2 105.8 | 115.0 | 11.1 |
| SI | 93.2 | 1.2 | 10.1 | 18.6 | 214.6 | 0.3 | | 58.0 | 5.0 | 76.9 | 0.2 | 1.0 | 3.3 | |
| SK | 55.5 | 68.4 | 58.7 | 0.1 | 1.6 | 0.1 | 97.7 | 126.9 | 93.3 | 33.5 | 1.9 | 211.8 | 14.4 | 0.2 |
| FI | 185.3 | 37.9 | 210.8 | 803.7 | 1 716.2 | 227.2 | 21.1 | 384.2 | 1 471.7 | 587.7 | 100.7 | 544.1 | 49.8 | 271.9 |
| SE | 450.9 | 53.5 | 180.8 | 1 854.6 | 2 762.5 | 109.1 | 106.2 | 981.8 | 2 864.3 | 1 140.9 | 241.6 | 776.3 | 207.2 | 178.9 |
| UK | 1 439.7 | 1 004.4 | 1 506.4 | 2 983.4 | 12 472.0 | 146.7 | 10 384.1 | 5 609.5 | 34 259.3 | 11 428.9 | 975.7 | 11 922.2 | 2 292.3 | 608.3 |

Note: (*) Passengers carried are fewer than passengers on board, due to transit passengers staying on board the aircraft not being counted.

Air: PASSENGER TRAFFIC BETWEEN MEMBER STATES

2014

INCLUDING DOMESTIC FLIGHTS (1 000)

| LT | LU | HU | MT | NL | AT | PL | PT | RO | SI | SK | FI | SE | UK |
|-------|-------|---------|---------|---------|---------|---------|---------|---------|-------|-------|---------|---------|----------|
| 93.1 | 0.2 | 456.5 | 91.5 | 226.7 | 434.1 | 529.8 | 1 174.0 | 343.2 | 93.1 | 55.9 | 186.6 | 451.0 | 1 439.8 |
| 34.4 | 21.9 | 26.8 | 28.2 | 208.1 | 424.0 | 281.7 | 0.8 | 47.8 | 1.2 | 87.9 | 37.5 | 53.5 | 950.6 |
| 12.3 | 0.2 | 59.2 | 17.0 | 533.9 | 158.6 | 164.0 | 93.1 | 82.2 | 10.0 | 68.4 | 211.8 | 180.2 | 1 512.9 |
| 207.3 | 83.2 | 143.7 | 67.2 | 1 380.3 | 439.8 | 491.0 | 292.9 | 30.6 | 18.3 | 0.1 | 809.2 | 1 892.7 | 2 981.4 |
| 376.1 | 341.6 | 1 410.7 | 598.1 | 3 694.2 | 6 762.0 | 3 279.9 | 3 302.3 | 1 612.4 | 214.2 | 1.6 | 1 717.7 | 2 778.4 | 12 519.0 |
| 56.0 | | | 0.4 | 83.6 | 4.9 | 33.2 | 16.4 | 0.1 | 0.3 | 0.1 | 214.3 | 108.7 | 148.0 |
| 178.4 | 18.9 | 179.7 | 60.0 | 826.0 | 119.1 | 884.3 | 757.5 | 123.3 | | 100.5 | 22.2 | 106.0 | 10 413.9 |
| 90.3 | 55.1 | 176.3 | 25.7 | 1 457.1 | 853.1 | 1 049.6 | 4.3 | 277.9 | 66.6 | 135.4 | 389.8 | 1 001.5 | 5 637.9 |
| 155.9 | 305.7 | 381.3 | 124.2 | 5 917.2 | 1 436.0 | 1 328.6 | 2 887.9 | 1 091.0 | 6.8 | 95.4 | 1 493.8 | 2 999.0 | 34 498.7 |
| 109.7 | 122.1 | 466.8 | 272.8 | 2 859.1 | 1 029.0 | 958.2 | 4 352.9 | 713.4 | 76.0 | 30.5 | 587.9 | 1 129.2 | 10 415.5 |
| 0.5 | 3.2 | 0.4 | 3.2 | 157.3 | 270.0 | 66.6 | 30.1 | 1.0 | 0.1 | 0.9 | 101.9 | 235.5 | 947.3 |
| 264.7 | 190.3 | 747.0 | 823.3 | 3 887.0 | 1 248.3 | 1 414.3 | 1 298.6 | 2 114.0 | 0.9 | 213.9 | 547.7 | 778.1 | 11 919.7 |
| 34.6 | 0.3 | 47.9 | 20.9 | 77.7 | 203.6 | 99.4 | 0.0 | 114.2 | 0.1 | 3.3 | 44.2 | 214.7 | 2 311.7 |
| 203.0 | 0.0 | 23.1 | 8.3 | 160.8 | 85.6 | 80.7 | 1.0 | 11.1 | 0.0 | 0.6 | 273.0 | 179.1 | 613.7 |
| 0.2 | 0.1 | 0.3 | 22.7 | 67.1 | 55.7 | 100.5 | 3.0 | 0.0 | 0.3 | 0.0 | 80.1 | 66.7 | 729.4 |
| 0 | 0.6 | 0.2 | 2.8 | 134.3 | 79.9 | 0.3 | 278.5 | 0.0 | 0.0 | 0.1 | 0.5 | 12.3 | 382.2 |
| 0.0 | 0.0 | 0.2 | 56.0 | 588.8 | 107.3 | 172.5 | 80.5 | 85.4 | 0.2 | 0.3 | 215.0 | 284.7 | 1 418.8 |
| 22.7 | 2.7 | 55.3 | 0.0 | 111.7 | 95.5 | 69.0 | 1.1 | 26.6 | 3.8 | 6.3 | 0.0 | 78.0 | 1 227.5 |
| 67.6 | 135.3 | 619.7 | 113.5 | 0.5 | 802.2 | 763.8 | 1 557.4 | 472.0 | 18.2 | 0.1 | 518.8 | 1 097.9 | 8 785.7 |
| 55.6 | 80.2 | 107.2 | 95.6 | 800.3 | 579.0 | 287.7 | 137.8 | 488.4 | 61.6 | 54.1 | 179.0 | 301.9 | 1 612.5 |
| 100.9 | 0.3 | 173.2 | 69.4 | 749.3 | 287.3 | 1 477.4 | 144.4 | 102.1 | 9.0 | 1.7 | 211.0 | 764.4 | 5 305.3 |
| 3.0 | 285.9 | 76.0 | 1.2 | 1 566.9 | 138.6 | 143.9 | 2 959.7 | 50.9 | 0.5 | 0.2 | 120.6 | 192.0 | 6 156.3 |
| | 0.0 | 84.0 | 26.8 | 469.5 | 486.5 | 103.0 | 47.8 | 502.0 | 0.0 | 0.0 | 0.6 | 35.0 | 1 098.1 |
| 0.3 | | 0.1 | 3.8 | 18.0 | 61.4 | 9.0 | | | | | 30.2 | 0.1 | 139.1 |
| | 0.0 | 0.2 | 5.6 | 0.0 | 53.9 | 0.3 | 0.3 | 0.1 | 0.0 | 22.2 | 0.6 | 0.2 | 497.4 |
| 80.2 | 0.5 | 213.5 | 0.0 | 514.9 | 178.6 | 209.7 | 114.7 | 1.3 | 29.9 | 0.7 | 2 516.2 | 1 591.8 | 1 108.5 |
| 67.2 | 12.6 | 284.6 | 79.0 | 976.0 | 311.3 | 781.0 | 186.0 | 35.4 | 0.2 | 0.2 | 1 585.9 | 7 355.1 | 2 597.6 |
| 738.0 | 382.7 | 1 506.8 | 1 230.8 | 8 742.1 | 1 619.8 | 5 206.3 | 6 092.3 | 1 154.0 | 139.9 | 509.4 | 1 114.7 | 2 598.3 | 21 861.5 |

Air: MAJOR EUROPEAN AIRLINES

DOMESTIC + INTERNATIONAL

| RANKING | BILLION REVENUE PASSENGER-KILOMETRES | | | | | | % | |
|---------|-----------------------------------------|------------------|---------|---------|---------|---------|---------|------|
| | AIRLINE | | 2000 | 2005 | 2010 | 2013 | | 2014 |
| 1 | Lufthansa | DE | 92.160 | 108.185 | 129.668 | 153.334 | 156.826 | 2.3 |
| 2 | British Airways | UK | 119.385 | 107.892 | 106.082 | 131.333 | 138.431 | 5.4 |
| 3 | Air France ⁽¹⁾ | FR | 91.848 | 115.163 | 125.165 | 136.435 | 136.475 | 0.0 |
| 4 | THY Turkish Airlines | TR | 17.396 | 21.318 | 47.950 | 92.000 | 106.913 | 16.2 |
| 5 | Ryanair ⁽²⁾ | IE | 4.772 | 31.205 | 72.149 | 96.324 | 103.733 | 7.7 |
| 6 | KLM Royal Dutch Airlines ⁽¹⁾ | NL | 60.336 | 68.322 | 76.065 | 89.039 | 91.477 | 2.7 |
| 7 | Easyjet ⁽³⁾ | UK | 3.926 | 27.448 | 56.128 | 67.573 | 72.933 | 7.9 |
| 8 | Air Berlin | DE | 7.813 | 20.527 | 46.960 | 48.575 | 49.270 | 1.4 |
| 9 | Iberia | ES | 40.049 | 49.060 | 51.242 | 41.493 | 42.686 | 2.9 |
| 10 | Virgin Atlantic Airways | UK | 31.315 | 32.118 | 38.158 | 39.538 | 37.664 | -4.7 |
| 11 | Norwegian | NO | | 2.703 | 13.774 | 26.881 | 37.615 | 39.9 |
| 12 | SWISS Intern. Airlines | CH | 3.481 | 21.164 | 29.522 | 35.093 | 35.717 | 1.8 |
| 13 | SAS Scandinavian Airlines | SE/ DK/ NO | 22.922 | 27.724 | 23.497 | 32.658 | 34.594 | 5.9 |
| 14 | Alitalia ⁽⁴⁾ | IT | 40.846 | 37.969 | 33.344 | 34.928 | 34.511 | -1.2 |
| 15 | Thomson Airways | UK | 20.300 | 23.337 | 32.714 | 31.575 | 31.652 | 0.2 |
| 16 | TAP Portugal | PT | 10.414 | 14.536 | 23.651 | 28.152 | 30.119 | 7.0 |
| 17 | Condor | DE | | 22.245 | 19.888 | 24.621 | 25.916 | 5.3 |
| 18 | Finnair | FI | 12.587 | 16.735 | 19.222 | 24.776 | 24.772 | 0.0 |
| 19 | Air Europa | ES | 8.831 | 13.442 | 17.180 | 19.427 | 21.980 | 13.1 |
| 20 | Vueling | ES | | 1.661 | 9.932 | 17.109 | 21.445 | 25.3 |
| 21 | Wizz Air | HU | | | 12.278 | 18.017 | 20.867 | 15.8 |
| 22 | Thomas Cook Airlines | UK | 14.292 | 14.220 | 27.385 | 19.809 | 20.696 | 4.5 |
| 23 | TUIfly | DE | | 18.626 | 10.708 | 18.000 | 18.500 | 2.8 |
| 24 | Austrian Airlines | AT | 17.967 | 22.894 | 17.494 | 17.705 | 18.428 | 4.1 |
| 25 | Aer Lingus | IE | 8.808 | 12.563 | 13.895 | 14.807 | 16.088 | 8.7 |
| 26 | Monarch | UK | 13.658 | 13.549 | 15.127 | 15.281 | 15.705 | 2.8 |
| 27 | Germanwings | DE | | 4.519 | 6.966 | 8.137 | 13.033 | 60.2 |
| 28 | Transavia Airlines | NL | 7.921 | 8.726 | 10.644 | 12.254 | 12.755 | 4.1 |
| 29 | Jet2 | UK | | 3.105 | 6.219 | 10.807 | 12.255 | 13.4 |
| 30 | SN Brussels Airlines | BE | 3.418 | 4.559 | 7.313 | 9.772 | 10.756 | 10.1 |
| 31 | SunExpress | TR | 1.969 | 3.938 | 10.840 | 9.777 | 10.107 | 3.4 |
| 32 | Thomas Cook Scandinavia | DK | 10.118 | 7.500 | 8.354 | 9.083 | 8.829 | -2.8 |

Notes: Scheduled and non-scheduled flights.

(¹) Air France and KLM merged in 2004 to build Air France KLM Group.

(²) Ryanair: year up to 30 March of the following year.

(³) Easyjet: financial year up to 30 September of the year indicated.

(⁴) Air One merged with Alitalia at the end of 2008.

Air: PASSENGER TRAFFIC AT MAJOR EU AIRPORTS

PASSENGERS CARRIED (*)

| RANKING | AIRPORT AND COUNTRY | | (arriving + departing + in transit) MILLION PASSENGERS | | | | | % CHANGE '13/'14 |
|---------|-----------------------------------|----|--------------------------------------------------------|-------|-------|-------|-------|------------------|
| | | | 2000 | 2005 | 2010 | 2013 | 2014 | |
| 1 | London/Heathrow | UK | 64.29 | 67.68 | 65.74 | 72.33 | 73.37 | 1.44 |
| 2 | Paris/Charles de Gaulle | FR | <i>49.67</i> | 53.38 | 57.95 | 61.89 | 63.65 | 2.84 |
| 3 | Frankfurt (Main) | DE | 48.96 | 51.79 | 52.65 | 57.88 | 59.41 | 2.65 |
| 4 | Amsterdam/Schiphol | NL | 39.27 | 44.08 | 45.15 | 52.54 | 54.96 | 4.59 |
| 5 | Madrid/Barajas | ES | 32.71 | 41.72 | 49.80 | 39.66 | 41.54 | 4.74 |
| 6 | München | DE | 22.87 | 28.45 | 34.52 | 38.52 | 39.57 | 2.73 |
| 7 | Roma/Fiumicino | IT | 25.94 | 27.78 | 35.95 | 35.94 | 38.24 | 6.42 |
| 8 | London/Gatwick | UK | 31.95 | 32.69 | 31.34 | 35.43 | 38.09 | 7.52 |
| 9 | Barcelona/El Prat | ES | 19.44 | 27.02 | 29.18 | 35.18 | 37.42 | 6.37 |
| 10 | Paris/Orly | FR | 23.83 | 24.85 | 25.16 | 28.25 | 28.84 | 2.10 |
| 11 | København/Kastrup | DK | 18.11 | 19.82 | 21.39 | 23.97 | 25.53 | 6.51 |
| 12 | Palma de Mallorca | ES | 19.25 | 21.22 | 21.08 | 22.74 | 23.08 | 1.48 |
| 13 | Wien/Schwechat | AT | 11.92 | 15.80 | 19.62 | 22.04 | 22.47 | 1.96 |
| 14 | Stockholm/Arlanda | SE | <i>18.61</i> | 17.16 | 16.96 | 20.67 | 22.43 | 8.48 |
| 15 | Manchester | UK | 18.32 | 22.08 | 17.66 | 20.68 | 21.95 | 6.14 |
| 16 | Düsseldorf | DE | 15.91 | 15.39 | 18.91 | 21.20 | 21.82 | 2.93 |
| 17 | Brussel-Bruxelles/Brussels | BE | 21.60 | 15.95 | 16.98 | 18.98 | 21.75 | 14.58 |
| 18 | Dublin | IE | <i>13.66</i> | 18.33 | 18.41 | 20.14 | 21.69 | 7.70 |
| 19 | Berlin/Tegel | DE | 10.24 | 11.47 | 14.97 | 19.58 | 20.67 | 5.58 |
| 20 | London/Stansted | UK | 11.86 | 21.99 | 18.56 | 17.84 | 19.93 | 11.71 |
| 21 | Milano/Malpensa | IT | 20.55 | 19.49 | 18.71 | 17.78 | 18.66 | 4.96 |
| 22 | Lisboa | PT | 9.21 | 11.24 | 14.05 | 16.03 | 18.16 | 13.31 |
| 23 | Helsinki/Vantaa | FI | 10.00 | 11.13 | 12.86 | 15.27 | 15.94 | 4.41 |
| 24 | Athinai/ Eleftherios Venizelos | EL | <i>13.35</i> | 14.27 | 15.30 | 12.47 | 15.19 | 21.81 |
| 25 | Hamburg | DE | 9.82 | 10.57 | 12.88 | 13.48 | 14.74 | 9.32 |
| 26 | Malaga | ES | <i>9.36</i> | 12.61 | 12.02 | 12.87 | 13.70 | 6.42 |
| 27 | Nice/Côte d'Azur | FR | 9.33 | 9.74 | 9.59 | 11.54 | 11.66 | 1.00 |
| 28 | Praha/Ruzyně | CZ | 5.55 | 10.72 | 11.51 | 10.95 | 11.13 | 1.64 |
| 29 | Warszawa/Chopin | PL | 4.33 | 7.08 | 8.73 | 10.70 | 10.60 | -0.88 |
| 30 | London/Luton | UK | <i>6.16</i> | 9.13 | 8.73 | 9.69 | 10.48 | 8.13 |
| 31 | Edinburgh | UK | 5.37 | 8.45 | 8.59 | 9.77 | 10.16 | 3.93 |
| 32 | Las Palmas/Gran Canaria | ES | 9.12 | 9.69 | 9.28 | 9.54 | 10.11 | 6.07 |
| 33 | Alicante | ES | 5.98 | 8.93 | 9.37 | 9.62 | 10.05 | 4.50 |
| 34 | Birmingham | UK | <i>7.49</i> | 9.31 | 8.56 | 9.11 | 9.69 | 6.33 |
| 35 | Stuttgart | DE | 7.98 | 9.25 | 9.14 | 9.55 | 9.69 | 1.50 |
| 36 | Köln-Bonn | DE | 6.19 | 9.39 | 9.79 | 9.05 | 9.42 | 4.05 |
| 37 | Budapest/Ferihegy | HU | 4.68 | 7.92 | 8.17 | 8.44 | 9.05 | 7.27 |
| 38 | Tenerife Sur/Reina Sofia | ES | <i>8.72</i> | 8.78 | 7.19 | 8.57 | 9.05 | 5.71 |
| 39 | Milano/Linate | IT | 6.02 | 9.09 | 8.30 | 8.98 | 8.98 | 0.01 |
| 40 | Bergamo/Orio al Serio | IT | <i>1.24</i> | 4.29 | 7.66 | 8.95 | 8.74 | -2.34 |

Note: (*) 'Passengers carried' do not include direct transit passengers, i.e. transit passengers who stay on board the aircraft and continue their flight with the same flight number. Where the number of passengers carried was not available, the number of 'passengers on board' (i.e. incl. direct transit passengers) is given *in italics*.

Air: MAIN INTRA-EU AIRPORT PAIRS IN PASSENGER TRANSPORT

TOTAL PASSENGERS CARRIED

| RANKING | (arriving + departing from first named airport) | 1 000 | | | | % |
|---------------|-----------------------------------------------------------|--------|--------|--------|-------------------|------|
| | | 2005 | 2010 | 2013 | 2014 | |
| AIRPORT PAIRS | | | | | CHANGE '13/'14 | |
| 1 | Toulouse/Blagnac - Paris/Orly | 2327.1 | 2193.7 | 2379.1 | 2330.9 | -2.0 |
| 2 | Madrid/Barajas - Barcelona | 4358.3 | 3083.8 | 2213.2 | 2204.8 | -0.4 |
| 3 | Nice/Côte d'Azur - Paris/Orly | 2262.9 | 2104.6 | 2160.3 | 2072.1 | -4.1 |
| 4 | Catania/Fontanarossa - Roma/Fiumicino | 1368.7 | 1717.8 | 1566.8 | 1869.9 | 19.3 |
| 5 | München - Berlin/Tegel | 1419.2 | 1580.0 | 1831.7 | 1868.9 | 2.0 |
| 6 | Frankfurt (Main) - Berlin/Tegel | 1545.6 | 1609.4 | 1845.6 | 1792.0 | -2.9 |
| 7 | München - Hamburg | 1450.5 | 1653.0 | 1713.5 | 1757.0 | 2.5 |
| 8 | Dublin - London/Heathrow | 2086.3 | 1491.3 | 1663.6 | 1651.0 | -0.8 |
| 9 | Düsseldorf - München | 1381.5 | 1533.4 | 1558.2 | 1527.4 | -2.0 |
| 10 | London/Heathrow - Frankfurt (Main) | 1530.4 | 1266.1 | 1497.1 | 1506.8 | 0.6 |
| 11 | London/Heathrow - Amsterdam/Schiphol | 1895.0 | 1332.9 | 1443.4 | 1486.8 | 3.0 |
| 12 | Roma/Fiumicino - Palermo/Punta Raisi | 1111.2 | 1418.6 | 1269.4 | 1482.0 | 16.7 |
| 13 | Edinburgh - London/Heathrow | 1659.5 | 1241.2 | 1356.2 | 1473.3 | 8.6 |
| 14 | Roma/Fiumicino - Milano/Linate | 2418.8 | 1521.7 | 1415.6 | 1454.1 | 2.7 |
| 15 | København/Kastrup - Stockholm/Arlanda | 1194.1 | 1166.0 | 1325.7 | 1444.4 | 9.0 |
| 16 | Palma De Mallorca - Barcelona | 1689.3 | 1532.5 | 1388.9 | 1410.2 | 1.5 |
| 17 | Wien/Schwechat - Frankfurt (Main) | 675.9 | 952.0 | 1311.0 | 1349.6 | 2.9 |
| 18 | Frankfurt (Main) - Hamburg | 1288.3 | 1480.6 | 1362.4 | 1343.9 | -1.4 |
| 19 | Köln-Bonn - Berlin/Tegel | 916.6 | 1026.9 | 1288.2 | 1321.3 | 2.6 |
| 20 | Thessaloniki - Athinai/Eleftherios Venizelos | 1113.5 | 1183.1 | 875.2 | 1303.0 | 48.9 |
| 21 | Palma de Mallorca - Madrid/Barajas | 1641.5 | 1698.9 | 1224.7 | 1283.4 | 4.8 |
| 22 | London/Heathrow - Madrid/Barajas | 1118.9 | 1093.4 | 1264.8 | 1274.7 | 0.8 |
| 23 | Barcelona - London/Gatwick | 556.1 | 376.7 | 1131.9 | 1274.1 | 12.6 |
| 24 | London/Heathrow - Paris/Charles de Gaulle | 2011.1 | 1300.1 | 1209.9 | 1247.8 | 3.1 |
| 25 | Barcelona - Amsterdam/Schiphol | 1108.0 | 1066.1 | 1187.3 | 1219.8 | 2.7 |
| 26 | Las Palmas/Gran Canaria - Madrid/Barajas | 1388.1 | 1553.7 | 1152.9 | 1181.4 | 2.5 |
| 27 | London/Heathrow - München | 918.8 | 975.4 | 1161.9 | 1178.4 | 1.4 |
| 28 | Palma De Mallorca - Düsseldorf | 980.5 | 911.9 | 1103.0 | 1172.3 | 6.3 |
| 29 | Amsterdam/Schiphol - Paris/Charles de Gaulle | 1038.7 | 990.2 | 1126.7 | 1159.1 | 2.9 |
| 30 | Barcelona - Paris/Charles de Gaulle | 876.3 | 860.8 | 1006.8 | 1138.7 | 13.1 |
| 31 | Roma/Fiumicino - Paris/Charles de Gaulle | 1240.4 | 1195.4 | 1106.1 | 1134.5 | 2.6 |
| 32 | Ponte-à-Pitre (Guadeloupe)/ Pôle Caraïbes - Paris/Orly | 987.6 | 1033.8 | 1111.7 | 1127.8 | 1.5 |
| 33 | Düsseldorf - Berlin/Tegel | 657.8 | 930.2 | 1082.7 | 1113.5 | 2.8 |
| 34 | Frankfurt (Main) - München | 1303.1 | 958.4 | 1099.9 | 1095.4 | -0.4 |
| 35 | Tenerife Norte - Madrid/Barajas | 1359.4 | 1319.7 | 1102.7 | 1094.8 | -0.7 |
| 36 | Malaga - London/Gatwick | 978.6 | 910.4 | 1012.6 | 1062.8 | 5.0 |
| 37 | Paris/Charles de Gaulle - Frankfurt (Main) | 985.4 | 928.7 | 1039.6 | 1052.7 | 1.3 |
| 38 | Stockholm/Arlanda - Helsinki/Vantaa | 840.3 | 812.5 | 982.9 | 1035.3 | 5.3 |
| 39 | Amsterdam/Schiphol - Roma/Fiumicino | 681.3 | 810.9 | 956.6 | 1028.9 | 7.6 |
| 40 | Lisboa - Madrid/Barajas | 742.3 | 1172.0 | 977.8 | 1028.2 | 5.2 |

Air: MAIN CONNECTIONS BETWEEN EU AND NON-EU AIRPORTS IN PASSENGER TRANSPORT

TOTAL PASSENGERS CARRIED

| RANKING | (arriving + departing from first named airport) | | | | | % |
|---------|-----------------------------------------------------------------------|------|------|------|------|----------------|
| | | 2005 | 2010 | 2013 | 2014 | CHANGE '13/'14 |
| | AIRPORT PAIRS | | | | | |
| 1 | London/Heathrow - New York/J.F. Kennedy Intl, NY, USA | 2940 | 2517 | 3015 | 2972 | -1.4 |
| 2 | London/Heathrow - Dubai Intl, United Arab Emirates | 1183 | 1787 | 2240 | 2438 | 8.8 |
| 3 | London/Heathrow - Hong Kong Intl, China | 1258 | 1386 | 1382 | 1564 | 13.2 |
| 4 | København/Kastrup - Oslo/Gardermoen, Norway | 1247 | 1132 | 1315 | 1395 | 6.1 |
| 5 | Paris/Charles de Gaulle - New York/J.F. Kennedy Intl, NY, USA | 1730 | 1190 | 1407 | 1369 | -2.7 |
| 6 | London/Heathrow - Los Angeles Intl, CA, USA | 1383 | 1189 | 1340 | 1355 | 1.1 |
| 7 | Stockholm/Arlanda - Oslo/Gardermoen, Norway | 937 | 1007 | 1195 | 1343 | 12.3 |
| 8 | London/Heathrow - Newark/Liberty Intl, NJ, USA | 740 | 1092 | 1180 | 1168 | -0.9 |
| 9 | London/Heathrow - Chicago/O'Hare Intl, IL, USA | 1522 | 1137 | 1182 | 1160 | -1.8 |
| 10 | London/Heathrow - Singapore/Changi, Singapore | 996 | 1022 | 1150 | 1125 | -2.2 |
| 11 | Paris/Charles de Gaulle - Montreal/Pierre Elliot Trudeau Intl, Canada | 929 | 1148 | 1099 | 1108 | 0.8 |
| 12 | London/Heathrow - New Delhi/Indira Gandhi Intl, India | 384 | 918 | 1043 | 1067 | 2.4 |
| 13 | Paris/Charles de Gaulle - Dubai Intl, United Arab Emirates | 439 | 716 | 969 | 1064 | 9.8 |
| 14 | London/Heathrow - Zürich, Switzerland | 905 | 877 | 1039 | 1049 | 1.0 |
| 15 | London/Heathrow - Mumbai/Chhatrapati Shivaji Intl, India | 725 | 957 | 1046 | 1048 | 0.2 |
| 16 | London/Heathrow - Toronto/Lester B. Pearson Intl, Canada | 1067 | 941 | 1014 | 1037 | 2.2 |
| 17 | London/Heathrow - Genève/Cointrin, Switzerland | 570 | 859 | 971 | 1019 | 4.9 |
| 18 | London/Heathrow - Miami Intl, FL, USA | 878 | 822 | 1010 | 1008 | -0.2 |
| 19 | Berlin/Tegel - Zürich, Switzerland | 467 | 801 | 931 | 955 | 2.6 |
| 20 | Wien/Schwechat - Zürich, Switzerland | 597 | 778 | 934 | 951 | 1.8 |
| 21 | London/Heathrow - Johannesburg Intl, South Africa | 995 | 886 | 915 | 940 | 2.7 |
| 22 | London/Heathrow - San Francisco Intl, CA, USA | 1005 | 861 | 978 | 938 | -4.2 |
| 23 | London/Heathrow - Istanbul/Atatürk, Turkey | 525 | 725 | 906 | 924 | 2.0 |
| 24 | Düsseldorf - Antalya, Turkey | 802 | 684 | 865 | 908 | 5.0 |
| 25 | London/Heathrow - Boston/Gen. E. Lawrence Logan Intl, MA, USA | 929 | 866 | 894 | 891 | -0.3 |
| 26 | London/Heathrow - Washington/Dulles Intl, DC, USA | 1074 | 921 | 932 | 885 | -5.0 |
| 27 | Paris/Orly - Alger, Algeria | 640 | 577 | 767 | 857 | 11.8 |
| 28 | Paris/Charles de Gaulle - Istanbul/Atatürk, Turkey | 415 | 688 | 776 | 827 | 6.4 |
| 29 | Frankfurt (Main) - Istanbul/Atatürk, Turkey | 661 | 638 | 817 | 822 | 0.6 |
| 30 | London/Gatwick - Genève, Switzerland | 643 | 624 | 783 | 817 | 4.3 |
| 31 | Frankfurt (Main) - Dubai Intl, United Arab Emirates | 491 | 679 | 828 | 812 | -2.0 |
| 32 | Manchester - Dubai Intl, United Arab Emirates | 370 | 566 | 769 | 800 | 4.0 |
| 33 | Paris/Charles de Gaulle - Tel Aviv/Ben Gurion, Israel | 608 | 710 | 818 | 789 | -3.6 |
| 34 | Paris/Charles de Gaulle - Moscow/Sheremetyevo, Russia | 515 | 642 | 797 | 782 | -1.9 |
| 35 | London/Gatwick - Dubai Intl, United Arab Emirates | 483 | 629 | 716 | 775 | 8.2 |
| 36 | Paris/Charles de Gaulle - Zürich, Switzerland | 630 | 695 | 691 | 746 | 7.9 |
| 37 | Amsterdam/Schiphol - Dubai Intl, United Arab Emirates | 231 | 434 | 610 | 745 | 22.0 |
| 38 | Madrid/Barajas - Buenos Aires/Ezeiza Ministro Pistarini, Argentina | 873 | 858 | 773 | 744 | -3.7 |
| 39 | Frankfurt (Main) - New York/J.F. Kennedy Intl, NY, USA | 726 | 661 | 683 | 734 | 7.5 |
| 40 | Amsterdam/Schiphol - Antalya, Turkey | 753 | 614 | 746 | 721 | -3.3 |

Air: FREIGHT TRAFFIC AT MAJOR EU AIRPORTS

CARGO AND MAIL LOADED AND UNLOADED

| RANKING | 1 000 TONNES | | | | | CHANGE '13/'14 | |
|---------|----------------------------------|----------------|---------|---------|---------|-------------------|--------|
| | AIRPORT AND COUNTRY | 2000 | 2005 | 2010 | 2013 | | 2014 |
| 1 | Frankfurt (Main) DE | 1 703.4 | 1 950.6 | 2 270.2 | 2 094.7 | 2 131.6 | 1.76 |
| 2 | Paris/Charles de Gaulle FR | <i>1 067.0</i> | 1 217.8 | 1 292.5 | 1 494.9 | 2 033.2 | 36.01 |
| 3 | Amsterdam/Schiphol NL | 1 222.5 | 1 495.6 | 1 538.0 | 1 566.0 | 1 670.7 | 6.69 |
| 4 | London/Heathrow UK | 1 306.8 | 1 389.3 | 1 551.3 | 1 513.7 | 1 585.9 | 4.77 |
| 5 | Leipzig-Halle DE | 13.7 | 12.3 | 637.8 | 877.3 | 904.1 | 3.06 |
| 6 | Köln-Bonn DE | 438.3 | 646.8 | 638.2 | 721.7 | 736.4 | 2.04 |
| 7 | Luxembourg LU | 499.9 | 624.8 | 705.8 | 673.4 | 707.2 | 5.01 |
| 8 | Liège/Bierset BE | 270.3 | 325.7 | 508.5 | 534.2 | 581.8 | 8.91 |
| 9 | Milano/Malpensa IT | 295.7 | 383.8 | 432.7 | 430.3 | 469.7 | 9.14 |
| 10 | Brussel-Bruxelles/Brussels BE | 687.4 | 694.5 | 385.0 | 378.7 | 408.0 | 7.76 |
| 11 | Madrid/Barajas ES | 305.2 | 360.3 | 400.5 | 367.0 | 376.8 | 2.67 |
| 12 | München DE | 148.4 | 218.2 | 291.1 | 287.7 | 309.1 | 7.44 |
| 13 | Nottingham East Midlands UK | 178.8 | 292.1 | 304.0 | 296.9 | 307.2 | 3.49 |
| 14 | London/Stansted UK | 167.8 | 254.8 | 229.8 | 236.3 | 225.9 | -4.40 |
| 15 | Wien/Schwechat AT | 65.9 | 180.0 | 231.8 | 190.5 | 210.3 | 10.40 |
| 16 | København/Kastrup DK | 419.4 | 355.1 | 138.1 | 136.8 | 200.0 | 46.20 |
| 17 | Helsinki/Vantaa FI | 96.1 | 114.9 | 157.5 | 187.2 | 187.4 | 0.10 |
| 18 | Roma/Fiumicino IT | 153.3 | 131.9 | 164.4 | 141.9 | 143.0 | 0.75 |
| 19 | Dublin IE | 35.5 | 64.1 | 105.3 | 113.5 | 127.4 | 12.31 |
| 20 | Frankfurt/Hahn DE | 75.0 | 100.9 | 164.5 | 133.3 | 126.9 | -4.81 |
| 21 | Bergamo/Orio al Serio IT | 98.9 | 135.1 | 105.8 | 115.9 | 122.5 | 5.64 |
| 22 | Paris/Orly FR | 107.3 | 80.0 | 53.7 | 63.7 | 114.1 | 79.07 |
| 23 | Lisboa PT | 114.6 | 100.0 | 105.2 | 96.8 | 103.2 | 6.55 |
| 24 | Düsseldorf DE | 59.4 | 56.5 | 87.1 | 90.6 | 97.0 | 7.12 |
| 25 | Barcelona ES | 88.1 | 94.5 | 105.9 | 98.2 | 95.3 | -2.94 |
| 26 | Manchester UK | 116.6 | 150.0 | 116.6 | 96.7 | 93.1 | -3.69 |
| 27 | London/Gatwick UK | 318.8 | 232.1 | 108.6 | 100.4 | 92.7 | -7.67 |
| 28 | Stockholm/Arlanda SE | 154.0 | 158.0 | 99.4 | 71.3 | 85.2 | 19.47 |
| 29 | Zaragoza ES | 3.5 | 3.8 | 42.1 | 71.6 | 76.1 | 6.34 |
| 30 | Warszawa/Okecie PL | 44.6 | 31.1 | 57.1 | 64.2 | 68.6 | 6.90 |
| 31 | Budapest/Ferihegy HU | 43.5 | 55.5 | 65.3 | 64.2 | 62.0 | -3.42 |
| 32 | Toulouse/Blagnac FR | 37.8 | 56.2 | 52.3 | 61.0 | 58.1 | -4.75 |
| 33 | Maastricht-Aachen NL | 44.3 | 54.6 | 62.0 | 54.0 | 56.7 | 4.93 |
| 34 | Athinai/Eleftherios Venizelos EL | 123.4 | 100.7 | 82.3 | 62.7 | 56.3 | -10.24 |
| 35 | Marseille/Provence FR | 36.0 | 51.0 | 59.6 | 56.2 | 54.9 | -2.19 |
| 36 | Praha/Ruzyne CZ | | 51.6 | 58.2 | 51.9 | 50.9 | -1.95 |
| 37 | Lyon/Saint Exupéry FR | 27.4 | 38.7 | 35.2 | 45.4 | 49.1 | 8.15 |
| 38 | Belfast UK | 30.9 | 51.3 | 43.9 | 44.0 | 46.0 | 4.49 |
| 39 | Berlin/Tegel airport DE | 33.1 | 19.0 | 21.5 | 33.2 | 40.9 | 22.91 |
| 40 | Venezia Tessera IT | | 12.3 | 29.4 | 37.7 | 40.3 | 6.74 |

Note: Significant underreporting of Paris airports. Data from airport websites (*in italics*) often include air cargo which in reality is transported by lorry. The figures from airport websites are therefore not always fully comparable with those collected by Eurostat. The extraordinary growth rate for the Leipzig airport in 2008 is mainly due to DHL moving its hub there during 2008.

Air: MOVEMENTS OF AIRCRAFT AT MAJOR EU AIRPORTS

(TAKE-OFF + LANDING, PASSENGER AND CARGO)

| RANKING | (not including general aviation) | | | | | | 1 000 | % |
|---------|----------------------------------|----|-------|-------|-------|-------|-------|----------------|
| | AIRPORT AND COUNTRY | | 2005 | 2010 | 2012 | 2013 | 2014 | CHANGE '13/'14 |
| 1 | London/Heathrow | UK | 472.0 | 449.2 | 471.5 | 469.6 | 470.7 | 0.2 |
| 2 | Paris/Charles de Gaulle | FR | 543.4 | 491.9 | 491.7 | 472.6 | 465.6 | -1.5 |
| 3 | Frankfurt (Main) | DE | 475.6 | 456.0 | 475.5 | 465.7 | 462.0 | -0.8 |
| 4 | Amsterdam/Schiphol | NL | 408.2 | 390.4 | 427.5 | 430.1 | 442.7 | 2.9 |
| 5 | München | DE | 382.3 | 368.2 | 387.9 | 368.4 | 360.9 | -2.1 |
| 6 | Madrid/Barajas | ES | 406.3 | 426.9 | 368.6 | 326.0 | 335.0 | 2.8 |
| 7 | Roma/Fiumicino | IT | 299.6 | 327.3 | 309.3 | 298.0 | 305.6 | 2.6 |
| 8 | Barcelona | ES | 294.3 | 268.5 | 281.6 | 267.7 | 275.0 | 2.7 |
| 9 | London/Gatwick | UK | 252.0 | 233.5 | 240.4 | 244.3 | 254.5 | 4.2 |
| 10 | København/Kastrup | DK | 262.1 | 240.6 | 238.3 | 240.5 | 247.2 | 2.8 |
| 11 | Wien/Schwechat | AT | 227.0 | 242.3 | 242.3 | 228.9 | 228.4 | -0.2 |
| 12 | Paris/Orly | FR | 230.8 | 215.6 | 230.6 | 229.8 | 228.2 | -0.7 |
| 13 | Stockholm/Arlanda | SE | 222.2 | 185.4 | 201.7 | 210.7 | 219.2 | 4.0 |
| 14 | Brussel-Bruxelles/Brussels | BE | 228.7 | 205.2 | 205.6 | 198.7 | 213.4 | 7.4 |
| 15 | Düsseldorf | DE | 189.0 | 211.4 | 212.2 | 205.8 | 204.0 | -0.8 |
| 16 | Berlin/Tegel | DE | 137.2 | 150.5 | 163.7 | 168.5 | 175.7 | 4.3 |
| 17 | Dublin | IE | 169.6 | 156.4 | 158.6 | 162.0 | 172.6 | 6.5 |
| 18 | Helsinki/Vantaa | FI | 163.1 | 169.9 | 169.8 | 165.8 | 164.7 | -0.7 |
| 19 | Palma De Mallorca | ES | 170.5 | 165.2 | 166.1 | 161.7 | 164.6 | 1.8 |
| 20 | Manchester | UK | 218.0 | 148.9 | 160.5 | 161.1 | 162.9 | 1.2 |
| 21 | Milano/Malpensa | IT | 222.2 | 187.8 | 167.6 | 157.9 | 160.0 | 1.3 |
| 22 | Nice/Côte d'Azur | FR | 158.1 | 145.2 | 161.8 | 159.0 | 156.5 | -1.5 |
| 23 | Lisboa | PT | 125.9 | 136.9 | 140.7 | 142.6 | 153.0 | 7.3 |
| 24 | Athinaï/Eleftherios Venizelos | EL | 170.3 | 186.6 | 148.2 | 134.7 | 146.6 | 8.8 |
| 25 | London/Stansted | UK | 178.0 | 143.0 | 131.4 | 131.9 | 143.1 | 8.5 |
| 26 | Hamburg | DE | 134.2 | 138.4 | 137.1 | 129.4 | 138.5 | 7.1 |
| 27 | Warszawa/Okęcie | PL | 131.0 | 133.0 | 134.6 | 138.4 | 134.8 | -2.6 |
| 28 | Praha/Ruzyne | CZ | 150.2 | 147.9 | 124.5 | 121.5 | 118.2 | -2.7 |
| 29 | Köln-Bonn | DE | 139.9 | 120.6 | 112.6 | 107.0 | 109.9 | 2.7 |
| 30 | Aberdeen | UK | 89.5 | 88.0 | 98.8 | 99.9 | 106.2 | 6.3 |
| 31 | Lyon/Saint Exupéry | FR | 130.1 | 116.6 | 116.7 | 113.4 | 105.3 | -7.2 |
| 32 | Edinburgh | UK | 116.0 | 100.6 | 102.9 | 103.8 | 101.4 | -2.3 |
| 33 | Stuttgart | DE | 135.0 | 111.7 | 121.6 | 117.5 | 100.3 | -14.7 |
| 34 | Malaga | ES | 111.1 | 97.3 | 94.2 | 94.1 | 99.0 | 5.2 |
| 35 | Las Palmas/Gran Canaria | ES | 98.4 | 93.2 | 90.8 | 86.1 | 92.4 | 7.3 |
| 36 | Marseille/Provence | FR | 90.3 | 97.3 | 101.0 | 97.1 | 91.9 | -5.4 |
| 37 | Milano/Linate | IT | 93.1 | 91.5 | 95.5 | 90.6 | 90.5 | -0.1 |
| 38 | Birmingham | UK | 113.0 | 84.8 | 84.1 | 84.9 | 89.0 | 4.9 |
| 39 | București/Henri Coandă | RO | 90.2 | 128.1 | 84.0 | 83.2 | 86.6 | 4.1 |
| 40 | Toulouse/Blagnac | FR | 80.2 | 79.8 | 89.7 | 84.5 | 81.6 | -3.4 |

Note: One movement per minute for 18 hours per day = 394 200 per year.

Sea:

INWARD AND OUTWARD FLOW OF PASSENGERS BY COUNTRY

INWARDS

| 1 000 | PASSENGERS | | | CRUISE PASSENGERS | | | CRUISE PASSENGERS | | |
|--------------|--------------------------------|---------------|---------------|---------------------------------|-------------|-------------|-------------------|------|------|
| | excluding cruise passengers | | | starting and ending a cruise | | | on excursion | | |
| | 2012 | 2013 | 2014 | 2012 | 2013 | 2014 | 2012 | 2013 | 2014 |
| EU-28 | 192517 | 193524 | 195480 | 6860 | 6486 | 5675 | | | |
| BE | 229 | 194 | 219 | 191 | 236 | 190 | | | |
| BG | 0 | 0 | 0 | | 1 | 0 | 23 | 29 | 77 |
| CZ | - | - | - | - | - | - | - | - | - |
| DK | 20302 | 20459 | 20524 | 216 | 209 | 209 | 438 | 562 | 360 |
| DE | 14250 | 14085 | 14576 | 559 | 645 | 558 | | | |
| EE | 6285 | 6541 | 6791 | 8 | 8 | 8 | 425 | 509 | 470 |
| IE | 1383 | 1361 | 1372 | 0 | 1 | 1 | 162 | 208 | 203 |
| EL | 36250 | 36254 | 37539 | 211 | 234 | 195 | | | |
| ES | 9547 | 10315 | 10625 | 1252 | 1174 | 1161 | 4424 | 4540 | 4655 |
| FR | 11991 | 12493 | 12934 | 390 | 392 | 444 | 2031 | 2263 | 2570 |
| HR | 13358 | 13659 | 11903 | 6 | 7 | 4 | 1390 | 1436 | 1188 |
| IT | 35485 | 34107 | 34227 | 2934 | 2458 | 1879 | 3993 | 4869 | 3960 |
| CY | 1 | 2 | 1 | 44 | 49 | 36 | 157 | 169 | 103 |
| LV | 408 | 432 | 393 | | | | 84 | 68 | 62 |
| LT | 142 | 138 | 136 | | | | 27 | 33 | 58 |
| LU | - | - | - | - | - | - | - | - | - |
| HU | - | - | - | - | - | - | - | - | - |
| MT | 4224 | 4537 | 4791 | 46 | 51 | 46 | 519 | 382 | 426 |
| NL | 863 | 889 | 911 | | | | | | |
| AT | - | - | - | - | - | - | - | - | - |
| PL | 1176 | 1089 | 1111 | 0 | 0 | 0 | | | |
| PT | 254 | 249 | 252 | 28 | 30 | 23 | | 472 | 537 |
| RO | | | | 0 | 0 | 0 | 30 | 49 | 62 |
| SI | 16 | 14 | 13 | | | | 65 | 68 | 60 |
| SK | - | - | - | - | - | - | - | - | - |
| FI | 9202 | 9309 | 9277 | 1 | 2 | | 368 | 425 | 420 |
| SE | 14892 | 14701 | 14798 | 48 | 42 | 42 | 524 | 527 | 567 |
| UK | 12259 | 12696 | 13086 | 925 | 948 | 878 | | | |
| IS | | | | | | | | | |
| NO | 2736 | 4071 | 4095 | 208 | 103 | 112 | 986 | 639 | 612 |
| ME | 173 | 107 | 52 | | | | | | |
| TR | 726 | 789 | 859 | 184 | 230 | 228 | | | |

Sea:

INWARD AND OUTWARD FLOW OF PASSENGERS BY COUNTRY

OUTWARDS

| 1 000 | PASSENGERS | | | CRUISE PASSENGERS | | |
|--------------|--------------------------------|----------------|----------------|------------------------------|--------------|--------------|
| | excluding cruise passengers | | | starting and ending a cruise | | |
| | 2012 | 2013 | 2014 | 2012 | 2013 | 2014 |
| EU-28 | 191 912 | 193 155 | 195 138 | 6 858 | 6 806 | 5 679 |
| BE | 237 | 197 | 218 | 193 | 232 | 194 |
| BG | 1 | 1 | 1 | | 1 | 0 |
| CZ | - | - | - | - | - | - |
| DK | 20 228 | 20 387 | 20 411 | 219 | 211 | 209 |
| DE | 14 114 | 14 497 | 15 099 | 558 | 622 | 546 |
| EE | 6 352 | 6 588 | 6 847 | 8 | 8 | 8 |
| IE | 1 374 | 1 383 | 1 381 | 0 | 1 | 1 |
| EL | 36 218 | 36 218 | 37 495 | 220 | 212 | 182 |
| ES | 9 618 | 10 214 | 10 589 | 1 211 | 1 167 | 1 111 |
| FR | 12 022 | 12 357 | 12 816 | 413 | 394 | 444 |
| HR | 13 333 | 13 681 | 11 611 | 8 | 8 | 5 |
| IT | 35 413 | 33 830 | 34 176 | 2 903 | 2 842 | 1 943 |
| CY | 0 | 0 | 0 | 46 | 49 | 39 |
| LV | 418 | 441 | 409 | | | |
| LT | 145 | 142 | 144 | | | |
| LU | - | - | - | - | - | - |
| HU | - | - | - | - | - | - |
| MT | 4 219 | 4 532 | 4 785 | 46 | 51 | 47 |
| NL | 843 | 849 | 908 | | | |
| AT | - | - | - | - | - | - |
| PL | 1 183 | 1 112 | 1 113 | 0 | 0 | 0 |
| PT | 254 | 249 | 252 | 29 | 28 | 24 |
| RO | | | | 0 | 0 | 0 |
| SI | 18 | 14 | 14 | | | |
| SK | - | - | - | - | - | - |
| FI | 9 059 | 9 211 | 9 209 | 2 | 2 | |
| SE | 14 483 | 14 382 | 14 387 | 49 | 21 | 29 |
| UK | 12 382 | 12 870 | 13 273 | 951 | 958 | 898 |
| IS | | | | | | |
| NO | 3 027 | 3 721 | 3 691 | 32 | 4 | 10 |
| ME | 146 | 77 | 56 | | | |
| TR | 726 | 790 | 821 | 193 | 248 | 242 |

Sea: PASSENGER TRAFFIC AT MAJOR EU SEAPORTS

PASSENGERS EMBARKED AND DISEMBARKED

| RANKING | | | 1 000 | | | | | CHANGE '13/'14 |
|---------|------------------------|----|--------|--------|--------|--------|--------|-------------------|
| | PORT, COUNTRY | | 2000 | 2005 | 2010 | 2013 | 2014 | |
| 1 | Dover | UK | 16 197 | 13 501 | 13 361 | 12 898 | 13 381 | 3.7 |
| 2 | Helsinki | FI | 9 251 | 8 854 | 9 849 | 10 756 | 10 942 | 1.7 |
| 3 | Calais | FR | 15 066 | 11 695 | 10 237 | 10 372 | 10 703 | 3.2 |
| 4 | Paloukia Salaminas | EL | | 11 663 | 12 705 | 10 724 | 10 612 | -1.0 |
| | Perama | EL | | 11 663 | 12 705 | 10 724 | 10 612 | -1.0 |
| 6 | Stockholm | SE | 7 746 | 8 211 | 9 147 | 8 889 | 9 933 | 11.7 |
| 7 | Tallinn | EE | | 6 701 | 7 523 | 8 727 | 9 098 | 4.3 |
| 8 | Piraeus | EL | 7 289 | 11 076 | 10 944 | 7 704 | 8 136 | 5.6 |
| 9 | Helsingborg | SE | 13 525 | 11 102 | 8 540 | 7 763 | 7 656 | -1.4 |
| 10 | Napoli | IT | 6 748 | 6 084 | 8 356 | 7 360 | 7 652 | 4.0 |
| 11 | Helsingør (Elsinore) | DK | 13 322 | 11 023 | 8 534 | 7 721 | 7 634 | -1.1 |
| 12 | Messina | IT | 11 898 | 9 802 | 10 765 | 7 256 | 6 988 | -3.7 |
| 13 | Reggio Calabria | IT | 11 839 | 9 645 | 9 891 | 6 758 | 6 187 | -8.4 |
| 14 | Capri | IT | 5 404 | 3 860 | 6 517 | 6 488 | 6 054 | -6.7 |
| 15 | Rødby (Færgehavn) | DK | 5 430 | 6 761 | 6 261 | 5 944 | 6 003 | 1.0 |
| 16 | Puttgarden | DE | 5 430 | 6 760 | 6 261 | 5 944 | 6 002 | 1.0 |
| 17 | Algeciras | ES | 4 261 | 4 829 | 4 663 | 4 812 | 5 386 | 11.9 |
| 18 | Palma Mallorca | ES | 1 864 | 4 817 | 4 496 | 4 756 | 4 939 | 3.8 |
| 19 | Cirkewwa | MT | | 3 463 | 4 031 | 4 395 | 4 643 | 5.6 |
| | Mgarr, Gozo | MT | | 3 463 | 4 031 | 4 395 | 4 643 | 5.6 |
| 21 | Santa Cruz de Tenerife | ES | 4 927 | 4 249 | 4 110 | 4 546 | 4 245 | -6.6 |
| 22 | Split | HR | 1 952 | 3 267 | 3 523 | 3 807 | 3 506 | -7.9 |
| 23 | Piombino | IT | 3 161 | 3 277 | 3 477 | 3 532 | 3 386 | -4.1 |
| 24 | Turku | FI | 3 514 | 3 697 | 3 498 | 3 452 | 3 246 | -6.0 |
| 25 | Mariehamn | FI | 1 885 | 3 192 | 3 302 | 3 011 | 2 981 | -1.0 |
| 26 | Portoferraio | IT | 2 641 | 2 829 | 2 769 | 2 839 | 2 872 | 1.2 |
| 27 | Barcelona | ES | 1 424 | 1 575 | 2 358 | 2 373 | 2 606 | 9.8 |
| 28 | Porto D'Ischia | IT | 3 686 | 3 169 | 2 589 | 2 089 | 2 597 | 24.3 |
| 29 | Norderney I. | DE | 2 015 | 1 990 | 2 093 | 2 408 | 2 550 | 5.9 |
| 30 | Igoumenitsa | EL | 933 | 2 338 | 2 726 | 2 471 | 2 544 | 3.0 |
| 31 | Norddeich | DE | 2 253 | 2 257 | 2 287 | 2 410 | 2 526 | 4.8 |
| 32 | Sjællands Odde | DK | 2 283 | 2 310 | 1 777 | 2 463 | 2 525 | 2.5 |
| 33 | Dunkerque | FR | 96 | 813 | 2 533 | 2 302 | 2 518 | 9.4 |
| 34 | Olbia | IT | 2 359 | 3 253 | 3 863 | 2 458 | 2 502 | 1.8 |
| 35 | Hirtshals | DK | 1 855 | 1 959 | 2 178 | 2 345 | 2 479 | 5.7 |
| 36 | Rostock | DE | 1 767 | 2 417 | 2 195 | 2 300 | 2 477 | 7.7 |
| 37 | Antirio | EL | | 2 414 | 1 725 | 2 139 | 2 453 | 14.7 |
| | Rio | EL | | 2 414 | 1 725 | 2 139 | 2 453 | 14.7 |
| 39 | Århus | DK | 1 143 | 1 710 | 1 284 | 2 182 | 2 350 | 7.7 |
| 40 | Genova | IT | 2 444 | 2 406 | 2 991 | 2 358 | 2 196 | -6.9 |

Sea: FREIGHT TRAFFIC AT MAJOR EU SEAPORTS

TONNES LOADED AND UNLOADED

| RANKING | MILLION | | | | | | | % CHANGE '13/'14 |
|---------|----------------------|------|---------|---------|---------|---------|---------|------------------------|
| | PORT, COUNTRY | 2000 | 2005 | 2010 | 2013 | 2014 | | |
| 1 | Rotterdam | NL | 302.545 | 345.819 | 395.763 | 414.802 | 421.611 | 1.6 |
| 2 | Antwerpen | BE | 116.003 | 145.835 | 160.012 | 171.984 | 180.401 | 4.9 |
| 3 | Hamburg | DE | 76.950 | 108.253 | 104.520 | 120.568 | 126.004 | 4.5 |
| 4 | Amsterdam | NL | 61.309 | 69.304 | 89.899 | 93.146 | 97.098 | 4.2 |
| 5 | Algeciras | ES | 38.334 | 55.186 | 58.565 | 67.618 | 75.650 | 11.9 |
| 6 | Marseille | FR | 91.279 | 93.308 | 82.427 | 76.248 | 74.426 | -2.4 |
| 7 | Le Havre | FR | 63.885 | 70.801 | 65.771 | 64.395 | 61.436 | -4.6 |
| 8 | Immingham | UK | 52.501 | 60.686 | 54.029 | 62.614 | 59.370 | -5.2 |
| 9 | Valencia | ES | 21.958 | 34.990 | 53.075 | 53.470 | 55.047 | 2.9 |
| 10 | Bremerhaven | DE | 24.835 | 33.728 | 45.943 | 54.506 | 53.643 | -1.6 |
| 11 | Trieste | IT | 44.015 | 43.355 | 40.557 | 45.986 | 47.265 | 2.8 |
| 12 | London | UK | 47.892 | 53.843 | 48.062 | 43.205 | 44.489 | 3.0 |
| 13 | Genova | IT | 43.797 | 42.640 | 41.428 | 40.830 | 43.394 | 6.3 |
| 14 | Piraeus | EL | 16.513 | 18.688 | 13.058 | 40.192 | 42.239 | 5.1 |
| 15 | Barcelona | ES | 25.787 | 37.063 | 35.326 | 34.372 | 41.182 | 19.8 |
| 16 | Riga | LV | | 24.421 | 29.057 | 34.040 | 39.808 | 16.9 |
| 17 | Tees & Hartlepool | UK | 51.472 | 55.790 | 35.697 | 37.641 | 39.537 | 5.0 |
| 18 | Dunkerque | FR | 44.318 | 48.503 | 36.309 | 36.634 | 38.919 | 6.2 |
| 19 | Göteborg | UK | 33.261 | 36.479 | 42.938 | 38.380 | 36.832 | -4.0 |
| 20 | Southampton | UK | 34.773 | 39.947 | 39.365 | 35.797 | 36.688 | 2.5 |
| 21 | Sines | PT | 19.957 | 24.929 | 24.728 | 34.600 | 35.054 | 1.3 |
| 22 | Constanta | RO | | 44.377 | 30.396 | 35.650 | 34.789 | -2.4 |
| 23 | Milford Haven | UK | 33.768 | 37.547 | 42.788 | 41.105 | 34.309 | -16.5 |
| 24 | Klaipeda | LT | | 20.019 | 28.851 | 30.790 | 33.773 | 9.7 |
| 25 | Cartagena | ES | 17.157 | 26.716 | 19.044 | 29.211 | 32.275 | 10.5 |
| 26 | Tarragona | ES | 27.175 | 30.663 | 32.071 | 27.644 | 31.502 | 14.0 |
| 27 | Liverpool | UK | 30.421 | 33.775 | 30.020 | 31.149 | 30.996 | -0.5 |
| 28 | Bilbao | ES | 26.623 | 32.182 | 32.440 | 28.063 | 29.281 | 4.3 |
| 29 | Gent (Ghent) | BE | 24.717 | 22.133 | 27.572 | 25.924 | 28.788 | 11.0 |
| 30 | Gdansk | PL | | 22.478 | 26.421 | 27.335 | 28.771 | 5.3 |
| 31 | Tallinn | EE | | 38.816 | 36.264 | 28.012 | 28.135 | 0.4 |
| 32 | Felixstowe | UK | 29.686 | 23.144 | 25.756 | 26.214 | 28.127 | 7.3 |
| 33 | Dover | UK | 17.434 | 21.145 | 24.093 | 25.295 | 27.605 | 9.1 |
| 34 | Gioia Tauro | IT | 21.638 | 29.634 | 35.371 | 27.447 | 27.272 | -0.6 |
| 35 | Huelva | ES | 17.224 | 20.931 | 22.122 | 26.314 | 27.271 | 3.6 |
| 36 | Zeebrugge | BE | 32.660 | 28.442 | 33.878 | 27.355 | 26.947 | -1.5 |
| 37 | Nantes Saint-Nazaire | FR | 31.263 | 34.043 | 30.582 | 27.561 | 25.875 | -6.1 |
| 38 | Ventspils | LV | | 29.358 | 23.825 | 26.927 | 25.180 | -6.5 |
| 39 | Forth | UK | 41.143 | 34.218 | 34.335 | 26.365 | 24.608 | -6.7 |
| 40 | Livorno | IT | 19.785 | 24.048 | 22.662 | 23.877 | 24.476 | 2.5 |

Sea: INTRA-EU MARITIME TRANSPORT BY COUNTRY

(1) RELEVANCE OF INTRA-EU TRANSPORT IN TOTAL MARITIME TRANSPORT BY EU COUNTRY 2014

| | INWARDS | | | OUTWARDS | | |
|---------|----------------|------------------|----------------------|----------------|----------------|----------------------|
| | total inwards | of which from EU | share of EU in total | total outwards | of which to EU | share of EU in total |
| | million tonnes | million tonnes | (%) | million tonnes | million tonnes | (%) |
| BE | 125.816 | 42.625 | 33.9 | 111.545 | 35.081 | 31.5 |
| BG | 12.300 | 0.909 | 7.4 | 14.937 | 4.387 | 29.4 |
| DK | 44.895 | 28.944 | 64.5 | 31.451 | 26.226 | 83.4 |
| DE | 178.447 | 70.549 | 39.5 | 125.297 | 52.319 | 41.8 |
| EE | 12.419 | 8.097 | 65.2 | 27.753 | 16.807 | 60.6 |
| IE | 30.198 | 20.326 | 67.3 | 16.127 | 14.713 | 91.2 |
| EL | 78.438 | 34.879 | 44.5 | 69.086 | 38.445 | 55.6 |
| ES | 253.377 | 83.388 | 32.9 | 174.294 | 80.527 | 46.2 |
| FR | 203.823 | 65.198 | 32.0 | 97.773 | 54.703 | 55.9 |
| HR | 9.205 | 2.849 | 31.0 | 5.323 | 2.789 | 52.4 |
| IT | 277.614 | 122.387 | 44.1 | 155.984 | 110.142 | 70.6 |
| CY (**) | 4.707 | 3.228 | 68.6 | 2.479 | 0.503 | 20.3 |
| LV | 8.271 | 5.906 | 71.4 | 61.990 | 45.964 | 74.1 |
| LT | 14.040 | 4.498 | 32.0 | 27.065 | 16.383 | 60.5 |
| MT | 3.150 | 2.030 | 64.4 | 0.301 | 0.185 | 61.5 |
| NL | 398.688 | 91.536 | 23.0 | 171.802 | 51.948 | 30.2 |
| PL | 38.749 | 16.425 | 42.4 | 29.358 | 21.310 | 72.6 |
| PT | 45.368 | 18.547 | 40.9 | 33.588 | 15.854 | 47.2 |
| RO (**) | 17.978 | 1.397 | 7.8 | 24.620 | 6.792 | 27.6 |
| SI | 12.183 | 3.233 | 26.5 | 5.829 | 1.891 | 32.4 |
| FI | 50.622 | 32.076 | 63.4 | 51.842 | 42.052 | 81.1 |
| SE | 90.533 | 65.367 | 72.2 | 76.323 | 66.108 | 86.6 |
| UK | 318.063 | 165.314 | 52.0 | 173.793 | 133.690 | 76.9 |

Notes: Data from main ports only (ports handling more than 1 million tonnes per year).

(*) The total goods transported data may be less than the sum of inward and outward traffic due to the double counting of tonnes moved within the same country.

(**) The share of intra-EU in total maritime transport may be underestimated in this table for CY and RO because a significant share of partner ports are 'unknown' and hence cannot be attributed to any geographical area.

Sea:

MAIN ROUTES IN INTRA-EU MARITIME TRANSPORT

(1) RELEVANCE OF INTRA-EU TRANSPORT IN TOTAL MARITIME TRANSPORT BY EU COUNTRY 2014

| | TOTAL | | |
|--------|-----------------------------|---------------------|----------------------|
| | total goods transported (*) | of which to/from EU | share of EU in total |
| | million tonnes | million tonnes | (%) |
| BE | 237.296 | 77.644 | 32.7 |
| BG | 27.235 | 5.296 | 19.4 |
| DK | 74.338 | 53.161 | 71.5 |
| DE | 301.205 | 120.333 | 40.0 |
| EE | 40.113 | 24.845 | 61.9 |
| IE | 45.025 | 33.738 | 74.9 |
| EL | 126.603 | 52.403 | 41.4 |
| ES | 397.643 | 133.886 | 33.7 |
| FR | 295.410 | 113.718 | 38.5 |
| HR | 13.977 | 5.087 | 36.4 |
| IT | 351.691 | 150.621 | 42.8 |
| CY(**) | 7.186 | 3.731 | 51.9 |
| LV | 70.065 | 51.676 | 73.8 |
| LT | 41.105 | 20.881 | 50.8 |
| MT | 3.453 | 2.214 | 64.1 |
| NL | 570.460 | 143.454 | 25.1 |
| PL | 67.837 | 37.465 | 55.2 |
| PT | 74.064 | 29.510 | 39.8 |
| RO(**) | 42.598 | 8.189 | 19.2 |
| SI | 18.012 | 5.124 | 28.4 |
| FI | 98.487 | 70.150 | 71.2 |
| SE | 162.704 | 127.323 | 78.3 |
| UK | 456.392 | 263.538 | 57.7 |

(2) MAIN ROUTES IN INTRA-EU MARITIME TRANSPORT 2014

| RANKING | country of loading port | country of unloading port | million tonnes transported |
|---------|-------------------------|---------------------------|----------------------------|
| 1 | ITALY | ITALY | 89.027 |
| 2 | UK | UK | 58.329 |
| 3 | SPAIN | SPAIN | 38.209 |
| 4 | NETHERLANDS | UK | 38.119 |
| 5 | UK | NETHERLANDS | 33.736 |
| 6 | GREECE | GREECE | 26.586 |
| 7 | FRANCE | UK | 24.140 |
| 8 | UK | FRANCE | 20.481 |
| 9 | FRANCE | FRANCE | 18.851 |
| 10 | SWEDEN | SWEDEN | 18.348 |
| 11 | BELGIUM | UK | 14.943 |
| 12 | SWEDEN | GERMANY | 14.875 |
| 13 | SPAIN | ITALY | 13.707 |
| 14 | LATVIA | NETHERLANDS | 13.480 |
| 15 | SWEDEN | UK | 12.800 |
| 16 | UK | GERMANY | 12.437 |
| 17 | GERMANY | SWEDEN | 12.347 |
| 18 | FINLAND | GERMANY | 11.880 |
| 19 | UK | BELGIUM | 11.026 |
| 20 | NETHERLANDS | FRANCE | 10.932 |
| 21 | NETHERLANDS | SPAIN | 10.331 |
| 22 | UK | IRELAND | 9.832 |
| 23 | SWEDEN | FINLAND | 9.298 |
| 24 | ITALY | SPAIN | 8.664 |
| 25 | DENMARK | SWEDEN | 8.253 |
| 26 | IRELAND | UK | 7.459 |
| 27 | GERMANY | UK | 7.282 |
| 28 | FRANCE | NETHERLANDS | 7.256 |
| 29 | SPAIN | UK | 7.222 |
| 30 | LATVIA | UK | 6.884 |

Note: Data from main ports only (ports handling more than 1 million tonnes per year); the tonnes have been calculated by taking the declarations of the unloading ports (inward declarations) and adding those outward declarations of partner ports for which the inward declarations were missing.

Sea: CONTAINER TRAFFIC AT MAJOR EU SEAPORTS

| RANKING | 1 000 TEU | | | | | | CHANGE '13/'14 |
|---------|---------------|------|---------|----------|----------|----------|-------------------|
| | PORT, COUNTRY | 2005 | 2010 | 2013 | 2014 | | |
| 1 | Rotterdam | NL | 9 194.6 | 11 017.5 | 11 021.3 | 11 634.1 | 5.6 |
| 2 | Hamburg | DE | 8 084.3 | 7 905.5 | 9 302.2 | 9 775.4 | 5.1 |
| 3 | Antwerpen | BE | 6 220.9 | 8 144.4 | 8 255.6 | 8 811.7 | 6.7 |
| 4 | Bremerhaven | DE | 3 696.1 | 4 858.3 | 5 822.4 | 5 731.5 | -1.6 |
| 5 | Algeciras | ES | 3 183.9 | 2 776.9 | 3 988.2 | 4 554.9 | 14.2 |
| 6 | Valencia | ES | 2 415.2 | 4 211.2 | 4 328.3 | 4 406.6 | 1.8 |
| 7 | Felixstowe | UK | 2 759.7 | 3 415.1 | 3 433.8 | 4 072.2 | 18.6 |
| 8 | Gioia Tauro | IT | 3 123.2 | 3 896.7 | 3 651.8 | 3 708.1 | 1.5 |
| 9 | Piraeus | EL | 1 401.1 | 850.3 | 3 199.3 | 3 492.7 | 9.2 |
| 10 | Le Havre | FR | 2 144.3 | 2 369.3 | 2 186.4 | 2 432.7 | 11.3 |
| 11 | Barcelona | ES | 2 071.4 | 1 928.0 | 1 716.8 | 2 055.7 | 19.7 |
| 12 | Genova | IT | 1 037.6 | 1 020.0 | 1 545.7 | 2 013.9 | 30.3 |
| 13 | Southampton | UK | 1 384.2 | 1 566.5 | 1 489.2 | 1 893.8 | 27.2 |
| 14 | La Spezia | IT | 915.6 | 1 180.6 | 1 206.7 | 1 261.7 | 4.6 |
| 15 | Gdansk | PL | 63.3 | 509.9 | 1 189.0 | 1 232.0 | 3.6 |
| 16 | Sines | PT | 51.0 | 382.1 | 931.0 | 1 227.7 | 31.9 |
| 17 | Marseille | FR | 910.6 | 1 030.9 | 1 196.9 | 1 190.5 | -0.5 |
| 18 | London | UK | 765.1 | 732.7 | 944.4 | 1 059.3 | 12.2 |
| 19 | Las Palmas | ES | 1 222.4 | 1 118.0 | 1 003.6 | 960.9 | -4.3 |
| 20 | Gdynia | PL | 392.9 | 477.0 | 727.8 | 937.2 | 28.8 |
| 21 | Zeebrugge | BE | 682.3 | 1 436.8 | 879.6 | 880.5 | 0.1 |
| 22 | Göteborg | SE | 771.7 | 891.5 | 867.7 | 828.9 | -4.5 |
| 23 | Koper | SI | 210.3 | 481.0 | 596.4 | 676.4 | 13.4 |
| 24 | Liverpool | UK | 613.1 | 662.0 | 626.8 | 666.4 | 6.3 |
| 25 | Constanta | RO | 867.0 | 548.1 | 659.4 | 663.3 | 0.6 |
| 26 | Bilbao | ES | 862.9 | 532.0 | 605.5 | 630.2 | 4.1 |
| 27 | Leixões | PT | 351.8 | 481.8 | 620.0 | 627.1 | 1.1 |
| 28 | Cagliari | IT | 583.7 | 486.6 | 619.0 | 623.2 | 0.7 |
| 29 | Trieste | IT | 182.7 | 261.1 | 438.2 | 618.1 | 41.0 |
| 30 | Dublin | IE | 590.2 | 554.0 | 515.8 | 569.2 | 10.4 |
| 31 | Hamina-Kotka | FI | 376.5 | 402.4 | 546.1 | 518.4 | -5.1 |
| 32 | Lisboa | PT | 512.2 | 512.0 | 550.5 | 502.8 | -8.7 |
| 33 | Thessaloniki | EL | 372.5 | 289.2 | 379.0 | 451.2 | 19.1 |
| 34 | Klaipeda | LT | 214.3 | 295.2 | 402.7 | 450.2 | 11.8 |
| 35 | Århus | DK | 397.2 | 446.3 | 405.8 | 424.1 | 4.5 |
| 36 | Livorno | IT | 461.4 | 369.9 | 513.1 | 401.4 | -21.8 |
| 37 | Riga | LV | 157.8 | 254.6 | 381.0 | 388.8 | 2.0 |
| 38 | Venezia | IT | 196.0 | 237.7 | 346.1 | 371.7 | 7.4 |
| 39 | Helsinki | FI | 460.2 | 400.7 | 364.8 | 369.3 | 1.2 |
| 40 | Napoli | IT | 178.5 | 224.2 | 305.1 | 319.2 | 4.6 |

Note: In 2011 the ports of Hamina and Kotka merged into a single legal entity. Older values refer to Kotka only.

Combined Transport Traffic

UIRR COMPANIES

| YEAR | Billion | TONNE-KILOMETRES | | |
|------|---------|------------------|--------------|----------|
| | | % of which: | | |
| | | < 300 km | 300 - 900 km | > 900 km |
| 1990 | 18.7 | 1% | 68% | 31% |
| 1995 | 25.0 | 2% | 56% | 42% |
| 2000 | 35.2 | 2% | 71% | 27% |
| 2005 | 38.8 | 3% | 63% | 34% |
| 2006 | 45.4 | 3% | 53% | 44% |
| 2007 | 46.1 | 3% | 56% | 41% |
| 2008 | 46.0 | 3% | 52% | 45% |
| 2009 | 38.9 | 4% | 52% | 44% |
| 2010 | 42.4 | 5% | 58% | 37% |
| 2011 | 42.6 | 7% | 56% | 37% |
| 2012 | 39.1 | 3% | 59% | 38% |
| 2013 | 40.7 | 2% | 60% | 38% |
| 2014 | 52.2 | 2% | 53% | 45% |
| 2015 | 54.9 | 1% | 50% | 49% |

TRAFFIC % OF CONSIGNMENTS (*)

| YEAR | Semi-trailers | Rolling motorway | Swap bodies |
|------|---------------|------------------|-------------|
| 1990 | 20% | 18% | 61% |
| 1995 | 14% | 19% | 67% |
| 2000 | 9% | 23% | 68% |
| 2005 | 7% | 13% | 80% |
| 2006 | 7% | 14% | 79% |
| 2007 | 7% | 13% | 79% |
| 2008 | 8% | 14% | 77% |
| 2009 | 8% | 15% | 77% |
| 2010 | 10% | 15% | 75% |
| 2011 | 10% | 14% | 76% |
| 2012 | 13% | 5% | 82% |
| 2013 | 14% | 5% | 81% |
| 2014 | 13% | 5% | 82% |
| 2015 | 13% | 5% | 81% |

Notes: (*) Consignment = equivalent to 2.0 TEU, meaning:

- one semi-trailer;
- two swap bodies less than 8.30 m and under 16 t;
- one swap body more than 8.30 m or over 16 t;
- one vehicle on the rolling motorway.

2012 data does not include two previous UIC members. Since 2013, data includes performance of two new UIRR members and since 2014 of other 4 new members.

Road: ALPS CROSSING FREIGHT TRAFFIC

ALPINE ARC: MONTGENÈVRE TO BRENNER

| MILLION TONNES | | | | | |
|-----------------------|--------------|----------------------------------------------|--------------------|-------------------------------------|-------|
| | Switzerland | | Austria | France | TOTAL |
| | St. Gotthard | Simplon Gr. St. Bernard St. Bernardino | Brenner Reschen | Montgenèvre Fréjus Mont-Blanc | |
| 1985 | 1.9 | 0.8 | 15.0 | 12.3 | 30.0 |
| 1990 | 3.1 | 1.1 | 14.6 | 21.8 | 40.6 |
| 1995 | 5.5 | 1.1 | 21.0 | 25.8 | 53.4 |
| 2000 | 7.6 | 1.3 | 26.6 | 27.2 | 62.7 |
| 2001 | 7.4 | 3.0 | 26.3 | 27.2 | 63.9 |
| 2002 | 7.5 | 3.0 | 27.3 | 26.3 | 64.1 |
| 2003 | 9.2 | 2.4 | 28.7 | 25.8 | 66.1 |
| 2004 | 9.9 | 2.6 | 33.5 | 22.3 | 68.3 |
| 2005 | 10.2 | 2.8 | 33.6 | 20.8 | 67.4 |
| 2006 | 10.0 | 2.9 | 36.1 | 22.3 | 71.3 |
| 2007 | 10.9 | 3.3 | 36.4 | 22.4 | 73.0 |
| 2008 | 10.8 | 3.3 | 35.1 | 21.5 | 70.7 |
| 2009 | 10.2 | 3.2 | 27.0 | 18.5 | 58.9 |
| 2010 | 10.8 | 3.5 | 28.7 | 20.2 | 63.2 |
| 2011 | 10.6 | 3.8 | 29.3 | 20.7 | 64.4 |
| 2012 | 10.0 | 3.6 | 30.5 | 19.5 | 63.6 |
| 2013 | 9.3 | 3.5 | 30.1 | 18.8 | 61.7 |
| 2014 | 9.1 | 3.3 | 31.3 | 19.0 | 62.8 |
| AVERAGE ANNUAL CHANGE | | | | | |
| '85/'00 | 9.7% | 3.3% | 3.9% | 5.4% | 5.0% |
| '00/'14 | 1.3% | 6.9% | 1.2% | -2.5% | 0.0% |
| '13/'14 | -2.1% | -4.3% | 4.2% | 0.9% | 1.8% |

Note: France: Montgenèvre: from 1999.

| NUMBER OF HEAVY GOODS VEHICLES (1 000) | | | | | |
|----------------------------------------|--------------|----------------------------------------------|--------------------|-------------------------------------|-------|
| | Switzerland | | Austria | France | TOTAL |
| | St. Gotthard | Simplon Gr. St. Bernard St. Bernardino | Brenner Reschen | Montgenèvre Fréjus Mont-Blanc | |
| 2000 | 1 187 | 217 | 1 653 | 1 672 | 4 729 |
| 2001 | 966 | 405 | 1 647 | 1 673 | 4 691 |
| 2002 | 858 | 391 | 1 710 | 1 581 | 4 540 |
| 2003 | 1 004 | 287 | 1 775 | 1 572 | 4 638 |
| 2004 | 969 | 286 | 2 118 | 1 515 | 4 888 |
| 2005 | 925 | 279 | 2 121 | 1 435 | 4 760 |
| 2006 | 856 | 326 | 2 268 | 1 529 | 4 979 |
| 2007 | 963 | 299 | 2 277 | 1 531 | 5 070 |
| 2008 | 973 | 302 | 2 200 | 1 474 | 4 949 |
| 2009 | 900 | 280 | 1 842 | 1 253 | 4 275 |
| 2010 | 928 | 308 | 1 947 | 1 356 | 4 539 |
| 2011 | 898 | 322 | 1 980 | 1 389 | 4 589 |
| 2012 | 843 | 307 | 2 058 | 1 307 | 4 516 |
| 2013 | 766 | 282 | 2 028 | 1 264 | 4 341 |
| 2014 | 758 | 274 | 2 112 | 1 276 | 4 420 |

Note: Internal, import, export and transit traffic.

Road: PYRENEES CROSSING TRAFFIC

GOODS TRAFFIC

| | | | | VEHICLES PER DAY |
|------|--------------------------------|-----------------------------------------|--------------------|------------------|
| | West coast Irun Bariatou | East coast La Jonquera Le Perthus | Other crossings | TOTAL |
| 1997 | 5 657 | 6 729 | 880 | 13 266 |
| 1998 | 6 447 | 7 413 | 905 | 14 765 |
| 1999 | 6 914 | 8 018 | 914 | 15 846 |
| 2000 | 8 224 | 8 200 | 1 519 | 17 943 |
| 2001 | 8 806 | 8 050 | 1 172 | 18 028 |
| 2002 | 8 864 | 8 535 | 1 505 | 18 904 |
| 2003 | 9 276 | 8 920 | 1 758 | 19 954 |
| 2004 | 10 655 | 9 302 | 1 875 | 21 832 |
| 2005 | 9 970 | 9 243 | 1 825 | 21 038 |
| 2006 | 10 390 | 9 602 | 1 939 | 21 931 |
| 2008 | 10 670 | 9 484 | 1 334 | 21 488 |
| 2009 | 9 712 | 8 610 | 1 367 | 19 688 |
| 2011 | 9 414 | 8 945 | 1 044 | 19 402 |
| 2013 | 9 165 | 9 163 | 1 050 | 19 377 |

PASSENGER CAR TRAFFIC

| | | | | VEHICLES PER DAY |
|------|--------------------------------|-----------------------------------------|--------------------|------------------|
| | West coast Irun Bariatou | East coast La Jonquera Le Perthus | Other crossings | TOTAL |
| 1997 | 30 200 | 19 400 | 27 800 | 77 400 |
| 1998 | 30 230 | 20 601 | 33 168 | 83 999 |
| 1999 | 33 188 | 20 678 | 33 412 | 87 278 |
| 2000 | 40 923 | 24 390 | 31 962 | 97 275 |
| 2001 | 41 847 | 25 201 | 34 096 | 101 144 |
| 2002 | 41 812 | 28 544 | 37 654 | 108 010 |
| 2003 | 44 165 | 29 201 | 41 267 | 114 633 |
| 2004 | 45 041 | 30 923 | 41 196 | 117 160 |
| 2005 | 47 142 | 31 896 | 42 465 | 121 503 |
| 2006 | 47 172 | 32 180 | 43 228 | 122 580 |
| 2008 | 47 266 | 30 847 | 41 924 | 120 037 |
| 2009 | 47 907 | 31 465 | 42 452 | 121 823 |
| 2011 | 48 787 | 30 900 | 40 508 | 120 194 |
| 2013 | 47 110 | 30 529 | 38 612 | 116 250 |

Note: Since 2006, these statistics are available every two years.

Rail: DEGREE OF MARKET OPENING – PASSENGERS

SHARE OF ALL BUT THE PRINCIPAL UNDERTAKINGS

| | % | | | | | |
|----|-------|-------|-------|-------|-------|-------|
| | 2006 | 2008 | 2010 | 2012 | 2013 | 2014 |
| BE | 0.00 | 0.00 | 0.20 | 0.60 | 0.00 | 0.00 |
| BG | 0.00 | 0.00 | 2.60 | 0.00 | 0.00 | 0.00 |
| CZ | | 0.00 | 0.24 | 2.94 | 5.13 | 6.60 |
| DK | | 9.00 | 18.00 | 6.80 | 6.50 | 6.70 |
| DE | 3.80 | 5.70 | 8.00 | 10.40 | 11.70 | 12.00 |
| EE | 40.00 | 57.70 | 50.00 | 56.00 | 66.50 | 6.30 |
| IE | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| EL | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| ES | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| FR | | 0.00 | 1.00 | | | 5.00 |
| HR | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| IT | 9.80 | | 8.30 | 8.30 | | 19.00 |
| CY | - | - | - | - | - | - |
| LV | 10.10 | 9.08 | 10.54 | 11.70 | 12.30 | 11.00 |
| LT | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| LU | 0.00 | | | | | 0.00 |
| HU | 1.40 | 1.80 | 1.80 | 2.90 | 3.20 | 3.20 |
| MT | - | - | - | - | - | - |
| NL | 1.90 | 2.00 | 4.80 | 5.00 | | |
| AT | 6.50 | | 5.40 | 8.80 | 12.30 | 11.80 |
| PL | 9.17 | 36.80 | 48.31 | 51.40 | 57.82 | 55.80 |
| PT | 9.00 | | 9.00 | 6.13 | 5.90 | 6.80 |
| RO | 0.53 | 1.10 | 3.93 | | 9.60 | 9.10 |
| SI | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 |
| SK | 0.00 | 0.03 | 0.03 | 3.38 | 3.76 | 3.74 |
| FI | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| SE | 19.00 | | | | 36.00 | |
| UK | | 89.50 | 89.90 | 89.97 | 89.70 | 89.20 |
| NO | | 12.00 | 12.00 | 10.00 | 10.00 | 10.00 |

Notes: Total market share of all but the principal railway undertakings (as a percentage of passenger-km).

PT: values based on train-km after the break in series.

IT: 2014 value from IRG-Rail.

DK: not considering metro services after break in series.

Rail: DEGREE OF MARKET OPENING – FREIGHT

SHARE OF ALL BUT THE PRINCIPAL UNDERTAKINGS

| | % | | | | | |
|----|-------|-------|-------|-------|-------|-------|
| | 2006 | 2008 | 2010 | 2012 | 2013 | 2014 |
| BE | 0.03 | 6.10 | 11.82 | 13.39 | 18.54 | 24.30 |
| BG | 3.18 | 14.32 | 21.60 | 36.50 | 44.70 | 48.80 |
| CZ | | | 13.16 | 20.62 | 23.67 | 30.10 |
| DK | | | 25.00 | 27.00 | 25.00 | 24.00 |
| DE | 16.40 | 22.00 | 25.00 | 28.60 | 32.60 | 34.10 |
| EE | 30.60 | 49.00 | 45.00 | 30.00 | 35.00 | 30.50 |
| IE | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| EL | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 |
| ES | 4.90 | 5.00 | 8.08 | 16.83 | 19.05 | 20.50 |
| FR | 0.60 | 10.00 | 20.00 | 32.00 | 36.00 | 37.00 |
| HR | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.52 |
| IT | 11.50 | | 24.10 | 16.80 | 7.60 | 41.00 |
| CY | - | - | - | - | - | - |
| LV | 10.60 | 9.57 | 23.30 | 22.60 | 23.30 | 21.50 |
| LT | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| LU | 0.00 | | 0.00 | 0.00 | | |
| HU | 9.00 | 14.40 | 19.47 | 31.80 | 34.80 | 37.60 |
| MT | - | - | - | - | - | - |
| NL | 14.00 | 25.00 | 40.00 | 36.00 | 41.40 | 41.00 |
| AT | 10.00 | 14.00 | 14.60 | 17.60 | 19.30 | 21.40 |
| PL | 16.90 | 23.97 | 35.82 | 32.93 | 34.53 | 36.30 |
| PT | 0.00 | | 9.00 | 11.00 | 13.40 | 11.30 |
| RO | 26.70 | 40.99 | 54.70 | 53.68 | 57.60 | 42.80 |
| SI | 0.00 | 0.00 | 0.00 | 9.50 | 9.19 | 9.90 |
| SK | 2.90 | 2.00 | 2.03 | 11.76 | 13.47 | 10.00 |
| FI | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| SE | 32.50 | | 40.00 | | 56.00 | 55.00 |
| UK | | 44.20 | 51.40 | 53.60 | 54.50 | 54.70 |
| NO | | 21.00 | 25.00 | 38.00 | 42.00 | 47.00 |

Notes: Total market share of all but the principal railway undertakings (as a percentage of tonnes-km).

IT: 2014 value from IRG-Rail.

PT: values based on train-km after the break in series.

Rail: ALPS AND PYRENEES CROSSING FREIGHT TRAFFIC

ALPS CROSSING FREIGHT TRAFFIC (*)

| Alpine Arc: Mont-Cenis to Brenner | | | | | MILLION TONNES |
|-----------------------------------|--------------|---------|---------|------------|----------------|
| | Switzerland | | Austria | France | TOTAL |
| | St. Gotthard | Simplon | Brenner | Mont-Cenis | |
| 1985 | 11.2 | 2.8 | 4.7 | 7.5 | 26.2 |
| 1990 | 13.6 | 4.3 | 5.5 | 7.2 | 30.6 |
| 1995 | 13.6 | 4.4 | 8.4 | 8.0 | 34.4 |
| 2000 | 16.8 | 3.8 | 8.7 | 8.6 | 37.9 |
| 2001 | 15.8 | 4.8 | 10.7 | 8.6 | 39.9 |
| 2002 | 14.2 | 4.8 | 10.5 | 8.6 | 38.1 |
| 2003 | 14.3 | 5.6 | 10.7 | 7.8 | 38.4 |
| 2004 | 16.1 | 6.8 | 10.7 | 6.4 | 40.0 |
| 2005 | 15.6 | 8.1 | 10.0 | 5.2 | 38.9 |
| 2006 | 16.2 | 9.0 | 11.6 | 4.8 | 41.6 |
| 2007 | 15.5 | 9.7 | 13.3 | 5.7 | 44.2 |
| 2008 | 15.5 | 9.9 | 14.0 | 4.6 | 44.0 |
| 2009 | 11.6 | 9.2 | 13.1 | 2.4 | 36.3 |
| 2010 | 14.4 | 9.6 | 14.4 | 3.0 | 41.4 |
| 2011 | 14.4 | 11.3 | 14.1 | 3.4 | 43.2 |
| 2012 | 13.9 | 9.8 | 11.2 | 3.4 | 38.3 |
| 2013 | 15.0 | 10.1 | 11.7 | 3.2 | 40.1 |
| 2014 | 15.6 | 10.5 | 11.9 | 3.3 | 41.3 |
| AVERAGE ANNUAL CHANGE | | | | | |
| '85/'00 | 2.7% | 2.1% | 4.2% | 0.9% | 2.5% |
| '00/'14 | -0.5% | 7.5% | 2.3% | -6.6% | 0.6% |
| '13/'14 | 3.6% | 3.3% | 1.9% | 1.7% | 2.9% |

PYRENEES CROSSING FREIGHT TRAFFIC (**)

| Spain – France | | | MILLION TONNES | |
|----------------|----------------|------------------|-----------------|-----------------|
| | West coast | East coast | Total pure rail | Intermodal rail |
| | Hendaye – Irun | Cerbère/Port Bou | | |
| 1995 | 1.333 | 2.220 | 3.553 | 1.970 |
| 2000 | 1.800 | 2.800 | 4.583 | 2.995 |
| 2001 | 1.800 | 2.400 | 4.188 | 2.739 |
| 2002 | 1.739 | 2.413 | 4.161 | 3.033 |
| 2003 | 1.766 | 2.518 | 4.284 | 2.841 |
| 2004 | 1.900 | 2.663 | 4.563 | 3.050 |
| 2005 | 1.833 | 2.670 | 4.503 | 3.074 |
| 2006 | 1.866 | 2.605 | 4.471 | 3.366 |
| 2007 | 1.586 | 2.114 | 3.700 | 1.575 |
| 2008 | 1.251 | 1.877 | 3.128 | 1.443 |
| 2009 | 0.934 | 1.751 | 2.685 | 1.181 |
| 2010 | | | 2.511 | 1.171 |
| 2011 | | | 2.843 | 1.437 |
| 2012 | | | 2.868 | 1.562 |
| 2013 | | | 3.336 | 1.758 |
| 2014 | | | 3.483 | 1.900 |
| 2015 | | | 3.513 | 2.064 |

Rail: CHANNEL TUNNEL TRAFFIC

UNITED KINGDOM – FRANCE

| | SHUTTLE | | | |
|------|--------------|-----------------|---------|------------------|
| | Vehicles | | | Passengers |
| | PASSENGER | | FREIGHT | (¹) |
| | cars (1 000) | coaches (1 000) | 1 000 | million |
| 1995 | 1 223 | 23.0 | 391 | 4.2 |
| 2000 | 2 784 | 79.5 | 1 133 | 10.1 |
| 2001 | 2 530 | 75.5 | 1 198 | 9.3 |
| 2002 | 2 336 | 71.9 | 1 231 | 8.7 |
| 2003 | 2 279 | 71.9 | 1 285 | 8.5 |
| 2004 | 2 101 | 63.5 | 1 281 | 7.8 |
| 2005 | 2 047 | 77.3 | 1 309 | 8.2 |
| 2006 | 2 022 | 67.2 | 1 296 | 7.8 |
| 2007 | 2 142 | 65.3 | 1 415 | 7.9 |
| 2008 | 1 907 | 55.8 | 1 254 | 7.0 |
| 2009 | 1 917 | 54.5 | 769 | 6.9 |
| 2010 | 2 125 | 56.5 | 1 089 | 7.5 |
| 2011 | 2 263 | 56.1 | 1 263 | 9.3 |
| 2012 | 2 424 | 59.0 | 1 465 | 10.0 |
| 2013 | 2 481 | 64.5 | 1 363 | 10.3 |
| 2014 | 2 572 | 63.1 | 1 440 | 10.6 |
| 2015 | 2 557 | 58.4 | 1 484 | 10.5 |

| | THROUGH-TRAIN | |
|------|---------------|--------------|
| | PASSENGER | FREIGHT |
| | million | 1 000 tonnes |
| 1995 | 2.920 | 1 411 |
| 2000 | 7.130 | 2 947 |
| 2001 | 6.947 | 2 447 |
| 2002 | 6.603 | 1 464 |
| 2003 | 6.315 | 1 744 |
| 2004 | 7.277 | 1 899 |
| 2005 | 7.454 | 1 588 |
| 2006 | 7.858 | 1 569 |
| 2007 | 8.261 | 1 214 |
| 2008 | 9.113 | 1 239 |
| 2009 | 9.220 | 1 181 |
| 2010 | 9.529 | 1 128 |
| 2011 | 9.680 | 1 325 |
| 2012 | 9.912 | 1 227 |
| 2013 | 10.133 | 1 360 |
| 2014 | 10.398 | 1 650 |
| 2015 | 10.399 | 1 420 |

Notes: The Channel Tunnel opened in 1994.

(¹) From 2000 to 2005, estimates based on 2.52 passengers per car and 38.75 passengers per coach.

2.5

2.5.1

Road: LENGTH OF MOTORWAYS

| | km (at end of year) | | | | | | |
|--------------|---------------------|---------------|---------------|---------------|---------------|---------------|---------------|
| | 1990 | 1995 | 2000 | 2005 | 2010 | 2012 | 2013 |
| EU-28 | 42 207 | 48 297 | 55 116 | 63 140 | 71 092 | 73 068 | 74 341 |
| BE | 1 666 | 1 666 | 1 702 | 1 747 | 1 763 | 1 763 | 1 763 |
| BG | 273 | 277 | 319 | 331 | 437 | 541 | 605 |
| CZ | 357 | 414 | 501 | 564 | 734 | 751 | 776 |
| DK | 611 | 796 | 923 | 1 032 | 1 130 | 1 195 | 1 216 |
| DE | 10 854 | 11 190 | 11 712 | 12 363 | 12 819 | 12 879 | 12 917 |
| EE | 41 | 65 | 93 | 99 | 115 | 124 | 140 |
| IE | 26 | 70 | 103 | 247 | 900 | 900 | 897 |
| EL | 190 | 421 | 615 | 917 | 1 558 | 1 558 | 1 558 |
| ES | 4 976 | 6 962 | 9 049 | 11 432 | 14 262 | 14 701 | 14 981 |
| FR | 6 824 | 8 275 | 9 766 | 10 798 | 11 392 | 11 413 | 11 552 |
| HR | 291 | 302 | 411 | 1 016 | 1 244 | 1 254 | 1 295 |
| IT | 6 193 | 6 435 | 6 478 | 6 542 | 6 668 | 6 726 | 6 751 |
| CY | 120 | 167 | 257 | 276 | 257 | 257 | 257 |
| LV | - | - | - | - | - | - | - |
| LT | 421 | 394 | 417 | 417 | 309 | 309 | 309 |
| LU | 78 | 123 | 114 | 147 | 152 | 152 | 152 |
| HU | 267 | 335 | 448 | 859 | 1 477 | 1 515 | 1 767 |
| MT | - | - | - | - | - | - | - |
| NL | 2 092 | 2 208 | 2 265 | 2 600 | 2 651 | 2 666 | 2 678 |
| AT | 1 445 | 1 596 | 1 633 | 1 677 | 1 719 | 1 719 | 1 719 |
| PL | 257 | 246 | 358 | 552 | 857 | 1 365 | 1 482 |
| PT | 316 | 687 | 1 482 | 2 341 | 2 737 | 2 988 | 3 065 |
| RO | 113 | 113 | 113 | 228 | 332 | 550 | 644 |
| SI | 228 | 293 | 427 | 569 | 771 | 769 | 770 |
| SK | 192 | 198 | 296 | 328 | 416 | 419 | 420 |
| FI | 225 | 394 | 549 | 693 | 779 | 780 | 810 |
| SE | 939 | 1 262 | 1 499 | 1 700 | 1 927 | 2 017 | 2 057 |
| UK | 3 212 | 3 408 | 3 586 | 3 665 | 3 686 | 3 756 | 3 760 |
| AL | | | | | | | |
| ME | - | - | - | - | - | - | - |
| MK | 83 | | | 216 | 251 | 259 | 259 |
| RS | | | | 603 | 603 | 603 | 603 |
| TR | 281 | | | 1 667 | 2 080 | 2 127 | 2 127 |
| IS | - | - | - | 11 | 11 | 11 | 11 |
| NO | 73 | 107 | 144 | 264 | 381 | 392 | 392 |
| CH | 1 148 | 1 197 | 1 270 | 1 358 | 1 406 | 1 419 | 1 419 |

Notes: ES: 'autopistas de peaje' and 'autovías y autopistas libres'.

CY: from 2006: without urban M-ways.

NL: all national roads ('Rijkswegen') with dual carriageways.

UK: data refers to the 1st of April of the next year.

Road: LENGTH OF ROAD NETWORK

km (at end of 2013)

| | Motorways | Main or national roads | Secondary or regional roads | Other roads (*) |
|----|-----------|------------------------|-----------------------------|-----------------|
| BE | 1 763 | 13 229 | 1 349 | 138 869 |
| BG | 605 | 2 975 | 4 035 | 12 063 |
| CZ | 776 | 6 250 | 48 736 | 74 919 |
| DK | 1 216 | 2 646 | | 70 268 |
| DE | 12 917 | 39 389 | 178 071 | |
| EE | 140 | 3 873 | 12 476 | 42 298 |
| IE | 897 | 4 531 | 11 631 | 78 958 |
| EL | 1 558 | 9 299 | 30 864 | 75 600 |
| ES | 14 981 | 15 041 | 135 340 | 501 053 |
| FR | 11 552 | 9 658 | 377 323 | 673 290 |
| HR | 1 295 | 6 711 | 9 720 | 9 094 |
| IT | 6 751 | 19 920 | 154 948 | 74 420 |
| CY | 257 | 2 203 | 2 307 | 4 998 |
| LV | - | 1 674 | 5 388 | 63 381 |
| LT | 309 | 6 372 | 14 573 | 51 337 |
| LU | 152 | 837 | | 1 891 |
| HU | 1 767 | 6 824 | 23 169 | 171 549 |
| MT | - | | 2 361 | |
| NL | 2 678 | 2 564 | 7 749 | 125 650 |
| AT | 1 719 | 9 997 | 23 640 | 88 759 |
| PL | 1 482 | 17 804 | 153 753 | 242 083 |
| PT | 3 065 | 6 454 | 4 791 | |
| RO | 644 | 17 110 | 35 587 | 32 190 |
| SI | 770 | 819 | 5 135 | 32 150 |
| SK | 420 | 3 538 | 13 996 | 36 852 |
| FI | 810 | 12 521 | 13 561 | 51 201 |
| SE | 2 057 | 13 553 | 82 905 | 118 461 |
| UK | 3 760 | 49 074 | 33 111 | 335 182 |
| AL | | | | |
| ME | - | | 7 965 | |
| MK | 259 | 651 | 3 778 | 9 471 |
| RS | 603 | 4 794 | 10 341 | 29 271 |
| TR | 2 127 | 31 341 | 32 155 | 323 043 |
| IS | 11 | 4 919 | 2 950 | 5 010 |
| NO | 392 | 10 562 | 44 382 | 39 041 |
| CH | 1 419 | 393 | 17 926 | 51 789 |

Notes: (*) The definition of road types varies from country to country, the data are therefore not comparable. 'Other roads' sometimes includes roads without a hard surface.

BE end of 2009, EL end of 2010, UK 1st of April 2014, IS end of 2011, MT end of 2012.

Railways: LENGTH OF LINES IN USE

| | km | | | | | | | % | |
|--------------|---------|---------|---------|---------|---------|---------|---------|----------------------------------|-------|
| | 1990 | 1995 | 2000 | 2005 | 2010 | 2013 | 2014 | OF WHICH: ELECTRIFIED 2014 | |
| EU-28 | 237 671 | 229 435 | 220 583 | 215 110 | 216 232 | 219 771 | 220 673 | 115 068 | 52.1 |
| BE | 3 479 | 3 368 | 3 471 | 3 544 | 3 582 | 3 595 | 3 631 | 3 086 | 85.0 |
| BG | 4 299 | 4 294 | 4 320 | 4 154 | 4 097 | 4 032 | 4 023 | 2 861 | 71.1 |
| CZ | | 9 430 | 9 444 | 9 614 | 9 468 | 9 459 | 9 456 | 3 215 | 34.0 |
| DK | 2 838 | 2 863 | 2 787 | 2 646 | 2 606 | 2 615 | 2 612 | 621 | 23.8 |
| DE | 40 981 | 41 718 | 36 588 | 34 221 | 33 707 | 38 703 | 38 836 | 20 195 | 52.0 |
| EE | 1 026 | 1 021 | 968 | 968 | 1 540 | 1 510 | 1 510 | 132 | 8.7 |
| IE | 1 944 | 1 954 | 1 919 | 1 919 | 1 919 | 1 919 | 1 919 | 52 | 2.7 |
| EL | 2 484 | 2 474 | 2 385 | 2 576 | 2 552 | 2 265 | 2 238 | 494 | 22.1 |
| ES | 14 539 | 14 308 | 14 347 | 15 015 | 15 837 | 15 937 | 15 901 | 9 717 | 61.1 |
| FR | 34 070 | 31 939 | 29 272 | 29 286 | 29 871 | 29 784 | 30 905 | 15 762 | 51.0 |
| HR | 2 429 | 2 296 | 2 726 | 2 726 | 2 722 | 2 722 | 2 604 | 970 | 37.3 |
| IT | 16 066 | 16 003 | 16 187 | 16 545 | 17 022 | 17 070 | 17 037 | 12 133 | 71.2 |
| CY | - | - | - | - | - | - | - | - | - |
| LV | 2 397 | 2 413 | 2 331 | 2 270 | 1 897 | 1 859 | 1 853 | 245 | 13.2 |
| LT | 2 007 | 2 002 | 1 905 | 1 771 | 1 767 | 1 767 | 1 767 | 122 | 6.9 |
| LU | 271 | 275 | 274 | 275 | 275 | 275 | 275 | 262 | 95.3 |
| HU | 7 838 | 7 714 | 8 005 | 7 950 | 7 893 | 7 898 | 7 892 | 3 012 | 38.2 |
| MT | - | - | - | - | - | - | - | - | - |
| NL | 2 798 | 2 739 | 2 802 | 2 797 | 3 013 | 3 032 | 3 031 | 2 302 | 75.9 |
| AT | 5 624 | 5 672 | 5 665 | 5 691 | 5 039 | 4 894 | 5 058 | 3 527 | 69.7 |
| PL | 26 228 | 23 986 | 22 560 | 19 507 | 19 702 | 18 959 | 18 942 | 11 779 | 62.2 |
| PT | 3 064 | 2 850 | 2 814 | 2 844 | 2 842 | 2 544 | 2 544 | 1 629 | 64.0 |
| RO | 11 348 | 11 376 | 11 015 | 10 948 | 10 777 | 10 768 | 10 770 | 4 029 | 37.4 |
| SI | 1 196 | 1 201 | 1 201 | 1 228 | 1 228 | 1 209 | 1 208 | 500 | 41.4 |
| SK | 3 660 | 3 665 | 3 662 | 3 658 | 3 622 | 3 631 | 3 627 | 1 586 | 43.7 |
| FI | 5 867 | 5 880 | 5 854 | 5 732 | 5 919 | 5 944 | 5 944 | 3 256 | 54.8 |
| SE | 11 193 | 10 925 | 11 037 | 11 017 | 11 160 | 10 957 | 10 881 | 8 232 | 75.7 |
| UK | 16 914 | 17 069 | 17 044 | 16 208 | 16 175 | 16 423 | 16 209 | 5 349 | 33.0 |
| AL | | | | | 423 | 423 | 423 | 0 | 0.0 |
| ME | | | | 248 | 249 | 249 | 250 | 224 | 89.6 |
| MK | 696 | 699 | 699 | 699 | 699 | 699 | 699 | 234 | 33.5 |
| RS | | | | 3 809 | 3 809 | 3 809 | 3 809 | 1 275 | 33.5 |
| TR | 8 429 | 8 549 | 8 671 | 8 697 | 9 594 | 9 718 | 10 087 | 3 330 | 33.0 |
| IS | - | - | - | - | - | - | - | - | - |
| NO | 4 044 | 4 023 | 4 413 | 4 334 | 4 199 | 3 897 | 3 867 | 2 470 | 63.9 |
| CH | 3 215 | 3 232 | 3 216 | 3 399 | 3 597 | 3 588 | 3 607 | 3 607 | 100.0 |

Notes: DE: includes DE-E: 1970=14 250, 1980=14 248, 1990=14 031,
 CS: 1970: 13 308, 1980: 13 131, 1990: 13 111.

These are included in EU-28 totals.

Please note that for some countries the values refer only to the main infrastructure managers which are members of the UIC.

Railways: HIGH-SPEED RAIL NETWORK

LENGTH OF LINES

| | km (at end of year) | | | | | | | | | |
|------|---------------------|-------|-------|-------|-----|-----|----|-----|-----|-------|
| | BE | DE | ES | FR | IT | NL | AT | PL | UK | EU |
| 1985 | - | - | - | 419 | 224 | - | - | - | - | 643 |
| 1990 | - | 90 | - | 710 | 224 | - | - | - | - | 1 024 |
| 1995 | - | 447 | 471 | 1 281 | 248 | - | - | - | - | 2 447 |
| 2000 | 72 | 636 | 471 | 1 281 | 248 | - | - | - | - | 2 708 |
| 2005 | 137 | 1 196 | 1 090 | 1 540 | 248 | - | - | - | 74 | 4 285 |
| 2010 | 209 | 1 285 | 2 056 | 1 896 | 923 | 120 | - | - | 113 | 6 602 |
| 2011 | 209 | 1 285 | 2 144 | 2 036 | 923 | 120 | - | - | 113 | 6 830 |
| 2012 | 209 | 1 334 | 2 144 | 2 036 | 923 | 120 | - | - | 113 | 6 879 |
| 2013 | 209 | 1 334 | 2 515 | 2 036 | 923 | 120 | 48 | - | 113 | 7 298 |
| 2014 | 209 | 1 352 | 2 515 | 2 036 | 923 | 120 | 48 | - | 113 | 7 316 |
| 2015 | 209 | 1 475 | 2 871 | 2 036 | 923 | 120 | 48 | 224 | 113 | 8 019 |

Note: Length of lines or of sections of lines on which trains can go faster than 250 km/h at some point during the journey.

HIGH-SPEED LINES CURRENTLY UNDER CONSTRUCTION

| | LINE | LENGTH km | START OF OPERATION |
|----|---------------------------------------------------|-----------|--------------------|
| DK | Copenhagen - Ringsted | 56 | 2018 |
| DE | Offenburg - Riegel (Basel) | 39 | 2029 |
| DE | Nürnberg - Ebensfeld | 83 | 2017 |
| DE | Ebensfeld - Erfurt | 100 | 2017 |
| DE | Stuttgart - Wendlingen | 57 | 2021 |
| DE | Buggingen - Katzenberg tunnel (Basel) | 12 | 2021 |
| DE | Wendlingen - Ulm | 60 | 2021 |
| DE | Tunnel Rastatt | 17 | 2022 |
| ES | (Madrid-Valencia)/Alicante - Murcia/Castellon | 231 | |
| ES | Vitoria - Bilbao - San Sebastian | 175 | |
| ES | Variante de Pajares | 50 | |
| ES | Bobadilla - Granada | 109 | |
| ES | La Coruña - Santiago | 62 | |
| ES | Navalmoral-Cacere-Badajoz-Fr. Port | 278 | |
| ES | Sevilla - Cadiz | 152 | |
| ES | Hellin - Cieza (Variante de Camarillas) | 27 | |
| ES | León - Asturias | 50 | |
| ES | Sevilla-Antequera | 128 | |
| FR | LGV EST - Européenne (second phase) | 106 | 2016 |
| FR | LGV Bretagne - Pays de la Loire | 214 | 2017 |
| FR | LGV Sud Europe Atlantique | 340 | 2017 |
| FR | Contournement Nimes - Montpellier | 80 | 2018 |
| IT | Milan (Treviglio) - Brescia | 58 | 2016 |
| IT | Genoa - Milan (Tortona) | 67 | 2020 |
| AT | Ybbs - Amstetten | 17 | 2015 |
| AT | Gloggnitz - Mürzzuschlag (Sermmering-Basistunnel) | 27 | 2024 |
| AT | Graz-Klagenfurt (Koralmtunnel) | 110 | 2024 |
| AT | Brennerachse | 64 | |

Note: The length indicated above is the length of the line under construction and not necessarily the distance between the places named.

Railways:

MAIN RAILWAY GAUGE AND ELECTRIC CURRENT USED

| | TRACK GAUGE | ELECTRIC CURRENT | | |
|------------|------------------|-----------------------------|----------|---------|
| | mm | DC volts | AC volts | |
| BE | 1 435 | 3 000 | 25 000 | 50 Hz |
| BG | 1 435 | | 25 000 | 50 Hz |
| CZ | 1 435 | 3 000 | 25 000 | 50 Hz |
| DK | 1 435 | 3 000 | 25 000 | 50 Hz |
| DE | 1 435 | 800-1 200 (contact rail) | 15 000 | 16.7 Hz |
| EE | 1 520 | 3 000 | | |
| IE | 1 600 | 1 500 | | |
| EL | 600 | | | |
| | 1 000 | | | |
| | 1 435 | | 25 000 | 50 Hz |
| ES (*) | 1 000 | 1 500 | | |
| | 1 435 | | 25 000 | 50 Hz |
| | 1 668 | 3 000 | | |
| FR | 1 000 | 750-850 (contact rail) | | |
| | 1 435 | 1 500 | 25 000 | 50 Hz |
| HR | 1 435 | 3 000 | 25 000 | 50 Hz |
| IT | 1 435 | 3 000 | 25 000 | 50 Hz |
| CY | - | - | - | - |
| LV | 1 520 | 3 000 | | |
| LT | 1 520 | | 25 000 | 50 Hz |
| LU | 1 435 | | 25 000 | 50 Hz |
| HU | 1 435 | | 25 000 | 50 Hz |
| MT | - | - | - | - |
| NL | 1 435 | 1 500 | | |
| AT | 1 435 | | 15 000 | 16.7 Hz |
| PL | 1 435 | 3 000 | | |
| PT | 1 000 | | | |
| | 1 668 | | 25 000 | 50 Hz |
| RO | 1 435 | | 25 000 | 50 Hz |
| SI | 1 435 | 3 000 | | |
| SK | 1 435 | 3 000 | 25 000 | 50 Hz |
| FI | 1 524 | | 25 000 | 5 Hz |
| SE | 1 435 | | 15 000 | 16.7 Hz |
| UK (**) | 1 435 | 750 | 25 000 | 50 Hz |
| | 1 600 (N-IRL) | (contact rail) | | |

Notes: 1 435 mm = standard gauge.

(*) ES: new lines have a gauge of 1 435 mm and an electric current of 25 000 volts, 50 Hz.

(**) UK: (N-IRL): Northern Ireland.

Air: NUMBER OF AIRPORTS

BY NUMBER OF PASSENGERS CARRIED (*) PER YEAR

| | more than 10 million | 5 to 10 million | 1 to 5 million | 500 000 to 1 million | 100 000 to 500 000 | 15 000 to 100 000 |
|--------------|----------------------------|--------------------|-------------------|-------------------------|-----------------------|----------------------|
| EU-28 | 33 | 28 | 95 | 37 | 106 | 37 |
| BE | 1 | 1 | | | 2 | 1 |
| BG | | | 3 | | | |
| CZ | 1 | | | | 3 | 1 |
| DK | 1 | | 2 | | 4 | 1 |
| DE | 5 | 4 | 7 | 5 | 6 | |
| EE | | | 1 | | | |
| IE | 1 | | 2 | 1 | 1 | |
| EL | 1 | 2 | 6 | 1 | 11 | 12 |
| ES | 6 | 3 | 10 | 8 | 6 | |
| FR | 3 | 3 | 12 | 5 | 20 | 1 |
| HR | | | 3 | | 2 | |
| IT | 2 | 6 | 15 | 3 | 7 | |
| CY | | 1 | 1 | | | |
| LV | | | 1 | | | |
| LT | | | 1 | 1 | 1 | |
| LU | | | 1 | | | |
| HU | | 1 | | | | |
| MT | | | 1 | | | |
| NL | 1 | | 2 | | 2 | |
| AT | 1 | | 1 | 3 | 1 | |
| PL | 1 | | 6 | 1 | 4 | |
| PT | 1 | 2 | 1 | 1 | 3 | 5 |
| RO | | 1 | 1 | 1 | 4 | |
| SI | | | 1 | | | |
| SK | | | 1 | | 1 | |
| FI | 1 | | | 1 | 8 | 9 |
| SE | 1 | 1 | 5 | 1 | 10 | 1 |
| UK | 6 | 3 | 11 | 5 | 10 | 6 |
| AL | | | 1 | | | |
| ME | | | | 2 | | |
| MK | | | 1 | | | 1 |
| RS | | | 1 | | | 1 |
| TR | 5 | 4 | 6 | 6 | 18 | 9 |
| IS | | | 1 | | | |
| NO | 1 | 1 | 8 | 2 | 6 | |
| CH | 2 | 1 | | | 2 | 1 |

Notes: (*) 'Passengers carried' do not include direct transit passengers (i.e. transit passengers who stay on board and continue their flight with the same flight number). Airports are grouped according to 2014 passenger volumes. In this table, blank means none.

Inland Waterways: LENGTH IN USE

NAVIGABLE CANALS, RIVERS AND LAKES REGULARLY USED FOR TRANSPORT

| | km | | | | | | |
|--------------|-------|---------------|---------------|---------------|---------------|---------------|---------------|
| | 1990 | 1995 | 2000 | 2005 | 2010 | 2012 | 2013 |
| EU-28 | | 38 611 | 40 811 | 41 820 | 41 789 | 41 862 | 42 043 |
| BE | 1 515 | 1 540 | 1 534 | 1 516 | <i>1 516</i> | <i>1 516</i> | <i>1 516</i> |
| BG | 470 | 470 | 470 | 470 | 470 | 470 | 470 |
| CZ | | 677 | 664 | 664 | 676 | 676 | 687 |
| DK | - | - | - | - | - | - | - |
| DE | 4 350 | 6 663 | 6 754 | 7 565 | 7 728 | 7 675 | 7 675 |
| EE | | 520 | 320 | 320 | 335 | 335 | 399 |
| IE | - | - | - | - | - | - | - |
| EL | - | - | - | - | - | - | - |
| ES | - | - | - | - | - | - | - |
| FR | 6 197 | 5 962 | 5 789 | 5 788 | 5 110 | 4 996 | 5 064 |
| HR | 933 | 933 | 720 | 804 | 805 | 1 017 | 1 017 |
| IT | 1 366 | 1 466 | 1 477 | 1 562 | 1 562 | 1 562 | 1 562 |
| CY | - | - | - | - | - | - | - |
| LV | - | - | - | - | - | - | - |
| LT | 369 | 369 | 380 | 290 | 448 | 452 | 452 |
| LU | 37 | 37 | 37 | 37 | 37 | 37 | 37 |
| HU | 1 373 | 1 373 | 1 373 | 1 587 | 1 864 | 1 864 | 1 864 |
| MT | - | - | - | - | - | - | - |
| NL | 5 046 | 5 046 | 6 183 | 6 183 | 6 220 | 6 237 | 6 242 |
| AT | 351 | 351 | 351 | 351 | 351 | 351 | 351 |
| PL | 3 997 | 3 980 | 3 813 | 3 638 | 3 659 | 3 659 | 3 655 |
| PT | - | - | - | - | - | - | - |
| RO | 1 782 | 1 779 | 1 779 | 1 779 | 1 779 | 1 779 | 1 779 |
| SI | - | - | - | - | - | - | - |
| SK | 2 379 | 172 | 172 | 172 | 172 | 172 | 172 |
| FI | 6 072 | 6 120 | 7 842 | 8 029 | 8 006 | 8 014 | 8 052 |
| SE | - | - | - | - | - | - | - |
| UK | 1 631 | 1 153 | 1 153 | 1 065 | 1 050 | 1 050 | 1 050 |
| AL | - | - | - | - | - | - | - |
| ME | - | - | - | - | - | - | - |
| MK | - | - | - | - | - | - | - |
| RS | | | | | 1 364 | 1 364 | 1 364 |
| TR | - | - | - | - | - | - | - |
| IS | - | - | - | - | - | - | - |
| NO | - | - | - | - | - | - | - |
| CH | - | - | - | - | - | - | - |

Note: DE: includes DE-E: 1970 = 2 300, 1980 = 2 302, 1990 = 2 319.

Pipelines

LENGTH OF OIL PIPELINES

| | km | | | | | | |
|--------------|-------|-------|---------------|---------------|---------------|---------------|---------------|
| | 1990 | 1995 | 2000 | 2005 | 2010 | 2012 | 2013 |
| EU-28 | | | 35 330 | 36 388 | 37 528 | 36 884 | 36 814 |
| BE | 301 | 294 | 294 | 294 | 294 | 294 | 294 |
| BG | 578 | 578 | 578 | 578 | 578 | 578 | 578 |
| CZ | | 581 | 675 | 675 | 674 | 674 | 674 |
| DK | 444 | 330 | 330 | 330 | 330 | 330 | 330 |
| DE | 2 222 | 2 460 | 2 370 | 2 370 | 2 370 | 2 370 | 2 370 |
| EE | - | - | - | - | - | - | - |
| IE | - | - | - | - | - | - | - |
| EL | - | - | - | 267 | 267 | 267 | 267 |
| ES | 2 678 | 3 691 | 3 780 | 3 833 | 4 365 | 4 743 | 4 735 |
| FR | 4 948 | 4 983 | 5 746 | 5 746 | 6 293 | 7 493 | 7 416 |
| HR | 865 | 601 | 601 | 610 | 610 | 610 | 610 |
| IT | 4 086 | 4 235 | 4 346 | 4 328 | 4 291 | 4 290 | 4 303 |
| CY | - | - | - | - | - | - | - |
| LV | 766 | 766 | 766 | 860 | 417 | 417 | 417 |
| LT | | 400 | 500 | 500 | 500 | 500 | 500 |
| LU | - | - | - | - | - | - | - |
| HU | 2 574 | 2 071 | 2 061 | 2 032 | 2 209 | 2 215 | 2 217 |
| MT | - | - | - | - | - | - | - |
| NL | 391 | 391 | 391 | 391 | 391 | 391 | 391 |
| AT | 777 | 777 | 777 | 777 | 1 214 | 1 214 | 1 214 |
| PL | 2 039 | 2 278 | 2 278 | 2 278 | 2 362 | 2 444 | 2 444 |
| PT | - | - | 147 | 147 | 147 | 147 | 147 |
| RO | 3 694 | 4 479 | 5 221 | 5 356 | 5 260 | 2 951 | 2 951 |
| SI | - | - | - | - | - | - | - |
| SK | | 515 | 515 | 515 | 510 | 510 | 510 |
| FI | - | - | - | - | - | - | - |
| SE | - | - | - | - | - | - | - |
| UK | 2 462 | 3 470 | 3 954 | 4 501 | 4 446 | 4 446 | 4 446 |
| AL | - | - | - | - | - | - | - |
| ME | - | - | - | - | - | - | - |
| MK | | | | 155 | 144 | 144 | - |
| RS | | | | | 374 | 434 | 434 |
| TR | | 1 126 | 2 112 | 3 065 | 3 038 | 3 038 | 3 053 |
| IS | - | - | - | - | - | - | - |
| NO | | 3 701 | 7 908 | 1 189 | 1 260 | 1 245 | 1 245 |
| CH | 239 | 239 | 109 | 109 | 109 | 109 | 109 |

Notes: Including oil pipelines under the sea.

DE: Crude oil pipelines only; includes.

DE-E: 1970 = 1 300, 1980 = 1 301, 1990 = 1 323 km.

CS: 1970 = 1 090, 1980 = 1 090, 1990 = 1 090, 1991 = 1 090, 1992 = 1 083 km.

2.6

2.6.1

Road: MOTORISATION

| NUMBER OF PASSENGER CARS PER 1 000 INHABITANTS | | | | | | | | % |
|------------------------------------------------|------------|------------|------------|------------|------------|------------|------------|-------------------|
| | 1990 | 1995 | 2000 | 2005 | 2010 | 2013 | 2014 | CHANGE '13/'14 |
| EU-28 | 335 | 371 | 410 | 446 | 476 | 488 | 491 | 0.7 |
| BE | 387 | 421 | 456 | 468 | 480 | 491 | 495 | 0.7 |
| BG | 152 | 196 | 245 | 333 | 353 | 402 | 418 | 4.2 |
| CZ | 234 | 295 | 336 | 387 | 429 | 450 | 459 | 2.0 |
| DK | 309 | 320 | 347 | 362 | 389 | 406 | 412 | 1.5 |
| DE | 461 | 495 | 475 | 493 | 517 | 543 | 547 | 0.8 |
| EE | 154 | 269 | 333 | 366 | 416 | 478 | 497 | 4.1 |
| IE | 228 | 276 | 348 | 400 | 416 | 420 | 425 | 1.3 |
| EL | 169 | 208 | 295 | 391 | 469 | 469 | 472 | 0.7 |
| ES | 309 | 360 | 431 | 460 | 475 | 474 | 474 | 0.2 |
| FR | 404 | 422 | 460 | 476 | 482 | 481 | 479 | -0.3 |
| HR | 121 | 155 | 262 | 321 | 353 | 341 | 349 | 2.3 |
| IT | 483 | 533 | 572 | 597 | 619 | 608 | 610 | 0.3 |
| CY | 304 | 335 | 384 | 477 | 551 | 553 | 565 | 2.1 |
| LV | 106 | 134 | 237 | 333 | 307 | 317 | 331 | 4.5 |
| LT | 133 | 199 | 336 | 442 | 554 | 615 | 413 | - |
| LU | 477 | 556 | 622 | 655 | 659 | 661 | 662 | 0.2 |
| HU | 187 | 218 | 232 | 287 | 299 | 308 | 316 | 2.5 |
| MT | 337 | 487 | 483 | 525 | 581 | 602 | 619 | 2.9 |
| NL | 367 | 364 | 409 | 434 | 464 | 471 | 472 | 0.2 |
| AT | 388 | 452 | 511 | 504 | 530 | 546 | 547 | 0.2 |
| PL | 138 | 195 | 261 | 323 | 453 | 510 | 526 | 3.2 |
| PT | 185 | 255 | 333 | 400 | 424 | 430 | 433 | 0.9 |
| RO | 56 | 97 | 124 | 158 | 214 | 235 | 247 | 5.0 |
| SI | 294 | 357 | 435 | 479 | 518 | 516 | 518 | 0.3 |
| SK | 166 | 189 | 237 | 243 | 310 | 347 | 360 | 3.6 |
| FI | 388 | 371 | 412 | 462 | 535 | 574 | 581 | 1.3 |
| SE | 419 | 411 | 450 | 459 | 460 | 466 | 470 | 0.9 |
| UK | 361 | 378 | 425 | 467 | 465 | 467 | 472 | 0.9 |
| AL | | 18 | 37 | 62 | 104 | 118 | 131 | 10.8 |
| ME | | | | | 266 | 287 | 280 | -2.7 |
| MK | | 145 | 148 | 124 | 151 | 168 | 180 | 6.9 |
| RS | | | | 200 | 216 | 248 | 253 | 2.0 |
| TR | | 49 | 68 | 84 | 102 | 121 | 127 | 4.8 |
| IS | 468 | 445 | 561 | 625 | 643 | 654 | 661 | 1.0 |
| NO | 380 | 386 | 411 | 437 | 469 | 489 | 495 | 1.1 |
| CH | 442 | 457 | 492 | 518 | 518 | 531 | 532 | 0.3 |
| LI | 594 | 614 | 672 | 705 | 749 | 763 | 767 | 0.5 |

Note: Passenger car stock at end of year n divided by the population on 1 January of year n+1.

Road: PASSENGER CARS

STOCK OF REGISTERED VEHICLES

| | 1 000 | | | | | | | % |
|--------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-------------------|
| | 1990 | 1995 | 2000 | 2005 | 2010 | 2013 | 2014 | CHANGE '13/'14 |
| EU-28 | 160 106 | 179 690 | 200 245 | 221 211 | 240 070 | 247 404 | 249 773 | 1.0 |
| BE | 3 864 | 4 273 | 4 678 | 4 919 | 5 276 | 5 505 | 5 573 | 1.2 |
| BG | 1 317 | 1 648 | 1 993 | 2 538 | 2 602 | 2 910 | 3 014 | 3.6 |
| CZ | 2 410 | 3 043 | 3 439 | 3 959 | 4 496 | 4 729 | 4 833 | 2.2 |
| DK | 1 590 | 1 679 | 1 854 | 1 965 | 2 164 | 2 278 | 2 330 | 2.3 |
| DE | 36 772 | 40 499 | 39 059 | 40 660 | 42 302 | 43 851 | 44 403 | 1.3 |
| EE | 241 | 383 | 464 | 494 | 553 | 629 | 653 | 3.9 |
| IE | 801 | 998 | 1 333 | 1 684 | 1 899 | 1 933 | 1 966 | 1.7 |
| EL | 1 736 | 2 205 | 3 195 | 4 303 | 5 217 | 5 124 | 5 108 | -0.3 |
| ES | 11 996 | 14 212 | 17 449 | 20 250 | 22 147 | 22 025 | 22 030 | 0.0 |
| FR | 23 550 | 25 100 | 28 060 | 30 100 | 31 300 | 31 650 | 31 800 | 0.5 |
| HR | 580 | 711 | 1 125 | 1 385 | 1 515 | 1 448 | 1 474 | 1.8 |
| IT | 27 416 | 30 301 | 32 584 | 34 667 | 36 751 | 36 963 | 37 081 | 0.3 |
| CY | 179 | 220 | 268 | 355 | 463 | 475 | 478 | 0.8 |
| LV | 283 | 332 | 557 | 742 | 637 | 635 | 658 | 3.7 |
| LT | 493 | 718 | 1 172 | 1 455 | 1 692 | 1 809 | 1 206 | - |
| LU | 183 | 229 | 273 | 307 | 337 | 363 | 373 | 2.6 |
| HU | 1 944 | 2 245 | 2 365 | 2 889 | 2 984 | 3 041 | 3 108 | 2.2 |
| MT | 120 | 181 | 189 | 213 | 241 | 256 | 266 | 3.8 |
| NL | 5 509 | 5 633 | 6 539 | 7 092 | 7 736 | 7 932 | 7 979 | 0.6 |
| AT | 2 991 | 3 594 | 4 097 | 4 157 | 4 441 | 4 641 | 4 695 | 1.2 |
| PL | 5 261 | 7 517 | 9 991 | 12 339 | 17 240 | 19 389 | 20 004 | 3.2 |
| PT | 1 849 | 2 560 | 3 443 | 4 200 | 4 480 | 4 480 | 4 496 | 0.4 |
| RO | 1 292 | 2 197 | 2 778 | 3 364 | 4 320 | 4 696 | 4 908 | 4.5 |
| SI | 587 | 711 | 866 | 960 | 1 062 | 1 064 | 1 068 | 0.4 |
| SK | 880 | 1 016 | 1 274 | 1 304 | 1 669 | 1 880 | 1 949 | 3.7 |
| FI | 1 939 | 1 901 | 2 135 | 2 430 | 2 877 | 3 127 | 3 180 | 1.7 |
| SE | 3 601 | 3 631 | 3 999 | 4 154 | 4 335 | 4 495 | 4 585 | 2.0 |
| UK | 20 722 | 21 951 | 25 067 | 28 326 | 29 334 | 30 075 | 30 557 | 1.6 |
| AL | | 59 | 115 | 195 | 295 | 342 | 378 | 10.6 |
| ME | | | | | 165 | 179 | 174 | -2.6 |
| MK | | 286 | 300 | 253 | 310 | 347 | 371 | 7.1 |
| RS | | | | 1 481 | 1 566 | 1 770 | 1 797 | 1.5 |
| TR | | 3 059 | 4 422 | 5 773 | 7 545 | 9 284 | 9 858 | 6.2 |
| IS | 120 | 119 | 159 | 187 | 205 | 213 | 217 | 2.0 |
| NO | 1 613 | 1 685 | 1 852 | 2 029 | 2 309 | 2 500 | 2 555 | 2.2 |
| CH | 2 985 | 3 229 | 3 545 | 3 861 | 4 076 | 4 321 | 4 384 | 1.5 |
| LI | 17 | 19 | 22 | 24 | 27 | 28 | 28 | 1.3 |

Notes: Stock at end of year, except for BE: 1 August (1 July in 2012), CH: 30 September, LI: 1 July. Taxis are usually included. HR: from 2009 light vans are considered as passenger cars and no longer as Goods Vehicles.

Road: BUSES AND COACHES

STOCK OF REGISTERED VEHICLES

| | 1 000 | | | | | | | % |
|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|
| | 1990 | 1995 | 2000 | 2005 | 2010 | 2013 | 2014 | CHANGE '13/'14 |
| EU-28 | 740.3 | 754.0 | 775.8 | 788.1 | 813.7 | 815.7 | 817.5 | 0.2 |
| BE | 15.6 | 14.6 | 14.7 | 15.4 | 16.2 | 16.3 | 16.8 | 3.1 |
| BG | 34.6 | 41.8 | 43.0 | 37.8 | 24.5 | 23.3 | 23.6 | 1.3 |
| CZ | 20.5 | 20.5 | 19.0 | 20.9 | 20.4 | 20.3 | 20.5 | 0.9 |
| DK | 8.1 | 13.7 | 14.0 | 14.4 | 14.5 | 13.3 | 13.4 | 1.0 |
| DE | 100.4 | 85.4 | 77.2 | 75.2 | 76.5 | 76.8 | 77.5 | 0.9 |
| EE | 7.9 | 7.0 | 6.1 | 5.2 | 4.2 | 4.5 | 4.6 | 2.2 |
| IE | 4.0 | 5.3 | 7.0 | 7.6 | 8.2 | 8.5 | 8.8 | 3.7 |
| EL | 21.4 | 24.6 | 27.0 | 26.8 | 27.3 | 26.8 | 26.6 | -0.7 |
| ES | 45.8 | 47.4 | 54.7 | 58.2 | 62.4 | 59.9 | 59.8 | -0.2 |
| FR | 70.0 | 79.0 | 80.0 | 83.0 | 86.0 | 88.0 | 89.0 | 1.1 |
| HR | 5.8 | 3.9 | 4.7 | 4.9 | 4.9 | 4.8 | 5.0 | 5.2 |
| IT | 77.7 | 75.0 | 88.0 | 94.4 | 99.9 | 98.6 | 97.9 | -0.6 |
| CY | 2.3 | 2.7 | 2.9 | 3.2 | 3.4 | 3.5 | 2.6 | - |
| LV | 12.1 | 16.5 | 11.5 | 10.6 | 5.4 | 5.0 | 4.8 | -2.9 |
| LT | 15.2 | 17.6 | 15.5 | 15.3 | 13.7 | 13.1 | 6.9 | - |
| LU | 0.8 | 0.9 | 1.1 | 1.3 | 1.6 | 1.8 | 1.8 | 1.1 |
| HU | 26.4 | 20.5 | 17.9 | 17.5 | 17.6 | 17.6 | 17.9 | 2.0 |
| MT | 1.0 | 1.0 | 1.1 | 1.1 | 1.8 | 1.7 | 1.8 | 4.9 |
| NL | 12.1 | 11.6 | 11.4 | 11.0 | 11.3 | 9.9 | 9.6 | -3.3 |
| AT | 9.4 | 9.8 | 9.9 | 9.3 | 9.6 | 9.6 | 9.6 | 0.1 |
| PL | 92.4 | 85.4 | 82.6 | 79.6 | 97.0 | 102.6 | 106.1 | 3.4 |
| PT | 12.1 | 15.0 | 19.8 | 14.7 | 15.4 | 14.8 | 14.5 | -2.0 |
| RO | 28.3 | 42.0 | 40.7 | 39.3 | 40.9 | 42.8 | 44.3 | 3.4 |
| SI | 3.1 | 2.5 | 2.3 | 2.3 | 2.4 | 2.5 | 2.6 | 3.8 |
| SK | 14.3 | 11.8 | 10.9 | 9.1 | 9.4 | 8.8 | 9.2 | 3.8 |
| FI | 9.3 | 8.1 | 9.9 | 10.9 | 13.7 | 15.5 | 16.3 | 4.6 |
| SE | 14.6 | 14.6 | 14.4 | 13.5 | 13.9 | 14.0 | 14.0 | 0.0 |
| UK | 75.0 | 75.9 | 88.6 | 105.6 | 111.5 | 111.6 | 112.2 | 0.5 |
| AL | | 6.7 | 16.8 | 29.5 | 7.0 | 5.7 | 6.0 | 6.6 |
| ME | | | | | | 1.2 | 1.2 | 0.1 |
| MK | 2.3 | 2.5 | 2.5 | 2.3 | 2.7 | 3.0 | 3.2 | 4.7 |
| RS | | | | 9.7 | 8.0 | 9.0 | 9.0 | 0.3 |
| TR | 188.1 | 263.2 | 354.3 | 501.9 | 595.5 | 641.7 | 638.5 | -0.5 |
| IS | 1.3 | 1.3 | 1.7 | 1.9 | 1.9 | 2.2 | 2.3 | 5.6 |
| NO | 21.2 | 32.5 | 36.7 | 28.8 | 20.3 | 17.6 | 17.1 | -2.7 |
| CH | 31.2 | 36.5 | 40.3 | 45.8 | 52.8 | 60.2 | 62.4 | 3.8 |
| LI | | | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 |

Notes: Stock at end of year, except for BE: 1 August, CH: 30 September, LI: 1 July.
 Data include buses, coaches, minibuses and sometimes also trolleybuses.

Road: GOODS VEHICLES

STOCK OF REGISTERED VEHICLES

| | 1 000 | | | | | | | % |
|--------------|---------|----------|----------|----------|----------|----------|----------|-------------------|
| | 1990 | 1995 | 2000 | 2005 | 2010 | 2013 | 2014 | CHANGE '13/'14 |
| EU-28 | | 22 862.2 | 27 478.4 | 31 710.0 | 34 858.9 | 35 452.5 | 35 863.9 | 1.2 |
| BE | 380.4 | 442.5 | 588.8 | 662.3 | 744.8 | 798.0 | 813.8 | 2.0 |
| BG | 161.6 | 223.2 | 259.4 | 333.9 | 333.5 | 388.0 | 411.8 | 6.1 |
| CZ | | 219.3 | 298.3 | 439.2 | 598.0 | 601.1 | 615.3 | 2.4 |
| DK | 286.6 | 333.8 | 384.9 | 469.5 | 485.1 | 444.4 | 439.6 | -1.1 |
| DE | 1 653.0 | 2 378.7 | 2 419.1 | 2 404.9 | 2 619.4 | 2 813.8 | 2 889.8 | 2.7 |
| EE | 67.7 | 65.6 | 82.1 | 86.2 | 81.2 | 92.2 | 96.6 | 4.8 |
| IE | 143.2 | 141.8 | 205.6 | 286.5 | 327.1 | 317.8 | 317.4 | -0.1 |
| EL | 766.4 | 883.8 | 1 057.4 | 1 186.5 | 1 318.8 | 1 315.8 | 1 322.6 | 0.5 |
| ES | 2 401.1 | 3 024.2 | 3 923.2 | 4 849.6 | 5 303.5 | 5 070.2 | 5 025.5 | -0.9 |
| FR | 4 840.0 | 5 116.0 | 5 673.0 | 6 115.0 | 6 358.0 | 6 462.0 | 6 519.0 | 0.9 |
| HR | | 73.5 | 122.5 | 162.9 | 157.7 | 141.5 | 143.7 | 1.5 |
| IT | 2 207.9 | 2 509.9 | 3 087.0 | 3 785.9 | 4 141.8 | 4 087.6 | 4 080.9 | -0.2 |
| CY | 74.3 | 101.2 | 114.7 | 118.4 | 120.7 | 109.1 | 104.4 | -4.2 |
| LV | | 68.7 | 97.1 | 113.1 | 71.6 | 79.9 | 83.2 | 4.1 |
| LT | 83.0 | 108.9 | 98.6 | 122.5 | 133.9 | 143.0 | 99.7 | - |
| LU | 11.3 | 15.8 | 24.7 | 29.6 | 35.6 | 37.7 | 38.4 | 2.1 |
| HU | 262.0 | 278.0 | 352.6 | 412.9 | 451.3 | 462.6 | 478.4 | 3.4 |
| MT | | 40.8 | 51.5 | 44.4 | 42.5 | 43.4 | 44.1 | 1.7 |
| NL | 553.0 | 654.0 | 899.0 | 1 004.5 | 1 004.0 | 951.3 | 948.8 | -0.3 |
| AT | 261.8 | 302.9 | 344.5 | 358.0 | 396.8 | 424.8 | 434.9 | 2.4 |
| PL | | 1 354.1 | 1 879.1 | 2 304.5 | 2 981.6 | 3 242.5 | 3 340.6 | 3.0 |
| PT | 781.0 | 912.3 | 1 313.2 | 1 308.0 | 1 337.0 | 1 258.4 | 1 237.0 | -1.7 |
| RO | 258.7 | 343.1 | 427.2 | 493.8 | 667.2 | 761.6 | 806.5 | 5.9 |
| SI | 30.8 | 42.9 | 54.3 | 66.4 | 84.1 | 84.9 | 87.3 | 2.7 |
| SK | 92.0 | 102.6 | 114.0 | 174.2 | 276.0 | 289.4 | 293.9 | 1.5 |
| FI | 264.2 | 252.0 | 304.3 | 363.6 | 464.4 | 526.1 | 542.9 | 3.2 |
| SE | 309.5 | 307.7 | 374.2 | 461.2 | 526.4 | 565.2 | 581.2 | 2.8 |
| UK | 2 706.0 | 2 565.0 | 2 928.3 | 3 552.4 | 3 796.9 | 3 940.3 | 4 066.4 | 3.2 |
| AL | | 29.1 | 45.6 | 47.3 | 83.7 | 65.1 | 68.5 | 5.2 |
| ME | | | | | | 13.8 | 13.8 | 0.2 |
| MK | | 22.6 | 24.6 | 18.0 | 33.3 | 35.1 | 37.4 | 6.5 |
| RS | | | | 118.3 | 151.7 | 140.8 | 139.2 | -1.1 |
| TR | | 830.0 | 1 351.8 | 2 152.0 | 3 125.4 | 3 689.0 | 3 836.2 | 4.0 |
| IS | 13.1 | 14.8 | 19.4 | 25.5 | 30.4 | 30.7 | 31.4 | 2.3 |
| NO | 308.3 | 349.5 | 414.3 | 465.4 | 527.0 | 548.3 | 550.9 | 0.5 |
| CH | 252.1 | 262.4 | 278.5 | 307.2 | 335.2 | 371.4 | 382.3 | 2.9 |
| LI | | | 2.5 | 2.6 | 2.8 | 3.1 | 3.1 | 0.7 |

Notes: Stock at end of year, except for CH: 30 September, LI: 1 July. As a rule, data include heavy and light goods vehicles, lorries and road tractors; due to varying concepts of such vehicles, data are not fully comparable between countries. HR: from 2009 light vans are included in passenger cars and no longer in Goods Vehicles. EE, FR: include special purpose vehicles.

Road: POWERED TWO-WHEELERS

STOCK OF REGISTERED VEHICLES

| | 1 000 | | | | | | % |
|--------------|---------|----------|----------|----------|----------|----------|-------------------|
| | 1995 | 2000 | 2005 | 2010 | 2013 | 2014 | CHANGE '13/'14 |
| EU-28 | | 23 389.2 | 29 831.9 | 34 395.3 | 34 339.8 | 35 399.2 | 3.1 |
| BE | | 277.8 | 346.3 | 413.0 | 444.7 | 453.0 | 1.9 |
| BG | 519.3 | 520.5 | 146.5 | 125.4 | 147.9 | 154.8 | 4.7 |
| CZ | 915.2 | 748.1 | 794.0 | 924.3 | 977.2 | 998.8 | 2.2 |
| DK | 58.0 | 138.3 | 171.9 | 203.6 | 198.1 | 197.5 | -0.3 |
| DE | 3 995.5 | 4 438.1 | 5 202.9 | 5 870.9 | 6 099.1 | 6 181.7 | 1.4 |
| EE | 3.3 | 6.7 | 10.2 | 19.7 | 38.7 | 42.3 | 9.3 |
| IE | 23.5 | 30.6 | 34.3 | 38.1 | 36.6 | 36.6 | -0.1 |
| EL | | 781.4 | 1 124.2 | 1 499.1 | 1 568.6 | 1 619.6 | 3.3 |
| ES | 1 301.2 | 1 445.6 | 4 117.6 | 4 997.7 | 4 998.3 | 5 033.2 | 0.7 |
| FR | 2 289.0 | 2 410.0 | 2 475.3 | 3 561.0 | 2 585.0 | 3 015.2 | 16.6 |
| HR | 9.9 | 21.9 | 128.4 | 176.8 | 154.8 | 153.1 | -1.1 |
| IT | 6 228.3 | 7 826.9 | 9 298.4 | 8 855.0 | 8 737.8 | 9 022.2 | 3.3 |
| CY | 50.4 | 43.3 | 40.4 | 40.7 | 40.0 | 41.0 | 2.5 |
| LV | 15.8 | 20.7 | 32.5 | 36.7 | 43.6 | 46.4 | 6.5 |
| LT | 20.0 | 19.8 | 24.0 | 56.3 | 68.2 | 33.2 | - |
| LU | 28.4 | 32.8 | 37.7 | 42.1 | 25.8 | 27.3 | 5.9 |
| HU | | 91.2 | 122.7 | 142.3 | 157.2 | 161.5 | 2.8 |
| MT | 17.4 | 12.4 | 12.0 | 14.7 | 16.9 | 18.4 | 8.9 |
| NL | 855.0 | 970.8 | 1 112.9 | 1 659.8 | 1 751.2 | 1 772.2 | 1.2 |
| AT | 546.4 | 632.7 | 627.7 | 727.9 | 776.3 | 788.2 | 1.5 |
| PL | 929.0 | 803.0 | 1 091.2 | 1 935.1 | 2 316.6 | 2 406.1 | 3.9 |
| PT | 216.3 | 345.9 | 588.4 | 498.0 | 485.0 | 486.0 | 0.2 |
| RO | 327.7 | 239.2 | 197.4 | 85.2 | 101.6 | 107.3 | 5.6 |
| SI | 8.5 | 11.2 | 48.7 | 91.0 | 93.0 | 95.8 | 3.0 |
| SK | 81.8 | 45.6 | 56.4 | 59.6 | 74.1 | 80.8 | 9.0 |
| FI | 159.5 | 193.4 | 301.8 | 486.8 | 554.3 | 568.2 | 2.5 |
| SE | 264.2 | 310.1 | 453.1 | 570.2 | 605.6 | 618.6 | 2.1 |
| UK | 714.0 | 971.0 | 1 235.0 | 1 264.4 | 1 243.7 | 1 240.2 | -0.3 |
| AL | 6.9 | 3.8 | 7.2 | 24.0 | 26.7 | 31.0 | 16.2 |
| ME | | | | | 5.0 | 3.7 | -26.6 |
| MK | | | 1.7 | 7.8 | 8.1 | 8.6 | 6.7 |
| RS | | | 16.0 | 37.9 | 59.5 | 63.2 | 6.2 |
| TR | 819.9 | 1 011.3 | 1 441.1 | 2 389.5 | 2 722.8 | 2 828.5 | 3.9 |
| IS | 1.9 | 2.3 | 4.2 | 9.7 | 10.2 | 10.3 | 0.9 |
| NO | 158.6 | 201.6 | 257.5 | 315.5 | 337.9 | 345.2 | 2.1 |
| CH | 688.5 | 712.7 | 748.0 | 790.8 | 835.2 | 852.6 | 2.1 |
| LI | | 2.6 | 3.1 | 3.7 | 4.0 | 4.2 | 3.9 |

Notes: Stock at end of year, except for BE: 1 August, CH: 30 September, LI: 1 July. National vehicle stock data do not always include all powered two-wheelers and are therefore not fully comparable between countries. Tricycles and quads are sometimes included in the data. Break in time series due to inclusion of mopeds from 2001 in ES, from 2002 in SI and HR, from 2004 in LV, from 2005 in PL, from 2007 in LT, from 2011 in EE.

Road: PASSENGER CARS

NEW VEHICLE REGISTRATIONS

| | 1 000 | | | | | | % |
|--------------|---------|----------|----------|----------|----------|----------|-------------------|
| | 2000 | 2005 | 2010 | 2013 | 2014 | 2015 | CHANGE '14/'15 |
| EU-28 | | 15 194.3 | 13 438.2 | 11 884.3 | 12 557.7 | 13 720.6 | 9.3 |
| BE | 515.2 | 480.1 | 547.3 | 486.1 | 482.9 | 501.1 | 3.8 |
| BG | | 32.7 | 15.6 | 19.4 | 20.4 | 23.5 | 15.4 |
| CZ | | 151.7 | 169.6 | 164.7 | 192.3 | 230.9 | 20.0 |
| DK | 112.7 | 146.9 | 153.6 | 182.2 | 188.9 | 207.6 | 9.9 |
| DE | 3 378.3 | 3 319.3 | 2 916.3 | 2 952.4 | 3 036.8 | 3 206.0 | 5.6 |
| EE | | 19.6 | 10.3 | 19.5 | 21.0 | 20.3 | -3.0 |
| IE | 230.8 | 171.7 | 88.4 | 74.4 | 96.3 | 124.9 | 29.8 |
| EL | 290.2 | 269.7 | 141.5 | 58.7 | 71.2 | 75.8 | 6.4 |
| ES | 1 381.3 | 1 528.9 | 982.0 | 722.7 | 855.3 | 1 034.2 | 20.9 |
| FR | 2 133.9 | 2 067.8 | 2 251.7 | 1 790.5 | 1 795.9 | 1 917.2 | 6.8 |
| HR | 92.4 | 102.1 | 46.2 | 27.8 | 33.4 | 34.8 | 4.2 |
| IT | 2 423.1 | 2 237.4 | 1 961.6 | 1 304.6 | 1 360.6 | 1 574.9 | 15.8 |
| CY | 8.2 | 19.2 | 15.1 | 7.1 | 8.3 | 10.3 | 25.0 |
| LV | | 16.6 | 6.4 | 10.6 | 12.5 | 13.8 | 10.5 |
| LT | | 10.5 | 8.0 | 12.2 | 14.5 | 17.1 | 17.8 |
| LU | 41.9 | 48.5 | 49.7 | 46.6 | 49.8 | 46.5 | -6.7 |
| HU | | 199.0 | 43.5 | 56.1 | 67.5 | 77.2 | 14.4 |
| MT | | 6.6 | 4.1 | 5.7 | 6.5 | 7.1 | 10.4 |
| NL | 597.6 | 465.2 | 482.6 | 416.7 | 387.6 | 449.4 | 16.0 |
| AT | 309.4 | 307.9 | 328.6 | 319.0 | 303.3 | 308.6 | 1.7 |
| PL | | 235.5 | 333.5 | 288.9 | 327.7 | 355.0 | 8.3 |
| PT | 257.8 | 206.5 | 223.5 | 105.9 | 142.8 | 178.5 | 25.0 |
| RO | | 172.5 | 106.3 | 57.7 | 70.2 | 81.2 | 15.7 |
| SI | | 59.3 | 61.1 | 50.9 | 53.3 | 59.5 | 11.5 |
| SK | | 57.1 | 64.0 | 66.0 | 72.2 | 78.0 | 7.9 |
| FI | 134.6 | 147.9 | 107.3 | 103.5 | 106.2 | 108.8 | 2.4 |
| SE | 290.5 | 274.3 | 289.7 | 269.6 | 303.9 | 345.1 | 13.5 |
| UK | 2 221.7 | 2 439.7 | 2 030.8 | 2 264.7 | 2 476.4 | 2 633.5 | 6.3 |
| AL | | | | | | | |
| ME | | | 8.6 | 12.4 | 13.0 | 13.7 | 5.1 |
| MK | | 15.9 | 49.3 | 31.9 | 29.8 | 31.5 | 5.9 |
| RS | | | | 139.5 | 105.4 | 112.6 | 6.9 |
| TR | | 406.8 | 485.6 | 654.9 | 585.8 | 746.4 | 27.4 |
| IS | 13.6 | 18.1 | 3.1 | 7.3 | 9.5 | 14.0 | 47.1 |
| NO | 97.4 | 109.9 | 127.8 | 142.2 | 144.2 | 150.7 | 4.5 |
| CH | 316.5 | 264.9 | 292.5 | 307.9 | 301.9 | 323.8 | 7.2 |

Note: 2015 figures are provisional.

Road: GOODS VEHICLES

NEW VEHICLE REGISTRATIONS

| | LIGHT COMMERCIAL VEHICLES | | | COMMERCIAL VEHICLES | | | HEAVY COMMERCIAL VEHICLES | | |
|--------------|---------------------------|------------------|----------------|---------------------|------------------|----------------|---------------------------|------------------|----------------|
| | <3.5 t | | % | >3.5 t & <16 t | | % | >16 t | | % |
| | 2014 | 2015 | CHANGE '14/'15 | 2014 | 2015 | CHANGE '14/'15 | 2014 | 2015 | CHANGE '14/'15 |
| EU-28 | 1 541 696 | 1 721 595 | 11.7 | | | | | | |
| BE | 55 807 | 63 856 | 14.4 | 2 039 | 2 374 | 16.4 | 6 518 | 6 992 | 7.3 |
| BG | 10 749 | 13 665 | 27.1 | (¹) | (¹) | | (¹) | (¹) | |
| CZ | 13 196 | 17 300 | 31.1 | 1 448 | 1 818 | 25.6 | 8 150 | 9 540 | 17.1 |
| DK | 28 471 | 32 456 | 14.0 | 363 | 390 | 7.4 | 3 329 | 4 363 | 31.1 |
| DE | 228 414 | 237 923 | 4.2 | 27 299 | 27 766 | 1.7 | 58 581 | 61 956 | 5.8 |
| EE | 3 243 | 3 903 | 20.4 | 64 | 49 | -23.4 | 712 | 772 | 8.4 |
| IE | 16 456 | 23 262 | 41.4 | 474 | 759 | 60.1 | 1 447 | 1 491 | 3.0 |
| EL | 4 707 | 5 653 | 20.1 | 121 | 185 | 52.9 | 232 | 279 | 20.3 |
| ES | 113 787 | 154 795 | 36.0 | 2 320 | 3 178 | 37.0 | 13 970 | 19 390 | 38.8 |
| FR | 370 361 | 377 738 | 2.0 | 6 086 | 5 927 | -2.6 | 32 698 | 36 856 | 12.7 |
| HR | 5 214 | 6 843 | 31.2 | 182 | 228 | 25.3 | 780 | 749 | -4.0 |
| IT | 116 945 | 131 556 | 12.5 | 3 101 | 3 376 | 8.9 | 9 132 | 11 991 | 31.3 |
| CY | 1 145 | 1 443 | 26.0 | 15 | 32 | 113.3 | 11 | 15 | 36.4 |
| LV | 2 539 | 2 346 | -7.6 | 57 | 69 | 21.1 | 843 | 1 236 | 46.6 |
| LT | 1 991 | 2 359 | 18.5 | 134 | 106 | -20.9 | 2 117 | 3 609 | 70.5 |
| LU | 3 529 | 3 949 | 11.9 | 170 | 147 | -13.5 | 918 | 1 005 | 9.5 |
| HU | 15 937 | 17 516 | 9.9 | 366 | 471 | 28.7 | 4 473 | 5 231 | 16.9 |
| MT | 544 | 608 | 11.8 | (¹) | (¹) | | (¹) | (¹) | |
| NL | 51 539 | 57 380 | 11.3 | 1 259 | 1 604 | 27.4 | 9 342 | 12 490 | 33.7 |
| AT | 31 171 | 32 852 | 5.4 | 791 | 830 | 4.9 | 6 035 | 6 461 | 7.1 |
| PL | 43 986 | 50 411 | 14.6 | 2 316 | 2 069 | -10.7 | 15 881 | 20 586 | 29.6 |
| PT | 26 166 | 30 858 | 17.9 | 565 | 577 | 2.1 | 2 562 | 3 464 | 35.2 |
| RO | 10 252 | 11 356 | 10.8 | 454 | 347 | -23.6 | 3 698 | 5 778 | 56.2 |
| SI | 6 318 | 6 639 | 5.1 | 149 | 164 | 10.1 | 1 343 | 1 743 | 29.8 |
| SK | 5 628 | 7 440 | 32.2 | 448 | 218 | -51.3 | 3 201 | 2 390 | -25.3 |
| FI | 10 750 | 11 522 | 7.2 | 575 | 548 | -4.7 | 1 947 | 2 122 | 9.0 |
| SE | 41 935 | 44 799 | 6.8 | 527 | 607 | 15.2 | 4 722 | 4 849 | 2.7 |
| UK | 320 916 | 371 167 | 15.7 | 11 004 | 11 607 | 5.5 | 27 604 | 36 239 | 31.3 |
| IS | 851 | 1 265 | 48.6 | 54 | 107 | 98.1 | 74 | 123 | 66.2 |
| NO | 29 613 | 33 242 | 12.3 | 1 337 | 1 314 | -1.7 | 4 106 | 3 894 | -5.2 |
| CH | 31 013 | 33 401 | 7.7 | 973 | 999 | 2.7 | 3 778 | 3 437 | -9.0 |

Note: (¹) Data included under 'Light commercial vehicles'.

Road: BUSES AND COACHES

NEW VEHICLE REGISTRATIONS

| | LIGHT BUSES & COACHES | | BUSES & COACHES | | HEAVY BUSES & COACHES | | TOTAL | | % CHANGE '14/'15 |
|--------------|-----------------------|-------|------------------|------------------|-----------------------|------------------|---------------|---------------|---------------------|
| | <3.5 t | | >3.5 t & <16 t | | >16 t | | | | |
| | 2014 | 2015 | 2014 | 2015 | 2014 | 2015 | 2014 | 2015 | |
| EU-28 | | | | | | | 38 368 | 46 477 | 21.1 |
| BE | 2 | 0 | 301 | 288 | 839 | 635 | 1 142 | 923 | -19.2 |
| BG | 361 | 332 | (¹) | (¹) | (¹) | (¹) | 361 | 332 | -8.0 |
| CZ | 0 | 5 | 86 | 189 | 816 | 1 159 | 902 | 1 353 | 50.0 |
| DK | 467 | 474 | 192 | 281 | 269 | 169 | 928 | 924 | -0.4 |
| DE | 14 | 71 | 1 009 | 1 174 | 4 628 | 4 945 | 5 651 | 6 190 | 9.5 |
| EE | 1 | 1 | 124 | 129 | 62 | 79 | 187 | 209 | 11.8 |
| IE | 22 | 0 | 48 | 61 | 205 | 303 | 275 | 364 | 32.4 |
| EL | 98 | 34 | 44 | 19 | 30 | 32 | 172 | 85 | -50.6 |
| ES | | | 510 | 694 | 1 386 | 1 923 | 1 896 | 2 617 | 38.0 |
| FR | 1 | 19 | 1 145 | 1 478 | 4 751 | 5 867 | 5 897 | 7 364 | 24.9 |
| HR | 1 | 4 | 38 | 67 | 58 | 62 | 97 | 133 | 37.1 |
| IT | 27 | 0 | 745 | 841 | 1 212 | 1 565 | 1 984 | 2 406 | 21.3 |
| CY | 47 | 82 | (¹) | (¹) | (¹) | (¹) | 47 | 82 | 74.5 |
| LV | 1 | 0 | 145 | 118 | 57 | 83 | 203 | 201 | -1.0 |
| LT | 3 | 0 | 163 | 163 | 125 | 29 | 291 | 192 | -34.0 |
| LU | 0 | 0 | 13 | 17 | 146 | 234 | 159 | 251 | 57.9 |
| HU | 14 | 7 | 55 | 138 | 309 | 401 | 378 | 546 | 44.4 |
| MT | 8 | 34 | 0 | 143 | 2 | 2 | 10 | 179 | - |
| NL | | | 128 | 53 | 538 | 291 | 666 | 344 | -48.3 |
| AT | 2 | 3 | 119 | 106 | 779 | 790 | 900 | 899 | -0.1 |
| PL | 3 002 | 4 267 | 534 | 1 403 | | | 3 536 | 5 670 | 60.4 |
| PT | 5 | 5 | 97 | 101 | 135 | 146 | 237 | 252 | 6.3 |
| RO | 480 | 43 | 630 | 2 251 | 53 | 181 | 1 163 | 2 475 | 112.8 |
| SI | 2 | 2 | 65 | 75 | 103 | 88 | 170 | 165 | -2.9 |
| SK | | | 89 | 16 | 358 | 173 | 447 | 189 | -57.7 |
| FI | 5 | 2 | 395 | 276 | 291 | 246 | 691 | 524 | -24.2 |
| SE | | | 275 | 334 | 1 060 | 996 | 1 335 | 1 330 | -0.4 |
| UK | 2 440 | 2 628 | 4 065 | 5 151 | 2 138 | 2 499 | 8 643 | 10 278 | 18.9 |
| IS | 39 | 75 | 10 | 6 | 20 | 25 | 69 | 106 | 53.6 |
| NO | 39 | 50 | 377 | 380 | 599 | 540 | 1 015 | 970 | -4.4 |
| CH | 174 | 351 | 122 | 125 | 456 | 589 | 752 | 1 065 | 41.6 |

Note: (¹) Figures included in other categories.

Road: MOTORCYCLES

NEW VEHICLE REGISTRATIONS

| | 1 000 | | | | | | % |
|--------------|-------|-------|---------|---------|-------|-------|-------------------|
| | 1995 | 2000 | 2005 | 2010 | 2013 | 2014 | CHANGE '13/'14 |
| EU-28 | | | 1 337.1 | 1 099.2 | 748.1 | 810.0 | 8.3 |
| BE | | 25.3 | 25.0 | 26.4 | 20.6 | 20.7 | 0.2 |
| BG | | 1.2 | 0.6 | 0.9 | 0.6 | 0.8 | 33.3 |
| CZ | 6.9 | 3.9 | 7.6 | 5.4 | 7.0 | 12.4 | 77.8 |
| DK | 2.3 | 3.3 | 5.8 | 3.1 | 1.9 | 1.9 | 3.5 |
| DE | 218.2 | 252.6 | 168.7 | 122.3 | 129.6 | 141.6 | 9.3 |
| EE | | 0.1 | 0.3 | 0.5 | 0.4 | 0.4 | 9.8 |
| IE | | 3.8 | 2.4 | 1.1 | 0.4 | 0.4 | -18.4 |
| EL | | 64.0 | 83.1 | 61.5 | 28.5 | 31.0 | 8.5 |
| ES | | 72.0 | 205.6 | 135.3 | 92.7 | 111.5 | 20.3 |
| FR | | 179.6 | 196.6 | 231.6 | 147.9 | 153.3 | 3.7 |
| HR | | | 6.7 | 2.9 | 2.0 | 2.5 | 21.1 |
| IT | | 524.6 | 420.5 | 320.4 | 153.9 | 156.4 | 1.6 |
| CY | | | 2.5 | 3.1 | 1.7 | 1.9 | 13.5 |
| LV | | | 0.4 | 0.3 | 0.5 | 0.6 | 23.5 |
| LT | | 0.4 | 1.7 | 0.2 | 0.2 | 0.3 | 22.0 |
| LU | 1.0 | 1.3 | 1.3 | 1.6 | 1.6 | 1.7 | 10.7 |
| HU | | | 12.5 | 3.2 | 1.8 | 1.8 | 2.7 |
| MT | | | 0.4 | 0.6 | 0.9 | 1.1 | 31.5 |
| NL | 17.8 | 19.6 | 16.8 | 15.2 | 9.6 | 10.7 | 11.5 |
| AT | 18.7 | 23.8 | 19.1 | 21.4 | 26.0 | 25.2 | -3.2 |
| PL | | | 3.8 | 8.7 | 7.4 | 9.8 | 33.2 |
| PT | 12.1 | 17.7 | 11.2 | 18.9 | 14.5 | 15.3 | 5.7 |
| RO | | | 0.8 | 5.7 | 0.5 | 0.5 | 2.0 |
| SI | | 1.2 | 2.5 | 2.7 | 2.4 | 1.7 | -28.3 |
| SK | | | 1.2 | 2.3 | 2.8 | 3.1 | 9.0 |
| FI | | 5.2 | 9.2 | 9.5 | 3.9 | 3.5 | -12.1 |
| SE | | 18.4 | 22.8 | 13.2 | 7.8 | 8.4 | 7.4 |
| UK | | 121.9 | 108.1 | 81.3 | 81.0 | 91.5 | 13.0 |
| AL | | | | | | | |
| ME | | | | | 0.6 | 0.6 | 0.0 |
| MK | 1.0 | 0.5 | 0.1 | 3.2 | 2.8 | 2.6 | -8.3 |
| RS | | | | 8.0 | 4.9 | 4.1 | -16.2 |
| TR | | | 227.7 | 106.9 | 163.6 | 158.7 | -3.0 |
| IS | | 0.2 | 1.1 | | | | |
| NO | | | 6.2 | 4.0 | 4.0 | 4.1 | 3.7 |
| CH | | 50.8 | 45.1 | 33.7 | 37.9 | 39.8 | 5.1 |

Notes: CY: new and used.

IT: all two-wheelers over 50cc.

Road: MOPEDS

NEW VEHICLE DELIVERIES

| | 1 000 | | | | | % |
|--------------|-------|-------|--------------|--------------|--------------|-------------------|
| | 2000 | 2005 | 2010 | 2013 | 2014 | CHANGE '13/'14 |
| EU-28 | | | <i>646.8</i> | <i>395.9</i> | <i>375.2</i> | -5.2 |
| BE | 33.2 | 17.3 | 14.2 | 8.8 | 10.9 | 23.9 |
| BG | 2.1 | 1.1 | 2.1 | 1.3 | 1.1 | -15.3 |
| CZ | | 8.0 | 2.9 | 2.1 | 1.8 | -12.9 |
| DK | 9.8 | 4.9 | 16.5 | 8.2 | 7.6 | -6.8 |
| DE | 108.7 | 97.3 | 64.9 | 41.4 | 34.2 | -17.3 |
| EE | | 8.0 | 0.0 | 0.7 | 0.7 | 13.1 |
| IE | 3.0 | 0.8 | 0.2 | 0.2 | 0.1 | -16.6 |
| EL | 19.2 | 24.1 | 18.9 | 8.6 | 13.0 | 51.5 |
| ES | 248.6 | 115.1 | 34.2 | 15.4 | 14.8 | -3.9 |
| FR | 192.3 | 154.9 | 144.5 | 106.1 | 98.2 | -7.4 |
| HR | | 13.2 | 6.4 | 3.1 | 3.4 | 9.1 |
| IT | 311.8 | 128.3 | 88.4 | 33.6 | 28.4 | -15.5 |
| CY | | 2.1 | 0.5 | 0.2 | 0.2 | -4.8 |
| LV | | 0.6 | 1.0 | 1.6 | 1.2 | -22.1 |
| LT | | | 1.2 | 1.0 | 0.9 | -6.3 |
| LU | 0.5 | 0.5 | 0.7 | 1.1 | 1.0 | -6.3 |
| HU | | | 3.6 | 3.4 | 3.2 | -6.6 |
| MT | | | 0.2 | 0.1 | 0.1 | 1.0 |
| NL | 66.9 | 40.9 | 93.7 | 59.4 | 62.9 | 6.1 |
| AT | 21.3 | 27.7 | 24.9 | 16.9 | 15.2 | -10.2 |
| PL | | 23.3 | 72.2 | 48.7 | 40.7 | -16.5 |
| PT | 15.0 | | 4.6 | 2.5 | 2.3 | -5.5 |
| RO | | | | 1.5 | 2.3 | 53.6 |
| SI | | 3.1 | 3.5 | 2.9 | 3.0 | 3.6 |
| SK | | 2.0 | 1.8 | 0.5 | 1.2 | 135.5 |
| FI | 6.4 | 20.9 | 17.9 | 8.3 | 7.2 | -12.4 |
| SE | 10.0 | 15.4 | 13.3 | 7.9 | 8.7 | 9.7 |
| UK | 48.2 | 24.7 | 14.5 | 10.7 | 10.6 | -1.0 |
| AL | | | | | | |
| ME | | | | | | |
| MK | | | | | | |
| RS | | | 8.8 | 5.7 | 4.9 | -12.7 |
| TR | | | 1.5 | 0.5 | 0.5 | -3.0 |
| IS | | | | | | |
| NO | | 11.9 | 8.1 | 7.5 | 7.4 | -2.1 |
| CH | | 3.1 | 8.4 | 7.9 | 6.2 | -21.4 |

Note: CY: new and used.

Sea: EU MERCHANT FLEET

SHIPS OF 1 000 gt AND OVER

| ON 1 JANUARY 2015 | | | | | | | | |
|-------------------|------------------------|----------------|-------------------|----------------|-----------------------------------|----------------|----------------------------------|----------------|
| | TOTAL FLEET CONTROLLED | | NATIONAL FLAG (¹) | | FOREIGN FLAG (INCLUDING OTHER EU) | | % OF FOREIGN FLAG IN TOTAL FLEET | |
| | Number | <i>mio dwt</i> | Number | <i>mio dwt</i> | Number | <i>mio dwt</i> | Number | <i>mio dwt</i> |
| EU-28 | 13 272 | 600.143 | 3 442 | 147.083 | 9 830 | 453.060 | | |
| BE | 192 | 18.137 | 61 | 7.005 | 131 | 11.132 | 68.2 | 61.4 |
| BG | 68 | 1.161 | 15 | 0.127 | 53 | 1.034 | 77.9 | 89.1 |
| CZ | - | - | - | - | - | - | - | - |
| DK | 888 | 36.992 | 330 | 15.129 | 558 | 21.863 | 62.8 | 59.1 |
| DE | 3 645 | 123.574 | 256 | 12.461 | 3 389 | 111.113 | 93.0 | 89.9 |
| EE | 69 | 0.253 | 9 | 0.010 | 60 | 0.243 | 87.0 | 96.0 |
| IE | 77 | 1.042 | 31 | 0.286 | 46 | 0.756 | 59.7 | 72.6 |
| EL | 4 252 | 308.128 | 807 | 74.938 | 3 445 | 233.190 | 81.0 | 75.7 |
| ES | 182 | 2.333 | 94 | 0.561 | 88 | 1.772 | 48.4 | 76.0 |
| FR | 281 | 10.385 | 112 | 2.864 | 169 | 7.521 | 60.1 | 72.4 |
| HR | 96 | 3.006 | 68 | 2.173 | 28 | 0.833 | 29.2 | 27.7 |
| IT | 1 027 | 41.858 | 505 | 15.335 | 522 | 26.523 | 50.8 | 63.4 |
| CY | 172 | 5.928 | 70 | 2.081 | 102 | 3.847 | 59.3 | 64.9 |
| LV | 62 | 0.980 | 7 | 0.035 | 55 | 0.945 | 88.7 | 96.4 |
| LT | 62 | 0.360 | 19 | 0.170 | 43 | 0.190 | 69.4 | 52.8 |
| LU | - | - | - | - | - | - | - | - |
| HU | - | - | - | - | - | - | - | - |
| MT | 29 | 0.287 | 18 | 0.081 | 11 | 0.206 | 37.9 | 71.8 |
| NL | 892 | 10.532 | 626 | 5.412 | 266 | 5.120 | 29.8 | 48.6 |
| AT | 6 | 0.043 | - | - | 6 | 0.043 | 100.0 | 100.0 |
| PL | 114 | 2.637 | 10 | 0.031 | 104 | 2.606 | 91.2 | 98.8 |
| PT | 43 | 1.124 | 18 | 0.086 | 25 | 1.038 | 58.1 | 92.3 |
| RO | 84 | 1.010 | 3 | 0.039 | 81 | 0.971 | 96.4 | 96.1 |
| SI | 4 | 0.017 | - | - | 4 | 0.017 | 100.0 | 100.0 |
| SK | - | - | - | - | - | - | - | - |
| FI | 113 | 1.850 | 70 | 0.825 | 43 | 1.025 | 38.1 | 55.4 |
| SE | 333 | 6.520 | 90 | 1.132 | 243 | 5.388 | 73.0 | 82.6 |
| UK | 581 | 21.986 | 223 | 6.302 | 358 | 15.684 | 61.6 | 71.3 |
| AL | 17 | 0.063 | 12 | 0.039 | 5 | 0.024 | 29.4 | 38.1 |
| ME | 6 | 0.143 | 5 | 0.142 | 1 | 0.001 | 16.7 | 0.7 |
| MK | - | - | - | - | - | - | - | - |
| RS | - | - | - | - | - | - | - | - |
| TR | 1 416 | 27.298 | 545 | 8.134 | 871 | 19.164 | 61.5 | 70.2 |
| IS | 20 | 0.124 | 1 | 0.000 | 19 | 0.124 | 95.0 | 100.0 |
| NO | 1 582 | 62.372 | 487 | 15.022 | 1 095 | 47.350 | 69.2 | 75.9 |
| CH | 187 | 7.748 | 46 | 1.418 | 141 | 6.330 | 75.4 | 81.7 |

Notes: (¹) Including international registers like NIS and DIS.
Including vessels registered at territorial dependencies.

Russia: 1551 ships, 22.757 mio dwt;

Monaco: 39 ships, 2.499 mio dwt;

Ukraine: 354 ships, 4.125 mio dwt;

Gibraltar: 7 ships, 0.032 mio dwt.

Sea: WORLD MERCHANT FLEET

TOTAL CONTROLLED FLEET BY WORLD REGION

| | dwt (million) | | | | | |
|----------------------|----------------|----------------|----------------|-----------------|-----------------|-----------------|
| | On 1 January: | | | | | |
| World region | 1995 | 2000 | 2005 | 2010 | 2014 | 2015 |
| Europe (*) | 311.246 | 350.136 | 400.947 | 518.276 | 696.400 | 739.100 |
| of which: EU-28 (**) | 223.564 | 257.975 | 316.850 | 432.246 | 575.031 | 600.143 |
| North America | 51.024 | 49.413 | 45.414 | 50.539 | 70.211 | 82.881 |
| Latin America | 18.691 | 15.679 | 14.422 | 30.867 | 31.838 | 29.608 |
| Asia / Oceania | 246.722 | 292.722 | 361.311 | 532.446 | 780.826 | 805.594 |
| Africa | 6.742 | 7.121 | 5.142 | 6.981 | 13.640 | 13.451 |
| Unknown | 37.956 | 38.115 | 52.687 | 86.555 | 3.007 | 4.561 |
| TOTAL | 672.381 | 753.226 | 879.923 | 1225.665 | 1595.922 | 1652.479 |

SHARE OF EU IN TOTAL AND OF FOREIGN FLAG IN EU

| | % | | | | | |
|---------------------------------|------|------|------|------|------|------|
| EU-28 (**) control of total | 33.2 | 34.2 | 36.0 | 35.3 | 36.0 | 36.3 |
| EU-28: Foreign flag share (***) | 56.5 | 68.1 | 67.8 | 69.4 | 74.0 | 75.5 |

Notes: Only ships of 1 000 gt and over.

(*) In this table Europe includes EU-28, EFTA, Monaco, Gibraltar, Andorra, Turkey, Western Balkan countries, Russia, Ukraine and Moldavia.

(**) EU-28 since 2012.

(***) Foreign flag share includes ships registered by EU countries in other EU countries.

Sea: WORLD MERCHANT FLEET

FOR TRANSPORT OF GOODS AND PASSENGERS: FLEET BY TYPE OF SHIP AND COUNTRY OF DOMICILE

| | NUMBERS AND DEADWEIGHT | | | | | |
|--------------------------------------|------------------------|--------|----|-------------|---------|----|
| | Number | | | dwt (1 000) | | |
| (ships of 1 000 gt and over) | WORLD | EU-28 | % | WORLD | EU-28 | % |
| TOTAL FLEET | 41 003 | 13 272 | 32 | 1 652 458 | 600 145 | 36 |
| Tankers | 11 163 | 3 467 | 31 | 576 227 | 209 864 | 36 |
| OF WHICH: | | | | | | |
| Crude oil and oil product tankers | 5 345 | 1 448 | 27 | 433 274 | 154 597 | 36 |
| Oil / chemical tankers | 4 368 | 1 611 | 37 | 93 503 | 43 732 | 47 |
| Liquid gas tankers | 1 450 | 408 | 28 | 49 450 | 11 535 | 23 |
| Bulk carriers | 10 285 | 2 996 | 29 | 738 141 | 222 401 | 30 |
| Container ships | 5 096 | 2 765 | 54 | 227 672 | 134 031 | 59 |
| General cargo | 12 350 | 3 307 | 27 | 104 419 | 31 414 | 30 |
| OF WHICH: | | | | | | |
| Conventional cargo | 8 801 | 2 215 | 25 | 48 886 | 14 088 | 29 |
| Special cargo (*) | 1 242 | 502 | 40 | 32 308 | 10 427 | 32 |
| Pure car carriers | 767 | 104 | 14 | 12 094 | 1 559 | 13 |
| Reefer | 706 | 200 | 28 | 4 408 | 1 825 | 41 |
| Ro-Ro cargo | 834 | 286 | 34 | 6 723 | 3 515 | 52 |
| Passenger and passenger cargo | 2 109 | 737 | 35 | 5 999 | 2 435 | 41 |

FOR TRANSPORT OF GOODS AND PASSENGERS / CARGO SHIPS / CRUISE SHIPS BY REGISTERED FLAG

| | NUMBERS AND GROSS TONS | | | | | |
|---------------------------------------------------------------------|------------------------|-------|----|------------|--------|----|
| | Number | | | gt (1 000) | | |
| (ships of 300 gt and over) | WORLD | EU-28 | % | WORLD | EU-28 | % |
| ON 1 JANUARY 2015 | | | | | | |
| TOTAL | 4 066 | 1 269 | 31 | 36 489 | 15 714 | 43 |
| Cargo passenger and Ro-Ro passenger ships | 2 484 | 869 | 35 | 17 001 | 9 585 | 56 |
| Passenger (not Ro-Ro) | 1 582 | 400 | 25 | 19 488 | 6 129 | 31 |
| ON MID 2015 (**) | | | | | | |
| Cruise ships by registered flag (ships of 1 000 gt and over) | 292 | 96 | 33 | 18 651 | 5 919 | 32 |

Notes: (*) Including open hatch carriers.

(**) No deadweight figure is given for cruise ships, since dwt is a measure of the weight admissible in the vessel.

Ro-Ro: vehicles roll on to embark, vehicles roll off to disembark.

Reefer: refrigerated ships.

Air: PASSENGER AIRCRAFT

NUMBER OF CIVIL AIRCRAFT IN SERVICE

| ON 31 DECEMBER 2015 | | | | | PASSENGER AIRCRAFT |
|---------------------|------------------|-----------------|------------------|--------------------|--------------------|
| | 50 seats or less | 51 to 150 seats | 151 to 250 seats | 251 seats and more | TOTAL |
| EU-28 | 334 | 1 185 | 1 961 | 572 | 4 052 |
| BE | 10 | 38 | 23 | 9 | 80 |
| BG | 6 | 13 | 8 | 1 | 28 |
| CZ | 5 | 11 | 11 | 1 | 28 |
| DK | 23 | 45 | 38 | 5 | 111 |
| DE | 16 | 196 | 307 | 119 | 638 |
| EE | 7 | 5 | 3 | | 15 |
| IE | 3 | 36 | 359 | 8 | 406 |
| EL | 11 | 20 | 46 | | 77 |
| ES | 12 | 113 | 173 | 54 | 352 |
| FR | 55 | 137 | 123 | 91 | 406 |
| HR | 3 | 11 | 3 | | 17 |
| IT | 1 | 73 | 77 | 30 | 181 |
| CY | | | | | |
| LV | 1 | 26 | 11 | | 38 |
| LT | 3 | 4 | 7 | | 14 |
| LU | 3 | 10 | 3 | | 16 |
| HU | 3 | | 66 | | 69 |
| MT | 5 | 5 | 7 | 1 | 18 |
| NL | 9 | 75 | 67 | 57 | 208 |
| AT | 2 | 45 | 44 | 5 | 96 |
| PL | 5 | 33 | 25 | 5 | 68 |
| PT | 18 | 32 | 37 | 28 | 115 |
| RO | 7 | 19 | 12 | | 38 |
| SI | 6 | 10 | | | 16 |
| SK | 2 | 1 | 5 | | 8 |
| FI | | 36 | 21 | 16 | 73 |
| SE | 28 | 37 | 12 | 1 | 78 |
| UK | 90 | 154 | 473 | 141 | 858 |
| AL | | | | | |
| ME | | | | | |
| MK | | | | | |
| RS | | | | | |
| TR | | 43 | 355 | 57 | 455 |
| IS | 13 | | 27 | | 40 |
| NO | 31 | 52 | 125 | 14 | 222 |
| CH | 26 | 43 | 97 | 1 | 167 |
| LI | | | | | |

Notes: More than 30000 small private planes not included.
In this table blank means none.

Air:

FREIGHT, SPECIAL, BUSINESS AIRCRAFT

NUMBER OF CIVIL AIRCRAFT IN SERVICE

ON 31 DECEMBER 2015

| | FREIGHT / CARGO | | QUICK-CHANGE CONVERTIBLE | SPECIAL PURPOSE / AMBULANCE | BUSINESS / CORPORATE / EXECUTIVE |
|--------------|------------------------|-----------------------|--------------------------|-----------------------------|----------------------------------|
| | under 100 000 lbs mtow | over 100 000 lbs mtow | (pass./cargo) Multi-role | | |
| EU-28 | 163 | 210 | 34 | 85 | 1 964 |
| BE | | 24 | | | 60 |
| BG | 4 | 6 | 1 | | 12 |
| CZ | 1 | | | 4 | 43 |
| DK | 3 | 16 | 7 | 1 | 62 |
| DE | 9 | 58 | | 28 | 386 |
| EE | 5 | | | | 9 |
| IE | 20 | 4 | | | 28 |
| EL | 5 | | | 2 | 22 |
| ES | 38 | 10 | 5 | | 80 |
| FR | | 13 | 4 | 18 | 124 |
| HR | | 1 | | 1 | 3 |
| IT | 1 | 3 | 2 | 3 | 93 |
| CY | | | | | 5 |
| LV | 6 | | | | 5 |
| LT | 2 | | | 1 | 10 |
| LU | 0 | 23 | | 5 | 83 |
| HU | 7 | 4 | 1 | | 9 |
| MT | | | | | 126 |
| NL | | 7 | | 1 | 23 |
| AT | | | | 4 | 215 |
| PL | 13 | | 2 | 1 | 21 |
| PT | | 1 | | 2 | 121 |
| RO | | | | 1 | 7 |
| SI | | 1 | | | 21 |
| SK | 1 | 2 | | | 10 |
| FI | | | | 2 | 8 |
| SE | 40 | 2 | | 4 | 36 |
| UK | 8 | 35 | 12 | 7 | 342 |
| AL | | | | | |
| ME | | | | | |
| MK | | | | | |
| RS | | | | | |
| TR | | 17 | | 6 | 96 |
| IS | | 8 | | | |
| NO | | | | | 10 |
| CH | 13 | 1 | | 6 | 153 |
| LI | | | | | 2 |

Notes: Special purpose / Ambulance: contains data about Hospital / Ambulance / Medevac and Special Role / Operations / Mission aircraft.
 mtow: maximum take-off weight.
 In this table blank means none.

Rail: LOCOMOTIVES AND RAILCARS

STOCK OF VEHICLES

| | 1990 | 2000 | 2005 | 2010 | 2013 | 2014 | % CHANGE '13/'14 |
|--------------|--------------|-------|--------------|--------------|--------------|--------------|------------------------|
| EU-28 | 66278 | | 47923 | 59851 | 58214 | 59640 | 2.4 |
| BE | 1 727 | 1 670 | 1 518 | 1 341 | 1 188 | 1 188 | 0.0 |
| BG | 1 119 | 762 | 669 | 624 | 504 | 313 | -37.9 |
| CZ | | 3 596 | 3 163 | 2 258 | 2 274 | 2 262 | -0.5 |
| DK | 524 | 415 | 464 | 495 | 477 | 501 | 5.0 |
| DE | 14 437 | 9 656 | 7 742 | 15 613 | 15 887 | 16 693 | 5.1 |
| EE | 300 | 194 | 170 | 81 | 75 | 75 | 0.0 |
| IE | 166 | 172 | 412 | 572 | 620 | 620 | 0.0 |
| EL | 400 | 244 | 289 | 301 | 301 | 301 | 0.0 |
| ES | 1 922 | 1 693 | 1 946 | 1 732 | 1 782 | 1 959 | 9.9 |
| FR | 7 279 | 7 158 | 7 354 | 6 768 | 5 692 | 5 747 | 1.0 |
| HR | 563 | 480 | 377 | 284 | 301 | 301 | 0.0 |
| IT | 4 818 | 4 697 | 4 674 | 4 494 | 3 243 | 3 285 | 1.3 |
| CY | - | - | - | - | - | - | - |
| LV | 739 | 433 | 358 | 196 | 205 | 205 | 0.0 |
| LT | 389 | 419 | 365 | 275 | 277 | 250 | -9.7 |
| LU | 97 | 124 | 145 | 104 | 43 | 43 | 0.0 |
| HU | 2 040 | 1 453 | 1 385 | 1 275 | 1 225 | 1 229 | 0.3 |
| MT | - | - | - | - | - | - | - |
| NL | 2 372 | 1 965 | 2 078 | 2 411 | 2 416 | 2 851 | 18.0 |
| AT | 1 543 | 1 530 | 1 500 | 1 233 | 1 607 | 1 548 | -3.7 |
| PL | 6 801 | 5 293 | 4 723 | 4 421 | 3 996 | 4 006 | 0.3 |
| PT | 530 | 589 | 439 | 275 | 417 | 309 | -25.9 |
| RO | 4 515 | 3 440 | 2 186 | 2 229 | 2 211 | 2 302 | 4.1 |
| SI | 358 | 300 | 261 | 267 | 405 | 405 | 0.0 |
| SK | | 1 570 | 1 204 | 1 035 | 1 029 | 1 029 | 0.0 |
| FI | 669 | 735 | 702 | 644 | 652 | 659 | 1.1 |
| SE | 1 350 | 887 | 622 | 213 | 211 | 212 | 0.5 |
| UK | 5 610 | | 3 177 | 10 710 | 11 176 | 11 347 | 1.5 |
| AL | | | | | | | |
| ME | - | - | - | - | - | - | - |
| MK | 92 | 101 | 73 | 63 | 53 | 53 | 0.0 |
| RS | | | | | 487 | 485 | -0.4 |
| TR | 897 | 849 | 735 | 673 | 780 | 817 | 4.7 |
| IS | - | - | - | - | - | - | - |
| NO | 502 | 299 | 289 | 544 | 816 | 712 | -12.7 |
| CH | 1 254 | 1 528 | 2 198 | 1 745 | 1 645 | 1 632 | -0.8 |

Notes: Data relates to main railways (UIC members). From 2010 a new split between 'railcars' and 'trainset' has been introduced by UIC. Values on this table consider the declared values of locomotives (diesel + electric) and railcars (diesel + electric).
DE: includes DE-E: 1970 = 5 000, 1980 = 4 506, 1990 = 6 331.
CS: 1970 = 4 998, 1990 = 6 010.

Rail: PASSENGER TRANSPORT VEHICLES

STOCK OF COACHES, RAILCARS AND TRAILERS

| | 1990 | 2000 | 2005 | 2010 | 2013 | 2014 | % CHANGE '13/'14 |
|--------------|--------|----------------|---------------|----------------|---------------|---------------|------------------------|
| EU-28 | | <i>110 111</i> | <i>99 508</i> | <i>102 691</i> | <i>96 206</i> | <i>99 328</i> | 3.2 |
| BE | 3 286 | 3 494 | 3 251 | 3 412 | 2 345 | 2 345 | 0.0 |
| BG | 2 386 | 2 099 | 1 558 | 1 369 | 744 | 759 | 2.0 |
| CZ | | 5 252 | 4 895 | 4 514 | 4 312 | 4 363 | 1.2 |
| DK | 1 594 | 1 590 | 1 473 | 1 307 | 1 983 | 2 029 | 2.3 |
| DE | 24 139 | 21 097 | 20 169 | 18 565 | 18 290 | 21 217 | 16.0 |
| EE | 596 | 241 | 183 | 189 | 189 | 189 | 0.0 |
| IE | 314 | 421 | 581 | 592 | 653 | 653 | 0.0 |
| EL | 810 | 505 | 564 | 718 | 718 | 718 | 0.0 |
| ES | 3 839 | 3 765 | 5 239 | 5 665 | 5 225 | 5 418 | 3.7 |
| FR | 15 748 | 15 656 | 15 879 | 16 890 | 17 130 | 17 556 | 2.5 |
| HR | 1 052 | 720 | 579 | 523 | 541 | 529 | -2.2 |
| IT | 14 025 | 11 914 | 10 066 | 12 465 | 9 510 | 9 492 | -0.2 |
| CY | - | - | - | - | - | - | - |
| LV | 1 226 | 702 | 490 | 491 | 491 | 491 | 0.0 |
| LT | 664 | 563 | 467 | 337 | 264 | 234 | -11.4 |
| LU | 114 | 149 | 185 | 214 | 210 | 210 | 0.0 |
| HU | 4 385 | 3 232 | 2 787 | 3 136 | 2 458 | 2 499 | 1.7 |
| MT | - | - | - | - | - | - | - |
| NL | 2 268 | 2 742 | 852 | 2 824 | 2 895 | 2 849 | -1.6 |
| AT | 3 689 | 3 468 | 3 112 | 2 974 | 2 843 | 2 664 | -6.3 |
| PL | 11 928 | 9 761 | 7 725 | 6 926 | 5 963 | 5 773 | -3.2 |
| PT | 1 232 | 1 303 | 1 125 | 965 | 973 | 980 | 0.7 |
| RO | 6 352 | 6 234 | 3 310 | 3 037 | 2 304 | 2 329 | 1.1 |
| SI | 606 | 461 | 401 | 355 | 355 | 355 | 0.0 |
| SK | | 2 273 | 1 808 | 1 530 | 1 467 | 1 395 | -4.9 |
| FI | 957 | 1 003 | 1 084 | 1 071 | 1 163 | 1 181 | 1.5 |
| SE | 1 747 | 1 000 | 791 | 871 | 839 | 796 | -5.1 |
| UK | | <i>10 466</i> | <i>10 934</i> | <i>11 751</i> | <i>12 341</i> | <i>12 304</i> | -0.3 |
| AL | | | | | | | |
| ME | - | - | - | - | - | - | - |
| MK | 175 | 164 | 125 | 64 | 68 | 68 | 0.0 |
| RS | | | | | 769 | 732 | -4.8 |
| TR | 1 443 | 1 415 | 1 312 | 1 342 | 1 381 | 1 307 | -5.4 |
| IS | - | - | - | - | - | - | - |
| NO | 900 | 918 | 191 | 210 | 175 | 383 | 118.9 |
| CH | 4 136 | 3 333 | 4 293 | 4 949 | 4 997 | 4 865 | -2.6 |

Notes: Data relate to main railways (UIC members).

DE: includes DE-E: 1970 = 10 000, 1980 = 10 761, 1990 = 9 635.

CS: 1970 = 10 145, 1990 = 8 597.

Rail: GOODS TRANSPORT WAGONS

STOCK OF VEHICLES

| | 1990 | 2000 | 2005 | 2010 (*) | 2012 (*) | 2013 (*) | 2014 (*) |
|--------------|--------|--------|--------|--------------|--------------|--------------|--------------|
| EU-28 | | | | | | | |
| BE | 30332 | 18790 | 17375 | 11612 | <i>11612</i> | <i>11612</i> | <i>11612</i> |
| BG | 42459 | 29720 | 16511 | 11751 | 16576 | 5483 | 5325 |
| CZ | | 58524 | 44545 | 27416 | 27066 | 26281 | 25965 |
| DK | 4632 | 2236 | | | | | |
| DE | 366724 | 189558 | 158247 | 108840 | 104460 | 96868 | 91787 |
| EE | | 5857 | 18971 | 2958 | 2931 | 2931 | 2931 |
| IE | 1830 | 1856 | 926 | 502 | 502 | 450 | 450 |
| EL | 10967 | 3453 | 3491 | 3158 | 3158 | 3158 | 3158 |
| ES | 37687 | 26452 | 23842 | 14337 | 14148 | 14900 | 13702 |
| FR | 148100 | 94789 | 95738 | 25314 | 17830 | 16333 | 15017 |
| HR | 13720 | 9986 | 7330 | 6674 | 6063 | 5959 | 5518 |
| IT | 99728 | 70115 | 45730 | 30331 | 22140 | 20625 | 20515 |
| CY | - | - | - | - | - | - | - |
| LV | 11085 | 9146 | 8871 | 6038 | 6320 | 6815 | 12009 |
| LT | 12860 | 13155 | 13192 | 9238 | 9112 | 9202 | 8784 |
| LU | 2719 | 2626 | 3222 | 3895 | 3895 | 3895 | 3895 |
| HU | | 23528 | 19130 | <i>11700</i> | <i>11700</i> | <i>11700</i> | <i>11700</i> |
| MT | - | - | - | - | - | - | - |
| NL | 6697 | 4700 | | | | | |
| AT | 34330 | 23970 | 22655 | 28605 | 18104 | 17477 | 18544 |
| PL | 275582 | 130116 | 75164 | 68151 | 63269 | 62255 | 61373 |
| PT | 4579 | 4162 | 3495 | 3194 | 3170 | 3170 | 3170 |
| RO | 166086 | 117982 | 65175 | 72605 | 72638 | 42571 | 35899 |
| SI | 8692 | 6258 | 4465 | 3211 | 3120 | 3142 | 3148 |
| SK | | 26975 | 16370 | 16964 | 17145 | 17522 | 17006 |
| FI | 15200 | 12630 | 11216 | 10464 | 9817 | 9457 | 9078 |
| SE | 27470 | 17596 | 13649 | | | | |
| UK | 34403 | | | | | | |
| AL | | | | | | | |
| ME | - | - | - | - | - | - | - |
| MK | | | 1525 | 1144 | 1011 | <i>1011</i> | <i>1011</i> |
| RS | | | | | 8449 | 8452 | 8486 |
| TR | 21941 | 17872 | 17499 | 17773 | 18167 | 18607 | 18967 |
| IS | - | - | - | - | - | - | - |
| NO | | | | | | | |
| CH | 27104 | 19894 | 18339 | 8794 | 7869 | 7360 | 6816 |

Notes: Data relate to main railways (UIC members).

(*) Not including private-owners' vehicles;
not fully comparable with data from previous years.

DE: includes DE-E: 1970 = 137984; 1980 = 142202; 1990 = 163158.

2.7

2.7.1

Road Fatalities

| | 1990 | 2000 | 2005 | 2010 | 2013 | 2014 | CHANGE '13/'14 | CHANGE '01/'14 |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|-------------------|-------------------|
| EU-28 | 77 337 | 57 082 | 45 943 | 31 488 | 25 956 | 25 974 | 0.1 | -52.7 |
| BE | 1976 | 1470 | 1089 | 840 | 723 | 727 | 0.6 | -51.1 |
| BG | 1567 | 1012 | 957 | 776 | 601 | 661 | 10.0 | -34.6 |
| CZ | 1291 | 1486 | 1286 | 802 | 655 | 688 | 5.0 | -48.4 |
| DK | 634 | 498 | 331 | 255 | 191 | 182 | -4.7 | -57.8 |
| DE | 11 046 | 7 503 | 5 361 | 3 648 | 3 339 | 3 377 | 1.1 | -51.6 |
| EE | 436 | 204 | 170 | 79 | 81 | 78 | -3.7 | -60.8 |
| IE | 478 | 418 | 400 | 212 | 188 | 193 | 2.7 | -53.2 |
| EL | 2 050 | 2 037 | 1 658 | 1 258 | 879 | 795 | -9.6 | -57.7 |
| ES | 9 032 | 5 777 | 4 442 | 2 479 | 1 680 | 1 688 | 0.5 | -69.4 |
| FR | 11 215 | 8 079 | 5 318 | 3 992 | 3 268 | 3 384 | 3.5 | -58.5 |
| HR | 1 360 | 655 | 597 | 426 | 368 | 308 | -16.3 | -52.4 |
| IT | 7 151 | 7 061 | 5 818 | 4 114 | 3 401 | 3 381 | -0.6 | -52.4 |
| CY | 116 | 111 | 102 | 60 | 44 | 45 | 2.3 | -54.1 |
| LV | 947 | 635 | 442 | 218 | 179 | 212 | 18.4 | -62.0 |
| LT | 933 | 641 | 773 | 299 | 256 | 267 | 4.3 | -62.2 |
| LU | 70 | 76 | 47 | 32 | 45 | 35 | -22.2 | -50.0 |
| HU | 2 432 | 1 200 | 1 278 | 740 | 591 | 626 | 5.9 | -49.5 |
| MT | 4 | 15 | 17 | 13 | 17 | 10 | -41.2 | -37.5 |
| NL | 1 376 | 1 082 | 750 | 537 | 476 | 477 | 0.2 | -52.0 |
| AT | 1 391 | 976 | 768 | 552 | 455 | 430 | -5.5 | -55.1 |
| PL | 7 333 | 6 294 | 5 444 | 3 908 | 3 357 | 3 202 | -4.6 | -42.1 |
| PT | 2 646 | 1 877 | 1 247 | 937 | 637 | 638 | 0.2 | -61.8 |
| RO | 3 782 | 2 466 | 2 629 | 2 377 | 1 861 | 1 818 | -2.3 | -25.8 |
| SI | 517 | 314 | 258 | 138 | 125 | 108 | -13.6 | -61.2 |
| SK | 731 | 628 | 606 | 353 | 251 | 291 | 15.9 | -52.6 |
| FI | 649 | 396 | 379 | 272 | 258 | 229 | -11.2 | -47.1 |
| SE | 772 | 591 | 440 | 266 | 260 | 270 | 3.8 | -53.7 |
| UK | 5 402 | 3 580 | 3 336 | 1 905 | 1 770 | 1 854 | 4.7 | -48.5 |
| AL | | 280 | 307 | 352 | 295 | 264 | -10.5 | -11.1 |
| ME | | | | 95 | 74 | 65 | -12.2 | |
| MK | | 162 | 143 | 162 | 198 | 130 | -34.3 | 21.5 |
| RS | | | | 656 | 536 | 601 | 12.1 | |
| TR | 6 317 | 5 510 | 4 505 | 4 045 | 3 685 | 3 524 | -4.4 | -19.7 |
| IS | 24 | 32 | 19 | 8 | 15 | 4 | -73.3 | -83.3 |
| NO | 332 | 341 | 224 | 208 | 187 | 147 | -21.4 | -46.5 |
| CH | 954 | 592 | 409 | 328 | 269 | 243 | -9.7 | -55.3 |

Note: Persons killed are all persons deceased within 30 days of the accident. Corrective factors have been applied to the figures which did not follow this definition.

Road Fatalities Country Rankings

FATALITIES

| | | | | | | 2014 |
|-------------------------|-----|--------------------|-----|----------------------------|-----|------|
| per million inhabitants | | per 10 billion pkm | | per million passenger cars | | |
| MT | 23 | SE | 23 | MT | 38 | |
| SE | 28 | UK | 28 | SE | 59 | |
| NL | 28 | NL | 32 | NL | 60 | |
| UK | 29 | DK | 34 | UK | 61 | |
| DK | 32 | FI | 34 | FI | 73 | |
| ES | 36 | DE | 36 | DE | 77 | |
| DE | 42 | MT | 40 | ES | 77 | |
| IE | 42 | FR | 41 | DK | 79 | |
| FI | 42 | IE | 41 | IT | 91 | |
| AT | 50 | SI | 42 | AT | 92 | |
| FR | 51 | LU | 48 | CY | 94 | |
| EU-28 | 51 | IT | 49 | LU | 95 | |
| SI | 52 | ES | 51 | IE | 99 | |
| CY | 53 | EU-28 | 53 | SI | 101 | |
| SK | 54 | AT | 55 | EU-28 | 104 | |
| IT | 56 | EE | 64 | FR | 107 | |
| EE | 59 | BE | 66 | EE | 122 | |
| PT | 61 | CY | 73 | BE | 131 | |
| LU | 63 | PT | 75 | PT | 142 | |
| HU | 63 | EL | 77 | CZ | 144 | |
| BE | 65 | CZ | 98 | SK | 152 | |
| CZ | 65 | SK | 104 | EL | 155 | |
| HR | 73 | LT | 106 | PL | 163 | |
| EL | 73 | HR | 114 | LT | 177 | |
| PL | 84 | HU | 116 | HU | 204 | |
| LT | 91 | BG | 120 | HR | 211 | |
| RO | 91 | PL | 142 | BG | 223 | |
| BG | 92 | LV | 161 | LV | 328 | |
| LV | 106 | RO | 205 | RO | 379 | |

Notes: Fatalities: all fatalities on the road: car drivers and passengers, bus and coach occupants, powered two-wheelers' riders and passengers, cyclists, pedestrians, commercial vehicle drivers, etc. indicated in table 2.7.1 for 2014.

pkm: indicator of traffic volume (in the absence of consistent vehicle-kilometre data); passenger-kilometres of cars indicated in table 2.3.4 for 2014 plus (mostly estimated) passenger-kilometres of motorised two-wheelers.

Inhabitants: the average population at 1 January 2014 and 1 January 2015.

Passenger cars: the average stock of vehicles indicated in table 2.6.2 for 2013 and 2014.

2.7.3a

Road Fatalities BY TYPE OF USER

| | YEAR | TOTAL | DRIVER | PASSENGER | PEDESTRIAN | PEDESTRIAN AS A % OF TOTAL |
|----|------|-------|--------|-----------|------------|----------------------------|
| BE | 2014 | 713 | 511 | 96 | 106 | 14.9 |
| BG | 2009 | 901 | 436 | 267 | 198 | 22.0 |
| CZ | 2014 | 688 | 451 | 107 | 130 | 18.9 |
| DK | 2014 | 182 | 129 | 31 | 22 | 12.1 |
| DE | 2014 | 3 377 | 2 421 | 429 | 527 | 15.6 |
| EE | 2014 | 75 | 41 | 8 | 26 | 34.7 |
| IE | 2013 | 188 | 124 | 33 | 31 | 16.5 |
| EL | 2014 | 795 | 540 | 130 | 125 | 15.7 |
| ES | 2014 | 1 688 | 1 043 | 309 | 336 | 19.9 |
| FR | 2014 | 3 384 | 2 364 | 521 | 499 | 14.7 |
| HR | 2014 | 308 | 185 | 50 | 73 | 23.7 |
| IT | 2014 | 3 381 | 2 291 | 512 | 578 | 17.1 |
| CY | 2014 | 44 | 27 | 7 | 10 | 22.7 |
| LV | 2014 | 212 | 88 | 53 | 71 | 33.5 |
| LT | 2014 | 267 | 97 | 61 | 109 | 40.8 |
| LU | 2014 | 35 | 27 | 5 | 3 | 8.6 |
| HU | 2014 | 626 | 360 | 114 | 152 | 24.3 |
| MT | 2014 | 10 | 4 | 0 | 6 | 60.0 |
| NL | 2014 | 472 | 382 | 40 | 50 | 10.6 |
| AT | 2014 | 430 | 315 | 44 | 71 | 16.5 |
| PL | 2014 | 3 202 | 1 545 | 541 | 1 116 | 34.9 |
| PT | 2014 | 638 | 397 | 96 | 145 | 22.7 |
| RO | 2014 | 1 818 | 693 | 428 | 697 | 38.3 |
| SI | 2013 | 125 | 88 | 17 | 20 | 16.0 |
| SK | 2013 | 321 | 183 | 57 | 81 | 25.2 |
| FI | 2014 | 229 | 161 | 32 | 36 | 15.7 |
| SE | 2014 | 270 | 178 | 40 | 52 | 19.3 |
| UK | 2014 | 1 854 | 1 112 | 278 | 464 | 25.0 |

Notes: Persons deceased within 30 days of their accident. In this table the totals exclude the victims which were labelled as 'Unknown'. 'Driver' includes cyclists.

Road Fatalities of Vehicle Occupants BY TYPE OF VEHICLE

| | YEAR | TOTAL | CAR AND TAXI | BUS OR COACH | HEAVY GOODS VEHICLE | LORRY, <3.5 TONNES | MOTORCYCLE | MOPED | PEDAL CYCLE | AGRICULTURAL TRACTOR | OTHER OR UNKNOWN |
|----|------|-------|--------------|--------------|---------------------|--------------------|------------|-------|-------------|----------------------|------------------|
| BE | 2014 | 621 | 379 | 4 | 14 | 27 | 85 | 17 | 76 | 0 | 19 |
| BG | 2009 | 703 | 570 | 5 | 33 | - | 48 | 5 | 29 | 1 | 12 |
| CZ | 2014 | 558 | 347 | 3 | 23 | 16 | 88 | 8 | 68 | 1 | 4 |
| DK | 2014 | 160 | 89 | 0 | 1 | 9 | 18 | 13 | 30 | 0 | 0 |
| DE | 2014 | 2 850 | 1 579 | 13 | 72 | 71 | 587 | 87 | 396 | 27 | 18 |
| EE | 2014 | 52 | 33 | 8 | 3 | - | 0 | 0 | 0 | 0 | 8 |
| IE | 2013 | 157 | 107 | 0 | 2 | 12 | 26 | - | 5 | - | 5 |
| EL | 2014 | 670 | 289 | 2 | 12 | 35 | 278 | 20 | 19 | 13 | 2 |
| ES | 2014 | 1 352 | 722 | 26 | 48 | 111 | 287 | 54 | 75 | 13 | 16 |
| FR | 2014 | 2 885 | 1 664 | 9 | 56 | 142 | 649 | 165 | 159 | 13 | 28 |
| HR | 2014 | 235 | 141 | 0 | 4 | 5 | 44 | 11 | 19 | 8 | 3 |
| IT | 2014 | 2 803 | 1 497 | 5 | 46 | 109 | 704 | 112 | 273 | 26 | 31 |
| CY | 2014 | 35 | 15 | 0 | 0 | 4 | 9 | 4 | 1 | 0 | 2 |
| LV | 2014 | 141 | 91 | 1 | 5 | 6 | 10 | 6 | 16 | 5 | 1 |
| LT | 2014 | 158 | 118 | 0 | 4 | 2 | 13 | 1 | 19 | 0 | 1 |
| LU | 2014 | 32 | 24 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 |
| HU | 2014 | 474 | 256 | 1 | 14 | 25 | 58 | 17 | 98 | - | 5 |
| MT | 2010 | 13 | 9 | 0 | 0 | 0 | 3 | - | 0 | 0 | 1 |
| NL | 2014 | 426 | 171 | 1 | 6 | 7 | 51 | 32 | 118 | 1 | 39 |
| AT | 2014 | 359 | 191 | 1 | 9 | 10 | 76 | 16 | 45 | 8 | 3 |
| PL | 2014 | 2 086 | 1 346 | 12 | 92 | - | 237 | 71 | 286 | 19 | 23 |
| PT | 2014 | 493 | 223 | 2 | 8 | 49 | 91 | 43 | 35 | 24 | 18 |
| RO | 2014 | 1 121 | 724 | 9 | 17 | 67 | 45 | 30 | 151 | 3 | 75 |
| SI | 2013 | 105 | 40 | 0 | 1 | 5 | 17 | 4 | 16 | 3 | 19 |
| SK | 2013 | 240 | 148 | 2 | 6 | 10 | - | 10 | 21 | 1 | 42 |
| FI | 2014 | 193 | 121 | 0 | 4 | 10 | 17 | 3 | 27 | 3 | 8 |
| SE | 2014 | 218 | 122 | 2 | 5 | 8 | 31 | 8 | 33 | 0 | 9 |
| UK | 2014 | 1 390 | 835 | 11 | 14 | 34 | 347 | 6 | 116 | 7 | 20 |

Note: Persons deceased within 30 days of their accident.

Road Accidents

NUMBER OF ACCIDENTS INVOLVING PERSONAL INJURY

| | 1 000 | | | | | | | % |
|--------------|-----------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| | 1990 | 1995 | 2000 | 2005 | 2010 | 2013 | 2014 | CHANGE '13/'14 |
| EU-28 | 1 502.08 | 1 433.020 | 1 505.653 | 1 341.981 | 1 130.398 | 1 055.358 | 1 080.756 | 2.4 |
| BE | 62.446 | 50.744 | 49.065 | 49.307 | 40.569 | 35.632 | 41.481 | 16.4 |
| BG | 6.478 | 7.435 | 6.886 | 8.224 | 6.610 | 7.016 | 7.015 | 0.0 |
| CZ | 21.910 | 28.746 | 25.445 | 25.239 | 19.675 | 20.342 | 21.054 | 3.5 |
| DK | 9.155 | 8.373 | 7.346 | 5.413 | 3.498 | 2.985 | 2.881 | -3.5 |
| DE | 389.350 | 388.003 | 382.949 | 336.618 | 288.297 | 291.105 | 302.435 | 3.9 |
| EE | 2.099 | 1.644 | 1.504 | 2.341 | 1.347 | 1.382 | 1.436 | 3.9 |
| IE | 6.067 | 8.117 | 7.749 | 6.533 | 5.779 | 4.976 | 5.405 | 8.6 |
| EL | 19.609 | 22.798 | 23.001 | 16.914 | 15.032 | 12.109 | 11.690 | -3.5 |
| ES | 101.507 | 83.586 | 101.729 | 91.187 | 85.503 | 89.519 | 91.570 | 2.3 |
| FR | 162.573 | 132.949 | 121.223 | 84.525 | 67.288 | 56.812 | 58.191 | 2.4 |
| HR | 14.471 | 12.668 | 14.430 | 15.679 | 13.274 | 11.228 | 10.323 | -8.1 |
| IT | 161.782 | 182.761 | 256.546 | 240.011 | 212.997 | 181.660 | 177.031 | -2.5 |
| CY | 3.172 | 3.052 | 2.411 | 1.382 | 1.198 | 0.774 | 0.758 | -2.1 |
| LV | 4.325 | 4.056 | 4.482 | 9.310 | 3.193 | 3.489 | 3.728 | 6.9 |
| LT | 5.135 | 4.144 | 5.807 | 6.772 | 3.530 | 3.391 | 3.256 | -4.0 |
| LU | 1.216 | 1.145 | 0.899 | 0.775 | 0.787 | 0.949 | 0.908 | -4.3 |
| HU | 27.801 | 19.817 | 17.493 | 20.777 | 16.308 | 15.691 | 15.847 | 1.0 |
| MT | 0.238 | 0.969 | 1.253 | 0.848 | 0.577 | 1.208 | 1.449 | 20.0 |
| NL | 44.892 | 42.641 | 42.271 | 27.007 | 10.778 | 9.522 | 13.358 | 40.3 |
| AT | 46.338 | 38.956 | 42.126 | 40.896 | 35.348 | 38.502 | 37.957 | -1.4 |
| PL | 50.532 | 56.904 | 57.331 | 48.100 | 38.832 | 35.847 | 34.970 | -2.4 |
| PT | 45.110 | 48.339 | 44.463 | 37.066 | 35.426 | 30.339 | 30.604 | 0.9 |
| RO | 9.708 | 9.119 | 7.889 | 19.819 | 25.995 | 24.827 | 25.355 | 2.1 |
| SI | 5.177 | 6.567 | 8.951 | 10.509 | 7.659 | 6.568 | 6.168 | -6.1 |
| SK | 8.236 | 8.713 | 7.884 | 7.903 | 8.119 | 4.729 | 5.064 | 7.1 |
| FI | 10.175 | 7.812 | 6.633 | 7.020 | 6.072 | 5.334 | 5.324 | -0.2 |
| SE | 16.975 | 15.626 | 15.770 | 18.094 | 16.627 | 14.942 | 13.091 | -12.4 |
| UK | 265.600 | 237.336 | 242.117 | 203.712 | 160.080 | 144.480 | 152.407 | 5.5 |
| AL | | 0.399 | 0.428 | 0.853 | 1.564 | 2.075 | 1.914 | -7.8 |
| ME | | | | | 9.138 | 5.264 | 5.531 | 5.1 |
| MK | 2.300 | 2.436 | 1.667 | 2.821 | 4.223 | 4.230 | 3.852 | -8.9 |
| RS | | | | | 14.179 | 13.043 | 13.638 | 4.6 |
| TR | 55.771 | 66.029 | 75.201 | 87.273 | 116.804 | 161.306 | 168.512 | 4.5 |
| IS | 0.564 | 1.057 | 0.979 | 0.671 | 0.876 | 0.808 | 0.805 | -0.4 |
| NO | 8.801 | 8.625 | 8.440 | 8.078 | 6.434 | 5.241 | 4.972 | -5.1 |
| CH | 23.834 | 23.030 | 23.737 | 21.706 | 19.609 | 17.473 | 17.803 | 1.9 |

Notes: The definition of an accident involving personal injury differs from country to country. RO: only serious accidents before 2005.

Railway Fatalities

NUMBER OF RAILWAY PASSENGERS KILLED IN ACCIDENTS INVOLVING RAILWAY

| | 1990 | 2000 | 2005 | 2010 | 2011 | 2012 | 2013 | 2014 |
|--------------|------|------|-----------|-----------|-----------|-----------|-----------|-----------|
| EU-28 | | | 66 | 63 | 38 | 36 | 97 | 15 |
| BE | 0 | 3 | 0 | 18 | 0 | 0 | 0 | 0 |
| BG | | | 3 | 0 | 1 | 1 | 0 | 2 |
| CZ | | 1 | 4 | 2 | 5 | 2 | 0 | 2 |
| DK | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 |
| DE | 50 | 38 | 7 | 0 | 9 | 3 | 0 | 0 |
| EE | | | 0 | 0 | 0 | 0 | 0 | 1 |
| IE | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| EL | 0 | 20 | 0 | 1 | 0 | 0 | 0 | 0 |
| ES | 4 | 0 | 1 | 15 | 2 | 4 | 79 | 3 |
| FR | 30 | 15 | 5 | 2 | 7 | 2 | 4 | 0 |
| HR | | | 1 | 1 | 0 | 0 | 0 | 0 |
| IT | 9 | 8 | 22 | 7 | 0 | 2 | 2 | 1 |
| CY | - | - | - | - | - | - | - | - |
| LV | | | 0 | 0 | 0 | 0 | 0 | 0 |
| LT | | | 0 | 0 | 0 | 0 | 0 | 0 |
| LU | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| HU | 33 | 11 | 6 | 3 | 3 | 3 | 4 | 3 |
| MT | - | - | - | - | - | - | - | - |
| NL | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| AT | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 |
| PL | 21 | 20 | 0 | 7 | 10 | 15 | 6 | 2 |
| PT | 22 | 2 | 7 | 1 | 0 | 0 | 1 | 0 |
| RO | | 0 | 1 | 4 | 0 | 1 | 1 | 1 |
| SI | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SK | | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| FI | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| SE | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| UK | 37 | 20 | 8 | 0 | 0 | 0 | 0 | 0 |
| AL | | | | | | | | |
| ME | | | | | | | 0 | 0 |
| MK | | | 0 | 0 | 0 | 0 | 0 | 0 |
| RS | | | | | | | | |
| TR | 17 | 9 | 10 | 3 | 1 | 3 | 1 | 1 |
| IS | - | - | - | - | - | - | - | - |
| NO | 4 | 32 | 0 | 0 | 0 | 0 | 0 | 0 |
| CH | 8 | 2 | 3 | 0 | 1 | 0 | 0 | 1 |

Air: LIVES LOST

| PERIOD | Lives lost over EU-28 territory by any operator | Lives lost by EU-28 operators anywhere |
|---------------|-------------------------------------------------|----------------------------------------|
| 1990 | 0 | 47 |
| 1991 | 41 | 278 |
| 1992 | 154 | 143 |
| 1993 | 16 | 16 |
| 1994 | 9 | 5 |
| 1995 | 133 | 121 |
| 1996 | 20 | 4 |
| 1997 | 71 | 1 |
| 1998 | 19 | 62 |
| 1999 | 46 | 66 |
| 2000 | 113 | 113 |
| 2001 | 122 | 125 |
| 2002 | 101 | 25 |
| 2003 | 5 | 5 |
| 2004 | 0 | 0 |
| 2005 | 144 | 125 |
| 2006 | 5 | 6 |
| 2007 | 0 | 0 |
| 2008 | 154 | 154 |
| 2009 | 9 | 228 |
| 2010 | 0 | 0 |
| 2011 | 6 | 6 |
| 2012 | 8 | 1 |
| 2013 | 0 | 0 |
| 2014 | 0 | 120 |
| 2015 | 150 | 150 |
| 1970–1979/yr. | 312 | 328 |
| 1980–1989/yr. | 179 | 128 |
| 1990–1999/yr. | 51 | 74 |
| 2000–2009/yr. | 65 | 78 |
| 2010–2015/yr. | 27 | 46 |

Notes: Onboard fatalities, and only those in aircraft with a take-off mass above 5 701 kg. Data include fatalities from Commercial Air Transport (passenger, cargo, air taxi, ferry/positioning and emergency medical service) and fatalities from General Aviation (only 'Business' flights).

Sea: SHIPS LOST (WORLD)

| YEAR | TANKERS | | BULKERS AND COMBINED CARRIERS | | OTHER SHIPS | |
|------|---------|----------|----------------------------------|----------|-------------|----------|
| | N° | 1 000 gt | N° | 1 000 gt | N° | 1 000 gt |
| 1996 | 13 | 58 | 14 | 247 | 59 | 294 |
| 1997 | 13 | 308 | 6 | 137 | 58 | 274 |
| 1998 | 5 | 26 | 11 | 160 | 62 | 323 |
| 1999 | 6 | 71 | 11 | 277 | 55 | 283 |
| 2000 | 10 | 173 | 21 | 394 | 68 | 248 |
| 2001 | 9 | 202 | 12 | 341 | 88 | 319 |
| 2002 | 10 | 119 | 10 | 234 | 77 | 454 |
| 2003 | 9 | 158 | 8 | 107 | 74 | 274 |
| 2004 | 18 | 104 | 6 | 103 | 62 | 277 |
| 2005 | 11 | 103 | 8 | 117 | 79 | 309 |
| 2006 | 11 | 35 | 9 | 397 | 70 | 294 |
| 2007 | 6 | 34 | 11 | 197 | 70 | 311 |
| 2008 | 9 | 105 | 7 | 105 | 55 | 259 |
| 2009 | 14 | 214 | 15 | 335 | 67 | 353 |
| 2010 | 12 | 35 | 16 | 431 | 82 | 375 |
| 2011 | 8 | 102 | 20 | 452 | 56 | 281 |
| 2012 | 12 | 93 | 4 | 83 | 43 | 314 |
| 2013 | 3 | 10 | 11 | 257 | 46 | 291 |
| 2014 | 6 | 17 | 2 | 43 | 46 | 267 |

Note: Reported world total losses at time of loss; ships of 500 gt and over.

PART 3

ENERGY AND ENVIRONMENT



PART 3
SUMMARY

| | | |
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| 3.1 | ENERGY | 115 |
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Glossary

Conventional thermal power:

Technology for the production of electricity by combustion. May or may not include also biomass use, which is also considered a renewable source of electricity.

Energy Dependency:

Energy dependency shows the extent to which a country relies upon imports in order to meet its energy needs. It is calculated using the following formula: $\text{net imports} / (\text{gross inland consumption} + \text{bunkers})$.

Energy Intensity:

Energy intensity gives an indication of the effectiveness with which energy is being used to produce added value. It is defined as the ratio of Gross Inland Consumption of energy to Gross Domestic Product.

Final Energy Consumption (FEC):

Final energy consumption is the energy finally consumed in the transport, industrial, commercial, agricultural, public and household sectors. It excludes deliveries to the energy transformation sector and to the energy industries themselves.

Gross Calorific Value (GCV):

The gross calorific value is the total amount of heat released by a unit quantity of fuel, when it is burned completely with oxygen, and when the products of combustion are returned to ambient temperature.

This quantity includes the heat of condensation of any water vapour contained in the fuel and of the water vapour formed by the combustion of any hydrogen contained in the fuel.

Gross Inland Consumption (GIC):

Gross inland consumption is the quantity of energy consumed within the borders of a country. It is calculated using the following formula: $\text{primary production} + \text{recovered products} + \text{imports} + \text{stock changes} - \text{exports} - \text{bunkers}$ (i.e. quantities supplied to sea-going ships).

Net Calorific Value (NCV):

The net calorific value is the amount of heat released by a unit quantity of fuel, when it is burned completely with oxygen, and when the products of combustion are returned to ambient temperature.

This quantity does not include the heat of condensation of any water vapour contained in the fuel nor of the water vapour formed by the combustion of any hydrogen contained in the fuel.

Primary Energy Production:

Primary energy production is the extraction of energy from a natural source. The precise definition depends on the fuel involved:

Solid fuels: Hard coal, lignite

Quantities of fuels extracted or produced, calculated after any operation for removal of inert matter. In general, production includes the quantities consumed by the producer during the production process (e.g. for heating or operation of equipment and auxiliaries) as well as any quantities supplied to other on-site producers of energy for transformation or other uses.

Glossary

Crude oil:

Quantities of fuels extracted or produced within national boundaries, including off-shore production. Production includes only marketable production, and excludes any quantities returned to formation. Production includes all crude oil, natural gas liquids (NGL), condensates and oil from shale and tar sands, etc.

Natural gas:

Quantities of dry gas, measured after purification and extraction of natural gas liquids and sulphur. The production includes only marketable production, and excludes any quantities re-injected, vented and flared, and any extraction losses. The production includes all quantities used within the natural gas industry, in gas extraction, pipeline systems and processing plants.

Nuclear heat:

Quantities of heat produced in a reactor. Production is the actual heat produced or the heat calculated on the basis of the gross electricity generated and the thermal efficiency of the nuclear plant.

Hydropower, Wind energy, Solar photovoltaic energy:

Quantities of electricity generated. Production is calculated on the basis of the gross electricity generated and a conversion factor of 3600 kJ/kWh.

Geothermal energy:

Quantities of heat extracted from geothermal fluids. Production is calculated on the basis of the difference between the enthalpy of the fluid produced in the production borehole and that of the fluid disposed via the re-injection borehole.

Biomass / Wastes:

In the case of municipal solid wastes (MSW), wood, wood wastes and other solid wastes, production is the heat produced after combustion and corresponds to the heat content (NCV) of the fuel. In the case of anaerobic digestion of wet wastes, production is the heat content (NCV) of the biogases produced. The production includes all quantities of gas consumed in the installation for the fermentation processes, and excludes all quantities of flared gases. In the case of biofuels, the production is the heat content (NCV) of the fuel.

Pumping, pumped storage:

Method for storing electrical energy at hydroelectric installations by pumping water between reservoirs at different altitudes.

Renewable Energy Sources (RES):

Renewable energy includes hydroelectricity, biomass, wind, solar, tidal and geothermal energy.

Tonne of oil equivalent (toe):

The tonne of oil equivalent is a conventional standardised unit for measuring energy, defined on the basis of a tonne of oil with a net calorific value of 41 868 kilojoules/kg.

1 ktoe = 1 000 toe

1 Mtoe = 1 000 000 toe

Average Calorific Values – Energy Content

| | | KJ (NCV) | kgoe (NCV) |
|-----------------------|-------|-----------------|---------------|
| Hard coal | 1 kg | 17 200 – 30 700 | 0.411 – 0.733 |
| Recovered hard coal | 1 kg | 13 800 – 28 300 | 0.330 – 0.676 |
| Patent fuels | 1 kg | 26 800 – 31 400 | 0.640 – 0.750 |
| Hard coke | 1 kg | 28 500 | 0.681 |
| Brown coal | 1 kg | 5 600 – 10 500 | 0.134 – 0.251 |
| Black lignite | 1 kg | 10 500 – 21 000 | 0.251 – 0.502 |
| Peat | 1 kg | 7 800 – 13 800 | 0.186 – 0.330 |
| Brown coal briquettes | 1 kg | 20 000 | 0.478 |
| Tar | 1 kg | 37 700 | 0.900 |
| Benzol | 1 kg | 39 500 | 0.943 |
| Oil equivalent | 1 kg | 41 868 | 1 |
| Crude oil | 1 kg | 41 600 – 42 800 | 0.994 – 1.022 |
| Feedstocks | 1 kg | 42 500 | 1.015 |
| Refinery gas | 1 kg | 50 000 | 1.194 |
| LPG | 1 kg | 46 000 | 1.099 |
| Motor spirit | 1 kg | 44 000 | 1.051 |
| Kerosenes, jet fuels | 1 kg | 43 000 | 1.027 |
| Naphtha | 1 kg | 44 000 | 1.051 |
| Gas diesel oil | 1 kg | 42 300 | 1.010 |
| Residual fuel oil | 1 kg | 40 000 | 0.955 |
| White spirit | 1 kg | 44 000 | 1.051 |
| Lubricants | 1 kg | 42 300 | 1.010 |
| Bitumen | 1 kg | 37 700 | 0.900 |
| Petroleum cokes | 1 kg | 31 400 | 0.750 |
| Other petro. products | 1 kg | 30 000 | 0.717 |
| Electrical energy | 1 kWh | 3 600 | 0.086 |

3.1.3

Conversion Factors

ENERGY

| FROM: | TO: | TJ | Gcal | Mtoe | GWh |
|-------|-----|-------------------------|-----------------|------------------------|------------------------|
| TJ | | 1 | 238.8 | 2.388×10^{-5} | 0.2778 |
| Gcal | | 4.1868×10^{-3} | 1 | 1×10^{-7} | 1.163×10^{-3} |
| Mtoe | | 4.1868×10^4 | 1×10^7 | 1 | 11630 |
| GWh | | 3.6 | 860 | 8.6×10^{-5} | 1 |

VOLUME

| FROM: | TO: | Barrel | Litre | US gallon | UK gallon |
|-----------|-----|-------------------------|--------|-----------|-----------|
| Barrel | | 1 | 158.99 | 42 | 34.9723 |
| Litre | | 0.6290×10^{-2} | 1 | 0.2642 | 0.2200 |
| US gallon | | 0.2381×10^{-1} | 3.7854 | 1 | 0.8327 |
| UK gallon | | 0.2859×10^{-1} | 4.5461 | 1.2009 | 1 |

MASS

| FROM: | TO: | Tonne | Long ton | Short ton |
|-------------------|-----|--------|----------|-----------|
| Tonne (t) | | 1 | 0.9842 | 1.1023 |
| Long ton (lt) UK | | 1.0160 | 1 | 1.1200 |
| Short ton (st) US | | 0.9072 | 0.8929 | 1 |

DECIMAL PREFIXES

| | | | |
|-----------|-----------|------------|-----------------|
| 10^1 | deca (da) | 10^{-1} | deci (d) |
| 10^2 | hecto (h) | 10^{-2} | centi (c) |
| 10^3 | kilo (k) | 10^{-3} | milli (m) |
| 10^6 | mega (M) | 10^{-6} | micro (μ) |
| 10^9 | giga (G) | 10^{-9} | nano (n) |
| 10^{12} | tera (T) | 10^{-12} | pico (p) |
| 10^{15} | peta (P) | 10^{-15} | femto (f) |
| 10^{18} | exa (E) | 10^{-18} | atto (a) |

Energy Statistics for EU-28

| Mtoe | 1990 | 1995 | 2000 | 2005 | 2010 | 2013 | 2014 |
|-------------------------------------------------------|---------|---------|---------|---------|---------|---------|---------|
| Production (*) | 947.7 | 969.1 | 951.9 | 914.3 | 849.6 | 804.7 | 786.1 |
| Solid fuels | 369.1 | 279.8 | 214.6 | 196.0 | 164.8 | 156.5 | 150.0 |
| Oil | 132.9 | 180.8 | 180.0 | 142.5 | 109.6 | 85.1 | 84.5 |
| Gas | 165.1 | 191.5 | 209.4 | 190.8 | 159.8 | 132.0 | 117.3 |
| Nuclear | 205.2 | 227.3 | 243.8 | 257.5 | 236.6 | 226.3 | 226.1 |
| Renewables | 71.6 | 84.1 | 97.9 | 119.6 | 167.9 | 192.8 | 195.8 |
| Industrial waste | 3.8 | 5.7 | 6.1 | 7.8 | 11.0 | 12.0 | 12.4 |
| Net Imports | 753.5 | 736.6 | 827.2 | 980.6 | 954.2 | 908.5 | 880.9 |
| Solid fuels | 81.3 | 78.4 | 98.4 | 125.4 | 111.7 | 126.3 | 122.5 |
| Oil | 532.5 | 510.6 | 533.0 | 598.4 | 558.1 | 523.2 | 520.1 |
| Gas | 135.7 | 145.6 | 193.5 | 254.1 | 278.0 | 252.6 | 231.1 |
| Electricity | 3.9 | 1.8 | 2.0 | 1.4 | 0.6 | 1.1 | 1.3 |
| Renewables | 0.2 | 0.3 | 0.3 | 1.5 | 5.8 | 5.1 | 5.6 |
| Other (**) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.2 |
| Gross Inland Consumption | 1 667.9 | 1 674.7 | 1 730.0 | 1 831.0 | 1 763.7 | 1 666.7 | 1 605.9 |
| Solid fuels | 454.9 | 365.0 | 321.3 | 318.1 | 282.8 | 286.2 | 268.5 |
| Oil | 630.0 | 654.4 | 662.3 | 679.9 | 611.7 | 555.7 | 553.2 |
| Gas | 298.2 | 336.1 | 396.2 | 445.3 | 447.3 | 387.4 | 342.9 |
| Nuclear | 205.2 | 227.3 | 243.8 | 257.5 | 236.6 | 226.3 | 226.1 |
| Renewables | 71.9 | 84.4 | 98.3 | 121.0 | 173.7 | 197.9 | 201.2 |
| Other (***) | 7.7 | 7.4 | 8.0 | 9.2 | 11.6 | 13.3 | 14.0 |
| Elec. Generation (TWh) | 2 595.1 | 2 743.6 | 3 035.8 | 3 325.4 | 3 366.4 | 3 270.6 | 3 190.7 |
| Final Energy Consumption by fuel/product | 1 081.1 | 1 082.7 | 1 132.8 | 1 191.3 | 1 163.8 | 1 106.6 | 1 061.7 |
| Solid fuels | 124.7 | 83.0 | 61.9 | 53.9 | 49.9 | 47.8 | 46.6 |
| Oil | 446.5 | 466.1 | 490.5 | 503.8 | 458.8 | 426.8 | 423.0 |
| Gas | 230.0 | 247.6 | 267.7 | 281.3 | 272.6 | 258.7 | 229.3 |
| Electricity | 186.0 | 194.1 | 217.4 | 239.5 | 244.4 | 238.3 | 232.7 |
| Renewables | 38.7 | 44.1 | 48.9 | 58.6 | 81.8 | 83.0 | 81.4 |
| Other (**) | 55.2 | 47.9 | 46.4 | 54.1 | 56.4 | 52.0 | 48.8 |
| by sector | | | | | | | |
| INDUSTRY | 368.2 | 331.7 | 333.5 | 328.1 | 287.8 | 278.7 | 274.8 |
| TRANSPORT | 284.2 | 306.9 | 344.9 | 369.4 | 364.6 | 348.2 | 352.9 |
| Rail | 8.3 | 8.3 | 8.2 | 7.7 | 7.2 | 6.5 | 6.2 |
| Road | 238.0 | 256.4 | 283.6 | 301.5 | 299.7 | 284.7 | 289.8 |
| International aviation | 24.2 | 29.5 | 38.6 | 43.4 | 43.0 | 43.8 | 44.3 |
| Domestic aviation | 5.5 | 4.7 | 6.4 | 6.6 | 6.3 | 5.3 | 5.3 |
| Domestic navigation | 6.4 | 6.2 | 6.0 | 6.8 | 5.9 | 4.6 | 4.3 |
| Consumption in pipeline transport, etc. | 1.9 | 1.8 | 2.1 | 3.5 | 2.6 | 3.3 | 3.1 |
| HOUSEHOLDS | 274.2 | 285.3 | 290.9 | 308.8 | 317.0 | 298.2 | 263.2 |
| AGRICULTURE | 32.6 | 32.5 | 29.5 | 29.0 | 26.4 | 25.5 | 24.7 |
| SERVICES, ETC. | 121.9 | 126.3 | 134.0 | 155.9 | 168.0 | 156.0 | 146.1 |
| CO₂ Emissions (Mt) (****) | 4 538.6 | 4 295.9 | 4 285.6 | 4 425.8 | 4 070.8 | 3 784.4 | 3 603.7 |
| Energy intensity (toe/M€ '10) | 186 | 174 | 155 | 150 | 138 | 128 | 122 |
| CO₂ intensity (tCO₂/toe) | 2.72 | 2.57 | 2.48 | 2.42 | 2.31 | 2.27 | 2.24 |
| Import dependency, % | 44.2 | 43.1 | 46.7 | 52.2 | 52.6 | 53.1 | 53.5 |
| RES share in transport, % (*****) | | | | 1.41 | 4.78 | 5.37 | 5.94 |

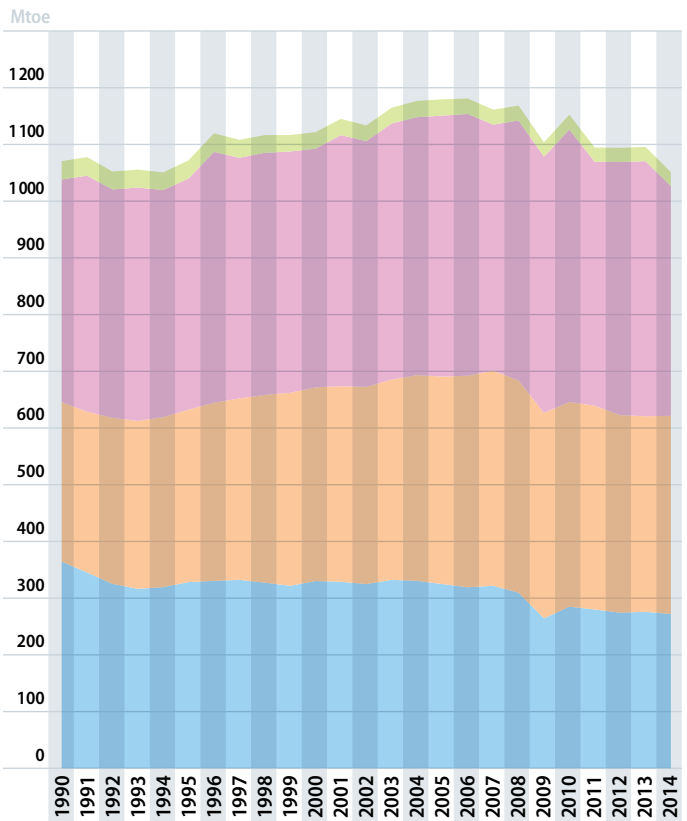
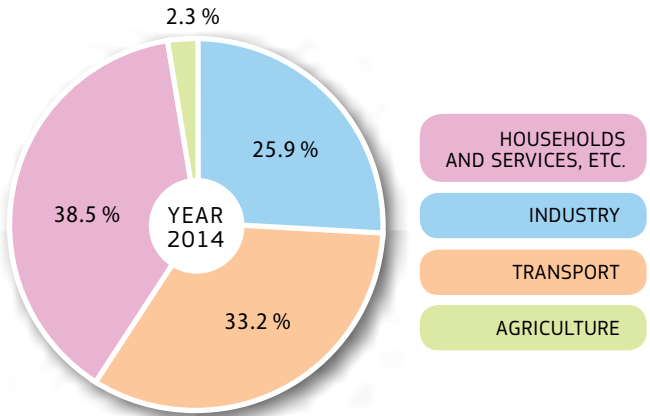
Notes: (*) Including recovered products.
 (**) Derived heat and industrial waste.
 (***) Electrical energy and industrial waste.
 (****) Source: European Environment Agency, June 2016, including international aviation and indirect CO₂, but excluding international maritime.
 (*****) Renewables share in transport, according to the definition in the Directive 2009/28/EC on the promotion of the use of energy from renewable sources. From 2011, only formally reported compliant biofuels in line with Directive 2009/28/EC are considered for the RES share in transport calculations whereas before 2011 all biofuels are accounted.

3.1.5

Final Energy Consumption BY SECTOR 2014 (Mtoe)

| | ALL SECTORS | INDUSTRY | TRANSPORT | Road | Railways | Air | Domestic navigation | Consumption in pipeline transport, etc. | HOUSEHOLDS, SERVICES, ETC. | Households | Agriculture | Services, etc. |
|-------|-------------|----------|-----------|-------|----------|------|---------------------|-----------------------------------------|----------------------------|------------|-------------|----------------|
| EU-28 | 1061.7 | 274.8 | 352.9 | 289.8 | 6.2 | 49.6 | 4.3 | 3.1 | 434.0 | 263.2 | 24.7 | 146.1 |
| Share | 100% | 26% | 33% | 82% | 2% | 14% | 1% | 1% | 41% | 61% | 6% | 34% |
| BE | 34.0 | 11.7 | 10.0 | 8.3 | 0.2 | 1.3 | 0.2 | 0.0 | 12.3 | 7.4 | 0.6 | 4.3 |
| BG | 9.0 | 2.6 | 3.1 | 2.7 | 0.0 | 0.2 | | 0.2 | 3.3 | 2.2 | 0.2 | 0.9 |
| CZ | 23.0 | 7.5 | 6.2 | 5.6 | 0.2 | 0.3 | 0.0 | 0.0 | 9.3 | 5.7 | 0.6 | 3.1 |
| DK | 13.5 | 2.1 | 4.9 | 3.7 | 0.1 | 0.9 | 0.1 | 0.0 | 6.5 | 4.0 | 0.7 | 1.8 |
| DE | 208.9 | 60.7 | 63.5 | 52.7 | 1.3 | 8.7 | 0.3 | 0.4 | 84.7 | 51.5 | | 33.2 |
| EE | 2.8 | 0.6 | 0.8 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 0.9 | 0.1 | 0.5 |
| IE | 10.8 | 2.2 | 4.5 | 3.7 | 0.0 | 0.8 | 0.0 | | 4.1 | 2.6 | 0.2 | 1.2 |
| EL | 15.6 | 3.1 | 6.5 | 5.0 | 0.1 | 1.0 | 0.4 | 0.0 | 6.0 | 3.8 | 0.3 | 2.0 |
| ES | 79.2 | 20.0 | 32.0 | 25.7 | 0.3 | 5.3 | 0.3 | 0.4 | 27.2 | 14.7 | 2.8 | 9.8 |
| FR | 141.7 | 27.9 | 49.5 | 41.4 | 0.9 | 6.4 | 0.5 | 0.3 | 64.3 | 37.4 | 4.5 | 22.4 |
| HR | 6.2 | 1.1 | 2.0 | 1.8 | 0.0 | 0.1 | 0.0 | 0.0 | 3.1 | 2.2 | 0.2 | 0.7 |
| IT | 113.4 | 26.2 | 40.1 | 34.3 | 0.4 | 3.7 | 1.0 | 0.7 | 47.1 | 29.5 | 2.8 | 14.8 |
| CY | 1.6 | 0.2 | 0.8 | 0.6 | | 0.2 | | | 0.5 | 0.3 | 0.0 | 0.2 |
| LV | 3.9 | 0.8 | 1.1 | 0.9 | 0.1 | 0.1 | 0.0 | 0.0 | 2.0 | 1.2 | 0.2 | 0.6 |
| LT | 4.8 | 1.0 | 1.7 | 1.6 | 0.1 | 0.1 | 0.0 | 0.0 | 2.1 | 1.4 | 0.1 | 0.6 |
| LU | 4.0 | 0.6 | 2.5 | 2.1 | 0.0 | 0.4 | | | 0.9 | 0.5 | 0.0 | 0.4 |
| HU | 15.4 | 4.1 | 4.0 | 3.6 | 0.1 | 0.2 | 0.0 | 0.0 | 7.3 | 4.4 | 0.6 | 2.3 |
| MT | 0.5 | 0.0 | 0.3 | 0.2 | | 0.1 | 0.0 | | 0.2 | 0.1 | 0.0 | 0.1 |
| NL | 47.3 | 14.3 | 13.9 | 9.8 | 0.2 | 3.6 | 0.3 | | 19.1 | 9.1 | 3.5 | 6.4 |
| AT | 26.8 | 9.1 | 8.7 | 7.5 | 0.2 | 0.7 | 0.0 | 0.3 | 9.0 | 5.6 | 0.5 | 2.8 |
| PL | 61.6 | 15.1 | 16.4 | 15.0 | 0.3 | 0.6 | 0.0 | 0.4 | 30.2 | 18.9 | 3.4 | 7.8 |
| PT | 15.8 | 4.4 | 6.5 | 5.2 | 0.0 | 1.1 | 0.1 | 0.0 | 4.9 | 2.6 | 0.4 | 1.9 |
| RO | 21.7 | 6.5 | 5.5 | 5.0 | 0.2 | 0.2 | 0.0 | 0.0 | 9.8 | 7.4 | 0.4 | 1.9 |
| SI | 4.6 | 1.2 | 1.8 | 1.8 | 0.0 | 0.0 | | | 1.6 | 1.0 | 0.1 | 0.4 |
| SK | 10.1 | 4.4 | 2.2 | 2.0 | 0.0 | 0.0 | | 0.1 | 3.4 | 2.0 | 0.1 | 1.3 |
| FI | 24.4 | 10.7 | 4.8 | 3.8 | 0.1 | 0.7 | 0.1 | 0.0 | 8.9 | 5.1 | 0.7 | 3.2 |
| SE | 31.2 | 11.2 | 8.5 | 7.4 | 0.2 | 0.8 | 0.1 | | 11.4 | 6.6 | 0.4 | 4.4 |
| UK | 129.8 | 25.5 | 51.1 | 37.6 | 1.0 | 11.8 | 0.7 | | 53.2 | 35.2 | 1.0 | 17.0 |
| MK | 1.7 | 0.5 | 0.5 | 0.5 | 0.0 | 0.0 | | | 0.7 | 0.5 | 0.0 | 0.2 |
| TR | 85.9 | 27.9 | 23.7 | 18.9 | 0.2 | 3.7 | 0.5 | 0.3 | 34.3 | 19.2 | 4.6 | 10.6 |
| IS | 2.9 | 1.4 | 0.5 | 0.3 | 0.0 | 0.2 | 0.0 | 0.0 | 1.0 | 0.4 | 0.3 | 0.4 |
| NO | 18.4 | 5.9 | 5.4 | 3.6 | 0.1 | 0.9 | 0.6 | 0.1 | 7.1 | 3.8 | 0.7 | 2.6 |
| CH | | | | | | | | | | | | |

Final Energy Consumption – EU-28 BY SECTOR (Mtoe)



Note: Renewables not including Electricity.

3.1.6

Final Consumption of Motor Gasoline, Diesel and Biofuels for Transport – BY FUEL 2014 (ktoe)

| | FINAL CONSUMPTION OF MOTOR GASOLINE AND DIESEL OIL FOR TRANSPORT (*) | Motor Gasoline | Gas / Diesel Oil | BIOFUELS | Biogasoline | Biodiesel | Other liquid biofuels (**) |
|--------------|----------------------------------------------------------------------|-----------------|------------------|-----------------|----------------|-----------------|----------------------------|
| EU-28 | 274 107.3 | 78 999.9 | 195 107.4 | 14 006.9 | 2 656.6 | 11 341.9 | 8.4 |
| BE | 8 067.3 | 1 268.5 | 6 798.8 | 396.7 | 39.2 | 357.5 | |
| BG | 2 089.7 | 505.5 | 1 584.2 | 110.7 | 14.8 | 95.9 | |
| CZ | 5 315.1 | 1 557.9 | 3 757.1 | 316.8 | 65.8 | 251.0 | |
| DK | 3 681.3 | 1 322.3 | 2 359.0 | 231.1 | | 231.1 | |
| DE | 49 857.5 | 17 682.2 | 32 175.3 | 2 739.7 | 779.1 | 1 957.0 | 3.5 |
| EE | 727.7 | 241.7 | 486.0 | 5.8 | 5.8 | | |
| IE | 3 617.0 | 1 178.9 | 2 438.1 | 89.7 | 24.7 | 65.0 | |
| EL | 4 852.2 | 2 697.1 | 2 155.0 | 134.5 | | 134.5 | |
| ES | 25 165.2 | 4 596.4 | 20 568.8 | 950.8 | 186.3 | 764.5 | |
| FR | 38 875.4 | 6 790.6 | 32 084.8 | 2 906.2 | 406.5 | 2 499.7 | |
| HR | 1 762.7 | 554.9 | 1 207.8 | 29.8 | | 29.8 | |
| IT | 31 267.9 | 8 494.6 | 22 773.3 | 1 065.4 | 10.2 | 1 055.2 | |
| CY | 589.8 | 360.8 | 229.0 | 9.7 | | 9.7 | |
| LV | 885.8 | 205.8 | 679.9 | 24.2 | 6.4 | 17.8 | |
| LT | 1 421.3 | 205.4 | 1 215.9 | 63.2 | 5.8 | 57.4 | |
| LU | 2 001.1 | 313.6 | 1 687.5 | 71.6 | 3.2 | 68.3 | 0.1 |
| HU | 3 464.9 | 1 186.7 | 2 278.2 | 188.4 | 60.4 | 128.1 | |
| MT | 176.7 | 73.9 | 102.7 | 4.9 | | 4.9 | |
| NL | 9 531.8 | 3 801.2 | 5 730.7 | 357.6 | 136.7 | 220.9 | |
| AT | 6 936.5 | 1 529.6 | 5 406.9 | 585.2 | 63.1 | 522.2 | |
| PL | 12 689.1 | 3 535.4 | 9 153.7 | 705.4 | 132.8 | 572.5 | |
| PT | 4 968.6 | 1 144.5 | 3 824.1 | 261.2 | 2.0 | 254.5 | 4.7 |
| RO | 4 921.8 | 1 354.1 | 3 567.7 | 166.6 | 41.6 | 125.0 | |
| SI | 1 724.2 | 447.2 | 1 276.9 | 46.4 | 7.6 | 38.8 | |
| SK | 1 868.1 | 551.6 | 1 316.5 | 133.9 | 24.6 | 109.3 | |
| FI | 3 472.8 | 1 363.9 | 2 108.9 | 497.6 | 70.0 | 427.7 | |
| SE | 6 518.7 | 2 850.5 | 3 668.2 | 788.3 | 165.1 | 623.2 | |
| UK | 37 657.2 | 13 185.1 | 24 472.2 | 1 125.3 | 404.9 | 720.4 | |
| MK | 484.6 | 105.1 | 379.5 | | | | |
| TR | 15 896.5 | 1 991.6 | 13 904.9 | 137.2 | 35.2 | 102.0 | |
| IS | 261.4 | 141.6 | 119.9 | 3.5 | | 3.5 | |
| NO | 4 100.6 | 926.9 | 3 173.7 | 124.3 | 6.4 | 114.3 | 3.7 |
| CH | | | | | | | |

Notes: (*) Without bio components.

(**) Liquid biofuels, used directly as fuel, not included in biogasoline or biodiesel.

Biofuels Production

BY FUEL 2014 (ktoe)

| | TOTAL | Biogasoline | Biodiesel | Other liquid biofuels (*) |
|-------|----------|-------------|-----------|---------------------------|
| EU-28 | 13 889.5 | 2 295.5 | 11 248.9 | 345.1 |
| BE | 506.3 | 165.2 | 339.6 | 1.6 |
| BG | 67.8 | 13.2 | 54.5 | |
| CZ | 261.0 | 67.1 | 193.8 | |
| DK | 17.3 | | | 17.3 |
| DE | 3 596.8 | 449.5 | 3 042.6 | 104.7 |
| EE | | | | |
| IE | 24.2 | | 24.2 | |
| EL | 141.6 | | 141.6 | |
| ES | 1 318.1 | 247.3 | 1 070.8 | |
| FR | 2 567.4 | 492.9 | 2 074.5 | |
| HR | 31.2 | | 31.2 | |
| IT | 613.6 | 0.6 | 512.1 | 100.9 |
| CY | | | | |
| LV | 66.6 | | 66.6 | |
| LT | 112.0 | 6.2 | 105.8 | |
| LU | | | | |
| HU | 306.3 | 187.1 | 119.2 | |
| MT | 1.0 | | 1.0 | |
| NL | 1 520.0 | | 1 520.0 | |
| AT | 383.0 | 148.1 | 234.4 | 0.5 |
| PL | 745.2 | 92.1 | 653.0 | 0.1 |
| PT | 301.1 | | 286.5 | 14.6 |
| RO | 104.6 | 7.7 | 96.9 | |
| SI | | | | |
| SK | 147.0 | 54.3 | 92.7 | |
| FI | 406.1 | 12.8 | 354.2 | 39.1 |
| SE | 261.7 | 88.6 | 106.8 | 66.2 |
| UK | 389.5 | 262.7 | 126.8 | |
| MK | | | | |
| TR | 69.7 | 35.4 | 33.9 | 0.4 |
| IS | 0.1 | | 0.1 | |
| NO | 3.5 | | | 3.5 |
| CH | | | | |

Note: (*) Liquid biofuels, used directly as fuel, not included in biogasoline or biodiesel.

3.2

3.2.1

Total Greenhouse Gas Emissions (GHG) (*)

MILLION TONNES CO₂ EQUIVALENT

| | 1990 | 1995 | 2000 | 2005 | 2010 | 2013 | 2014 |
|--------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| EU-28 | 5 665.5 | 5 313.2 | 5 168.0 | 5 215.3 | 4 782.3 | 4 467.1 | 4 282.1 |
| BE | 146.0 | 154.0 | 149.2 | 144.8 | 133.3 | 119.4 | 113.9 |
| BG | 104.0 | 73.5 | 58.3 | 62.7 | 59.8 | 54.9 | 57.2 |
| CZ | 199.3 | 158.1 | 150.9 | 148.7 | 140.2 | 130.7 | 125.9 |
| DK | 70.7 | 78.6 | 71.1 | 66.7 | 63.6 | 55.5 | 51.2 |
| DE | 1 246.1 | 1 118.5 | 1 041.1 | 989.9 | 939.4 | 943.5 | 900.2 |
| EE | 40.0 | 19.9 | 17.1 | 18.3 | 19.9 | 21.7 | 21.1 |
| IE | 56.2 | 59.9 | 69.3 | 70.4 | 62.3 | 58.5 | 58.3 |
| EL | 104.8 | 110.8 | 127.7 | 136.0 | 118.7 | 104.7 | 101.4 |
| ES | 285.9 | 325.7 | 385.1 | 438.5 | 360.8 | 327.4 | 328.9 |
| FR | 548.1 | 547.0 | 554.3 | 554.8 | 514.5 | 486.5 | 458.9 |
| HR | 34.8 | 24.4 | 27.0 | 31.1 | 29.0 | 25.0 | 24.5 |
| IT | 521.9 | 533.4 | 554.5 | 578.9 | 508.4 | 438.9 | 418.6 |
| CY | 5.7 | 7.1 | 8.4 | 9.3 | 9.6 | 8.0 | 8.4 |
| LV | 26.2 | 12.8 | 10.4 | 11.4 | 12.3 | 11.3 | 11.3 |
| LT | 47.1 | 21.6 | 18.7 | 22.3 | 20.1 | 19.1 | 19.0 |
| LU | 12.9 | 10.1 | 9.7 | 13.0 | 12.2 | 11.2 | 10.8 |
| HU | 94.1 | 75.7 | 73.6 | 75.9 | 65.5 | 57.6 | 57.2 |
| MT | 2.0 | 2.5 | 2.6 | 3.0 | 3.1 | 3.0 | 3.0 |
| NL | 222.2 | 232.2 | 220.3 | 214.4 | 213.8 | 195.0 | 187.1 |
| AT | 78.8 | 79.8 | 80.4 | 92.8 | 84.9 | 80.0 | 76.3 |
| PL | 472.9 | 445.2 | 392.2 | 396.9 | 406.2 | 393.4 | 380.3 |
| PT | 60.7 | 71.4 | 84.0 | 88.2 | 70.4 | 65.0 | 64.6 |
| RO | 251.9 | 182.8 | 140.5 | 146.6 | 117.0 | 110.0 | 109.8 |
| SI | 18.6 | 18.8 | 19.1 | 20.5 | 19.6 | 18.3 | 16.6 |
| SK | 74.7 | 54.7 | 49.9 | 51.5 | 46.5 | 42.9 | 40.6 |
| FI | 71.3 | 71.8 | 70.0 | 69.5 | 75.9 | 63.3 | 59.1 |
| SE | 71.9 | 74.0 | 68.9 | 67.0 | 65.0 | 55.9 | 54.4 |
| UK | 796.6 | 748.8 | 713.8 | 692.1 | 610.2 | 566.3 | 523.7 |
| MK | | | | | | | |
| TR | | | | | | | |
| IS | 3.6 | 3.4 | 4.0 | 3.9 | 4.7 | 4.5 | 4.6 |
| NO | | | | | | | |
| CH | | | | | | | |

Notes: Emissions data is downloaded from European Environment Agency (EEA), which is the main provider for EU-wide greenhouse gas emissions data. EEA prepares and maintains the complete EU greenhouse gas emissions inventory, which is based on data reported by Member States through the EU greenhouse gas monitoring mechanism and the UNFCCC process.

GHGs: carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulphur hexafluoride (SF₆), hydrofluorocarbons (HFC), perfluorocarbons (PFC).

(*) Excluding International Bunkers and LULUCF (Land Use, Land – Use Change and Forestry) emissions, including indirect CO₂.

GHG Emissions (*) from Transport

MILLION TONNES CO₂ EQUIVALENT

INCLUDING INTERNATIONAL BUNKERS (**)

| | 1990 | 1995 | 2000 | 2005 | 2010 | 2013 | 2014 |
|--------------|--------------|----------------|----------------|----------------|----------------|----------------|----------------|
| EU-28 | 963.4 | 1 034.9 | 1 168.3 | 1 263.7 | 1 227.5 | 1 158.5 | 1 161.3 |
| BE | 37.1 | 38.6 | 45.6 | 55.0 | 56.2 | 48.7 | 47.0 |
| BG | 7.7 | 6.3 | 6.1 | 8.8 | 8.8 | 8.2 | 9.3 |
| CZ | 7.8 | 9.9 | 12.7 | 18.4 | 18.3 | 17.5 | 18.0 |
| DK | 15.5 | 19.0 | 18.7 | 18.2 | 17.7 | 16.4 | 17.1 |
| DE | 183.0 | 198.3 | 208.0 | 191.5 | 186.7 | 191.5 | 192.4 |
| EE | 3.1 | 1.9 | 2.1 | 2.7 | 3.1 | 3.6 | 3.4 |
| IE | 6.3 | 7.8 | 13.1 | 16.0 | 14.3 | 13.6 | 14.0 |
| EL | 25.3 | 31.0 | 33.2 | 33.5 | 33.4 | 27.6 | 26.7 |
| ES | 76.4 | 87.7 | 116.6 | 140.8 | 131.7 | 115.9 | 118.6 |
| FR | 137.5 | 149.0 | 163.4 | 165.6 | 158.2 | 155.2 | 153.8 |
| HR | 4.5 | 3.7 | 4.8 | 5.9 | 6.3 | 6.1 | 6.0 |
| IT | 111.9 | 124.1 | 136.0 | 144.9 | 136.2 | 117.8 | 118.9 |
| CY | 2.1 | 2.6 | 3.3 | 3.9 | 3.8 | 3.4 | 3.3 |
| LV | 4.8 | 2.7 | 2.3 | 4.1 | 4.4 | 4.0 | 4.1 |
| LT | 8.4 | 4.5 | 3.8 | 5.0 | 5.2 | 5.1 | 5.3 |
| LU | 3.1 | 4.0 | 5.8 | 8.3 | 7.7 | 7.5 | 7.4 |
| HU | 9.2 | 7.8 | 9.6 | 12.6 | 12.3 | 10.5 | 11.7 |
| MT | 1.3 | 2.2 | 3.0 | 2.9 | 5.5 | 4.7 | 5.0 |
| NL | 66.8 | 73.1 | 85.5 | 97.0 | 90.5 | 85.9 | 83.5 |
| AT | 14.9 | 17.3 | 20.6 | 27.0 | 24.5 | 24.9 | 24.2 |
| PL | 22.5 | 24.8 | 29.4 | 37.0 | 50.2 | 46.0 | 46.4 |
| PT | 12.9 | 16.1 | 22.6 | 23.2 | 22.8 | 20.5 | 20.8 |
| RO | 13.2 | 9.2 | 10.3 | 13.0 | 14.8 | 15.7 | 16.5 |
| SI | 2.8 | 3.9 | 3.9 | 4.6 | 5.4 | 5.7 | 5.6 |
| SK | 7.0 | 5.6 | 5.7 | 7.7 | 7.5 | 6.9 | 6.6 |
| FI | 15.0 | 13.3 | 15.3 | 15.9 | 15.1 | 14.5 | 13.3 |
| SE | 23.1 | 24.8 | 26.6 | 29.8 | 29.3 | 26.0 | 26.2 |
| UK | 140.1 | 145.9 | 160.1 | 170.4 | 157.8 | 155.3 | 156.2 |
| MK | | | | | | | |
| TR | | | | | | | |
| IS | 0.9 | 1.0 | 1.3 | 1.4 | 1.4 | 1.6 | 1.7 |
| NO | | | | | | | |
| CH | | | | | | | |

Notes: (*) Excluding LULUCF (Land Use, Land – Use Change and Forestry) emissions.

(**) The activity data used in GHG inventories to report international maritime emissions (emissions from bunker fuels) are not fully consistent with the energy statistics on bunker fuels for some years and countries. For EU-28, changes in international maritime emissions between 2010 and 2011 show inconsistency with changes in energy statistics on bunker fuels.

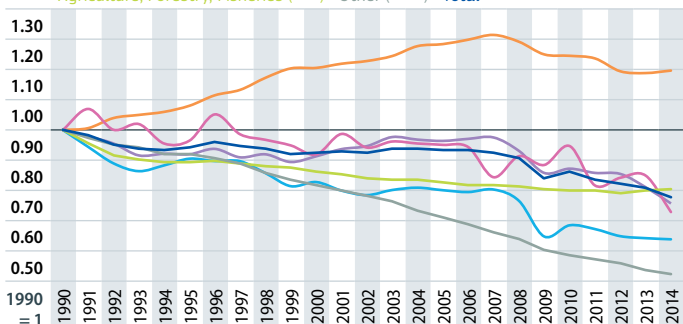
3.2.3

GHG Emissions (*) by Sector – EU-28

MILLION TONNES CO₂ EQUIVALENT

| | TOTAL ENERGY | FUEL COMBUSTION | ENERGY INDUSTRIES | | | MANUFACTURING AND CONSTRUCTION | | | | | | | |
|------|--------------|-----------------|----------------------------------------|--------------------|-------------------------|--------------------------------|--------------------|-----------|-----------------------|-----------------------------|-------|------|-------|
| | | | Public Electricity and Heat Production | Petroleum Refining | Other Energy Industries | Iron and Steel | Non-Ferrous Metals | Chemicals | Pulp, Paper and Print | Food, Beverages and Tobacco | Other | | |
| 1990 | 44236 | 42222 | 16589 | 14188 | 122.6 | 117.5 | 864.1 | 176.6 | 17.3 | 118.1 | 34.8 | 52.7 | 464.6 |
| 1995 | 41728 | 40044 | 15220 | 12904 | 129.5 | 102.1 | 750.2 | 159.4 | 18.7 | 112.3 | 38.9 | 61.0 | 359.8 |
| 2000 | 41299 | 3995.1 | 15106 | 12923 | 132.6 | 85.7 | 686.3 | 138.1 | 18.3 | 97.8 | 37.1 | 55.5 | 339.5 |
| 2001 | 42033 | 4073.1 | 15510 | 13331 | 135.6 | 82.2 | 662.0 | 129.4 | 19.1 | 94.5 | 34.8 | 54.9 | 329.3 |
| 2002 | 41727 | 40455 | 15677 | 13487 | 135.9 | 83.0 | 645.0 | 123.6 | 18.4 | 92.1 | 34.9 | 54.0 | 322.0 |
| 2003 | 42616 | 41375 | 16189 | 14013 | 135.4 | 82.2 | 655.4 | 124.8 | 17.8 | 95.3 | 35.7 | 53.6 | 328.2 |
| 2004 | 42615 | 41451 | 16044 | 13851 | 138.8 | 80.5 | 652.1 | 128.9 | 17.3 | 94.4 | 34.2 | 51.8 | 325.4 |
| 2005 | 42436 | 41304 | 15971 | 13742 | 142.2 | 80.8 | 642.1 | 124.6 | 16.3 | 93.1 | 34.5 | 50.8 | 322.8 |
| 2006 | 42494 | 41408 | 16087 | 13871 | 138.6 | 83.0 | 637.0 | 128.2 | 15.9 | 91.7 | 33.9 | 46.3 | 321.0 |
| 2007 | 41897 | 40867 | 16166 | 13967 | 139.4 | 80.5 | 638.4 | 133.9 | 15.6 | 88.8 | 33.3 | 45.7 | 321.1 |
| 2008 | 41155 | 40149 | 15414 | 13225 | 140.6 | 78.3 | 609.2 | 126.1 | 15.0 | 87.7 | 29.5 | 43.3 | 307.5 |
| 2009 | 38247 | 37308 | 14173 | 12191 | 132.9 | 65.2 | 510.4 | 92.1 | 13.7 | 77.7 | 27.1 | 39.1 | 260.8 |
| 2010 | 39271 | 38338 | 14412 | 12343 | 133.4 | 73.5 | 544.6 | 111.0 | 14.2 | 79.1 | 28.6 | 40.9 | 270.8 |
| 2011 | 37821 | 36903 | 14175 | 12151 | 131.1 | 71.2 | 531.2 | 109.9 | 13.4 | 77.6 | 27.2 | 39.3 | 263.8 |
| 2012 | 37343 | 36433 | 14118 | 12253 | 126.6 | 59.9 | 510.7 | 105.4 | 12.5 | 75.6 | 26.6 | 39.2 | 251.4 |
| 2013 | 36503 | 35612 | 13370 | 11607 | 119.5 | 56.7 | 502.5 | 104.3 | 10.2 | 75.5 | 26.1 | 38.8 | 247.5 |
| 2014 | 34610 | 33737 | 12456 | 10752 | 115.3 | 55.1 | 492.4 | 105.1 | 9.4 | 72.4 | 24.6 | 37.4 | 243.5 |

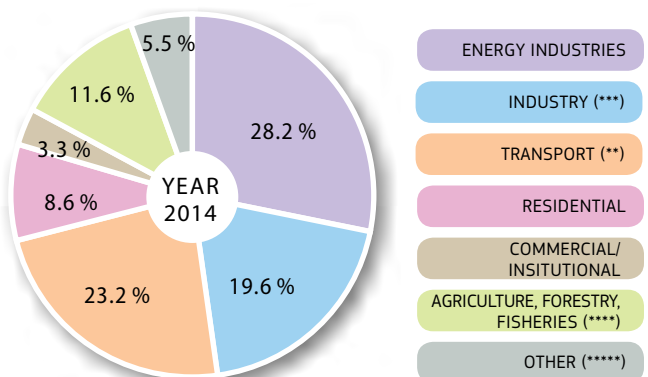
Energy Industries - Industry (***) - Transport (**) - Residential & Commercial - Agriculture, Forestry, Fisheries (****) - Other (*****) - Total



- Notes:** (*) Excluding LULUCF (Land Use, Land – Use Change and Forestry) emissions and international maritime, including international aviation and indirect CO₂.
 (**) Excluding international maritime (international traffic departing from the EU), including international aviation.
 (***) Emissions from Manufacturing and Construction, Industrial Processes and Product Use.
 (****) Emissions from Fuel Combustion and other Emissions from Agriculture.
 (*****) Emissions from Fuel Combustion in Other (Not elsewhere specified), Fugitive Emissions from Fuels, Waste, Indirect CO₂ and Other.

GHG Emissions (*) by Sector – EU-28 MILLION TONNES CO₂ EQUIVALENT

| TRANSPORT (**) | OTHER SECTORS | | | Agriculture / Forestry / Fisheries | OTHER (NOT ELSEWHERE SPECIFIED) | FUGITIVE EMISSIONS FROM FUELS | INDUSTRIAL PROCESSES & PRODUCT USE | AGRICULTURE | WASTE | OTHER | INDIRECT CO ₂ | TOTAL EMISSIONS | |
|----------------|----------------------------|-------------|-------|------------------------------------|---------------------------------|-------------------------------|------------------------------------|-------------|-------|-------|--------------------------|-----------------|------|
| | Commercial / Institutional | Residential | | | | | | | | | | | |
| 854.1 | 821.7 | 203.1 | 523.2 | 95.4 | 23.4 | 201.4 | 512.2 | 547.8 | 243.2 | 0.0 | 8.3 | 5735.1 | 1990 |
| 924.3 | 794.4 | 184.3 | 515.7 | 94.4 | 13.5 | 168.5 | 492.0 | 477.9 | 249.4 | 0.0 | 7.1 | 5399.3 | 1995 |
| 1034.0 | 754.8 | 177.8 | 488.0 | 89.0 | 9.5 | 134.7 | 446.6 | 463.9 | 237.1 | 0.0 | 6.3 | 5283.8 | 2000 |
| 1046.0 | 805.5 | 193.1 | 523.3 | 89.1 | 8.6 | 130.2 | 431.2 | 457.3 | 232.7 | 0.0 | 6.1 | 5330.6 | 2001 |
| 1053.9 | 770.2 | 180.8 | 502.0 | 87.4 | 8.7 | 127.2 | 427.1 | 450.6 | 229.2 | 0.0 | 5.9 | 5285.4 | 2002 |
| 1068.3 | 785.6 | 181.5 | 516.2 | 87.9 | 9.3 | 124.1 | 440.6 | 446.1 | 222.6 | 0.0 | 5.7 | 5376.7 | 2003 |
| 1097.0 | 781.2 | 185.6 | 507.2 | 88.4 | 10.3 | 116.4 | 454.7 | 445.3 | 213.2 | 0.0 | 5.5 | 5380.3 | 2004 |
| 1102.9 | 778.4 | 185.7 | 503.9 | 88.8 | 9.9 | 113.2 | 452.9 | 438.6 | 206.4 | 0.0 | 5.5 | 5347.0 | 2005 |
| 1115.7 | 769.9 | 190.1 | 494.1 | 85.8 | 9.6 | 108.6 | 449.4 | 437.3 | 200.6 | 0.0 | 5.3 | 5342.0 | 2006 |
| 1129.5 | 692.3 | 168.3 | 441.5 | 82.5 | 10.0 | 103.0 | 459.9 | 439.2 | 193.7 | 0.0 | 5.1 | 5287.6 | 2007 |
| 1109.8 | 745.6 | 188.3 | 473.4 | 83.9 | 8.9 | 100.5 | 436.4 | 436.3 | 185.4 | 0.0 | 4.8 | 5178.4 | 2008 |
| 1073.0 | 721.8 | 180.2 | 459.8 | 81.8 | 8.3 | 93.9 | 368.3 | 431.1 | 176.6 | 0.0 | 4.5 | 4805.2 | 2009 |
| 1069.0 | 771.1 | 189.1 | 497.6 | 84.4 | 7.8 | 93.2 | 386.6 | 426.9 | 169.2 | 0.0 | 4.6 | 4914.4 | 2010 |
| 1061.4 | 672.4 | 169.8 | 419.7 | 82.9 | 7.7 | 91.9 | 382.4 | 426.9 | 163.4 | 0.0 | 4.5 | 4759.4 | 2011 |
| 1024.2 | 689.8 | 166.6 | 441.9 | 81.4 | 6.9 | 91.0 | 369.8 | 424.4 | 158.5 | 0.0 | 4.4 | 4691.4 | 2012 |
| 1019.0 | 695.8 | 168.7 | 445.2 | 81.9 | 6.9 | 89.1 | 368.7 | 428.1 | 150.7 | 0.0 | 4.3 | 4602.1 | 2013 |
| 1026.2 | 602.9 | 146.1 | 377.9 | 78.9 | 6.5 | 87.3 | 373.4 | 434.9 | 145.7 | 0.0 | 4.1 | 4419.2 | 2014 |



- Notes:** (*) Excluding LULUCF (Land Use, Land – Use Change and Forestry) emissions and international maritime, including international aviation and indirect CO₂.
(**) Excluding international maritime (international traffic departing from the EU), including international aviation.
(***) Emissions from Manufacturing and Construction, Industrial Processes and Product Use.
(****) Emissions from Fuel Combustion and other Emissions from Agriculture.
(*****) Emissions from Fuel Combustion in Other (Not elsewhere specified), Fugitive Emissions from Fuels, Waste, Indirect CO₂ and Other.

3.2.3

GHG Emissions (*) by Sector – EU-28

SHARES %

| | TOTAL ENERGY | FUEL COMBUSTION | ENERGY INDUSTRIES | | | | MANUFACTURING AND CONSTRUCTION | | | | | | | | |
|------|--------------|-----------------|----------------------------------------|--------------------|-------------------------|----------------|--------------------------------|-----------|-----------------------|-----------------------------|-------|-----|------|--|--|
| | | | Public Electricity and Heat Production | Petroleum Refining | Other Energy Industries | Iron and Steel | Non-Ferrous Metals | Chemicals | Pulp, Paper and Print | Food, Beverages and Tobacco | Other | | | | |
| 1990 | 77.1 | 95.4 | 39.3 | 85.5 | 7.4 | 7.1 | 20.5 | 20.4 | 2.0 | 13.7 | 4.0 | 6.1 | 53.8 | | |
| 1991 | 77.8 | 95.7 | 38.7 | 86.0 | 7.2 | 6.8 | 19.5 | 20.3 | 2.3 | 13.6 | 4.5 | 6.5 | 52.7 | | |
| 1992 | 77.8 | 95.7 | 38.9 | 86.3 | 7.4 | 6.3 | 18.7 | 20.5 | 2.2 | 13.3 | 4.7 | 6.9 | 52.4 | | |
| 1993 | 77.8 | 95.7 | 37.9 | 85.5 | 7.9 | 6.5 | 18.3 | 20.3 | 2.4 | 13.3 | 4.8 | 7.3 | 52.0 | | |
| 1994 | 77.4 | 95.9 | 38.4 | 85.2 | 8.1 | 6.7 | 18.5 | 21.4 | 2.4 | 14.0 | 5.3 | 7.9 | 49.0 | | |
| 1995 | 77.3 | 96.0 | 38.0 | 84.8 | 8.5 | 6.7 | 18.7 | 21.2 | 2.5 | 15.0 | 5.2 | 8.1 | 48.0 | | |
| 1996 | 77.7 | 96.2 | 37.7 | 85.1 | 8.6 | 6.3 | 17.9 | 20.1 | 2.4 | 14.9 | 5.2 | 8.4 | 49.1 | | |
| 1997 | 77.3 | 96.2 | 37.4 | 84.6 | 8.9 | 6.5 | 18.2 | 21.1 | 2.6 | 14.5 | 5.3 | 8.2 | 48.4 | | |
| 1998 | 77.7 | 96.5 | 37.7 | 85.1 | 8.9 | 6.0 | 17.4 | 21.1 | 2.7 | 14.0 | 5.3 | 8.1 | 48.8 | | |
| 1999 | 78.1 | 96.6 | 37.2 | 85.3 | 8.8 | 5.9 | 17.1 | 20.0 | 2.7 | 14.2 | 5.2 | 8.2 | 49.7 | | |
| 2000 | 78.2 | 96.7 | 37.8 | 85.6 | 8.8 | 5.7 | 17.2 | 20.1 | 2.7 | 14.2 | 5.4 | 8.1 | 49.5 | | |
| 2001 | 78.9 | 96.9 | 38.1 | 86.0 | 8.7 | 5.3 | 16.3 | 19.6 | 2.9 | 14.3 | 5.2 | 8.3 | 49.8 | | |
| 2002 | 78.9 | 97.0 | 38.8 | 86.0 | 8.7 | 5.3 | 15.9 | 19.2 | 2.9 | 14.3 | 5.4 | 8.4 | 49.9 | | |
| 2003 | 79.3 | 97.1 | 39.1 | 86.6 | 8.4 | 5.1 | 15.8 | 19.0 | 2.7 | 14.5 | 5.4 | 8.2 | 50.1 | | |
| 2004 | 79.2 | 97.3 | 38.7 | 86.3 | 8.7 | 5.0 | 15.7 | 19.8 | 2.7 | 14.5 | 5.2 | 7.9 | 49.9 | | |
| 2005 | 79.4 | 97.3 | 38.7 | 86.0 | 8.9 | 5.1 | 15.5 | 19.4 | 2.5 | 14.5 | 5.4 | 7.9 | 50.3 | | |
| 2006 | 79.5 | 97.4 | 38.9 | 86.2 | 8.6 | 5.2 | 15.4 | 20.1 | 2.5 | 14.4 | 5.3 | 7.3 | 50.4 | | |
| 2007 | 79.2 | 97.5 | 39.6 | 86.4 | 8.6 | 5.0 | 15.6 | 21.0 | 2.4 | 13.9 | 5.2 | 7.2 | 50.3 | | |
| 2008 | 79.5 | 97.6 | 38.4 | 85.8 | 9.1 | 5.1 | 15.2 | 20.7 | 2.5 | 14.4 | 4.8 | 7.1 | 50.5 | | |
| 2009 | 79.6 | 97.5 | 38.0 | 86.0 | 9.4 | 4.6 | 13.7 | 18.0 | 2.7 | 15.2 | 5.3 | 7.7 | 51.1 | | |
| 2010 | 79.9 | 97.6 | 37.6 | 85.6 | 9.3 | 5.1 | 14.2 | 20.4 | 2.6 | 14.5 | 5.3 | 7.5 | 49.7 | | |
| 2011 | 79.5 | 97.6 | 38.4 | 85.7 | 9.3 | 5.0 | 14.4 | 20.7 | 2.5 | 14.6 | 5.1 | 7.4 | 49.7 | | |
| 2012 | 79.6 | 97.6 | 38.7 | 86.8 | 9.0 | 4.2 | 14.0 | 20.6 | 2.4 | 14.8 | 5.2 | 7.7 | 49.2 | | |
| 2013 | 79.3 | 97.6 | 37.5 | 86.8 | 8.9 | 4.2 | 14.1 | 20.8 | 2.0 | 15.0 | 5.2 | 7.7 | 49.3 | | |
| 2014 | 78.3 | 97.5 | 36.9 | 86.3 | 9.3 | 4.4 | 14.6 | 21.4 | 1.9 | 14.7 | 5.0 | 7.6 | 49.5 | | |

Notes: (*) Excluding LULUCF (Land Use, Land – Use Change and Forestry) emissions and international maritime, including international aviation and indirect CO₂. Indirect emissions from electricity use are not included in the GHG emissions from fuel combustion by Manufacturing and Construction, Transport and other sectors (Commercial/Institutional, Residential and Agriculture/Forestry/Fisheries).

GHG Emissions (*) by Sector – EU-28 SHARES %

| TRANSPORT (**) | OTHER SECTORS | | | | OTHER (NOT ELSE-WHERE SPECIFIED) | FUGITIVE EMISSIONS FROM FUELS | INDUSTRIAL PROCESSES & PRODUCT USE | AGRICULTURE | WASTE | OTHER | INDIRECT CO ₂ | TOTAL EMISSIONS | |
|----------------|----------------------------|-------------|------------------------------------|------|----------------------------------|-------------------------------|------------------------------------|-------------|-------|-------|--------------------------|-----------------|------|
| | Commercial / Institutional | Residential | Agriculture / Forestry / Fisheries | | | | | | | | | | |
| 20.2 | 19.5 | 24.7 | 63.7 | 11.6 | 0.6 | 4.6 | 8.9 | 9.6 | 4.2 | 0.0 | 0.1 | 100 | 1990 |
| 20.5 | 20.8 | 24.3 | 64.8 | 10.9 | 0.5 | 4.3 | 8.5 | 9.2 | 4.4 | 0.0 | 0.1 | 100 | 1991 |
| 21.8 | 20.1 | 23.8 | 64.9 | 11.2 | 0.4 | 4.3 | 8.4 | 9.1 | 4.5 | 0.0 | 0.1 | 100 | 1992 |
| 22.5 | 20.9 | 23.1 | 65.5 | 11.4 | 0.4 | 4.3 | 8.4 | 9.0 | 4.6 | 0.0 | 0.1 | 100 | 1993 |
| 22.8 | 19.9 | 22.9 | 65.1 | 12.0 | 0.4 | 4.1 | 8.9 | 8.9 | 4.6 | 0.0 | 0.1 | 100 | 1994 |
| 23.1 | 19.8 | 23.2 | 64.9 | 11.9 | 0.3 | 4.0 | 9.1 | 8.9 | 4.6 | 0.0 | 0.1 | 100 | 1995 |
| 23.2 | 20.9 | 23.3 | 65.4 | 11.3 | 0.3 | 3.8 | 8.9 | 8.7 | 4.5 | 0.0 | 0.1 | 100 | 1996 |
| 24.1 | 20.1 | 23.0 | 65.4 | 11.6 | 0.3 | 3.8 | 9.2 | 8.8 | 4.6 | 0.0 | 0.1 | 100 | 1997 |
| 24.9 | 19.7 | 23.3 | 65.2 | 11.5 | 0.3 | 3.5 | 8.8 | 8.8 | 4.5 | 0.0 | 0.1 | 100 | 1998 |
| 25.9 | 19.6 | 23.8 | 64.5 | 11.7 | 0.3 | 3.4 | 8.3 | 8.9 | 4.5 | 0.0 | 0.1 | 100 | 1999 |
| 25.9 | 18.9 | 23.6 | 64.7 | 11.8 | 0.2 | 3.3 | 8.5 | 8.8 | 4.5 | 0.0 | 0.1 | 100 | 2000 |
| 25.7 | 19.8 | 24.0 | 65.0 | 11.1 | 0.2 | 3.1 | 8.1 | 8.6 | 4.4 | 0.0 | 0.1 | 100 | 2001 |
| 26.1 | 19.0 | 23.5 | 65.2 | 11.3 | 0.2 | 3.0 | 8.1 | 8.5 | 4.3 | 0.0 | 0.1 | 100 | 2002 |
| 25.8 | 19.0 | 23.1 | 65.7 | 11.2 | 0.2 | 2.9 | 8.2 | 8.3 | 4.1 | 0.0 | 0.1 | 100 | 2003 |
| 26.5 | 18.8 | 23.8 | 64.9 | 11.3 | 0.2 | 2.7 | 8.5 | 8.3 | 4.0 | 0.0 | 0.1 | 100 | 2004 |
| 26.7 | 18.8 | 23.9 | 64.7 | 11.4 | 0.2 | 2.7 | 8.5 | 8.2 | 3.9 | 0.0 | 0.1 | 100 | 2005 |
| 26.9 | 18.6 | 24.7 | 64.2 | 11.1 | 0.2 | 2.6 | 8.4 | 8.2 | 3.8 | 0.0 | 0.1 | 100 | 2006 |
| 27.6 | 16.9 | 24.3 | 63.8 | 11.9 | 0.2 | 2.5 | 8.7 | 8.3 | 3.7 | 0.0 | 0.1 | 100 | 2007 |
| 27.6 | 18.6 | 25.3 | 63.5 | 11.3 | 0.2 | 2.4 | 8.4 | 8.4 | 3.6 | 0.0 | 0.1 | 100 | 2008 |
| 28.8 | 19.3 | 25.0 | 63.7 | 11.3 | 0.2 | 2.5 | 7.7 | 9.0 | 3.7 | 0.0 | 0.1 | 100 | 2009 |
| 27.9 | 20.1 | 24.5 | 64.5 | 10.9 | 0.2 | 2.4 | 7.9 | 8.7 | 3.4 | 0.0 | 0.1 | 100 | 2010 |
| 28.8 | 18.2 | 25.3 | 62.4 | 12.3 | 0.2 | 2.4 | 8.0 | 9.0 | 3.4 | 0.0 | 0.1 | 100 | 2011 |
| 28.1 | 18.9 | 24.1 | 64.1 | 11.8 | 0.2 | 2.4 | 7.9 | 9.0 | 3.4 | 0.0 | 0.1 | 100 | 2012 |
| 28.6 | 19.5 | 24.2 | 64.0 | 11.8 | 0.2 | 2.4 | 8.0 | 9.3 | 3.3 | 0.0 | 0.1 | 100 | 2013 |
| 30.4 | 17.9 | 24.2 | 62.7 | 13.1 | 0.2 | 2.5 | 8.4 | 9.8 | 3.3 | 0.0 | 0.1 | 100 | 2014 |

Notes: (*) Excluding LULUCF (Land Use, Land – Use Change and Forestry) emissions and international maritime, including international aviation and indirect CO₂.
 (**) Excluding international maritime (international traffic departing from the EU), including international aviation;
 Indirect emissions from electricity use are not included in the GHG emissions from fuel combustion by Manufacturing and Construction, Transport and other sectors (Commercial/Institutional, Residential and Agriculture/Forestry/Fisheries).

3.2.4

GHG Emissions (*) by Sector – 2014

MILLION TONNES CO₂ EQUIVALENT

| | TOTAL ENERGY | FUEL COMBUSTION | ENERGY INDUSTRIES | | | | MANUFACTURING AND CONSTRUCTION | | | | | | |
|-------|--------------|-----------------|----------------------------------------|--------------------|-------------------------|----------------|--------------------------------|-----------|-----------------------|-----------------------------|-------|------|-------|
| | | | Public Electricity and Heat Production | Petroleum Refining | Other Energy Industries | Iron and Steel | Non-Ferrous Metals | Chemicals | Pulp, Paper and Print | Food, Beverages and Tobacco | Other | | |
| EU-28 | 3461.0 | 3373.7 | 1245.6 | 1075.2 | 115.3 | 55.1 | 492.4 | 105.1 | 9.4 | 72.4 | 24.6 | 37.4 | 243.5 |
| BE | 86.4 | 85.7 | 20.5 | 15.5 | 4.8 | 0.2 | 13.3 | 1.1 | 0.4 | 3.1 | 0.6 | 2.2 | 5.8 |
| BG | 43.7 | 42.6 | 29.0 | 28.1 | 0.9 | 0.0 | 2.8 | 0.1 | 0.3 | 0.2 | 0.1 | 0.3 | 1.7 |
| CZ | 95.9 | 91.9 | 53.2 | 46.7 | 0.8 | 5.6 | 10.0 | 2.1 | 0.1 | 1.6 | 0.4 | 1.0 | 4.8 |
| DK | 39.5 | 39.1 | 15.5 | 13.3 | 0.9 | 1.4 | 4.2 | 0.1 | 0.0 | 0.3 | 0.1 | 1.2 | 2.5 |
| DE | 786.9 | 776.4 | 346.3 | 318.0 | 17.7 | 10.6 | 119.7 | 34.0 | 0.1 | | 0.0 | 0.2 | 85.4 |
| EE | 18.8 | 18.8 | 14.9 | 14.4 | | 0.6 | 0.7 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 |
| IE | 37.3 | 37.2 | 11.1 | 10.8 | 0.3 | 0.1 | 4.3 | | 1.4 | 0.3 | 0.0 | 0.8 | 1.8 |
| EL | 78.1 | 76.9 | 45.9 | 40.6 | 5.3 | 0.0 | 5.5 | 0.1 | 0.6 | 0.4 | 0.1 | 0.7 | 3.6 |
| ES | 251.9 | 246.9 | 75.7 | 62.4 | 11.8 | 1.5 | 40.4 | 5.0 | 1.4 | 8.0 | 4.0 | 3.0 | 19.1 |
| FR | 336.1 | 332.2 | 39.4 | 28.2 | 7.9 | 3.3 | 60.0 | 15.2 | 0.8 | 17.0 | 2.7 | 7.0 | 17.2 |
| HR | 18.0 | 16.1 | 4.6 | 3.1 | 1.3 | 0.2 | 2.6 | 0.1 | 0.0 | 0.3 | 0.1 | 0.4 | 1.6 |
| IT | 349.3 | 340.9 | 99.8 | 71.8 | 21.2 | 6.9 | 52.0 | 11.2 | 1.1 | 8.4 | 4.2 | 3.7 | 23.5 |
| CY | 6.7 | 6.7 | 2.9 | 2.9 | | | 0.7 | | 0.0 | 0.0 | 0.0 | 0.1 | 0.6 |
| LV | 7.3 | 7.2 | 1.7 | 1.6 | | 0.1 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.6 |
| LT | 11.2 | 10.9 | 3.2 | 1.8 | 1.3 | 0.0 | 1.1 | | | 0.2 | 0.0 | 0.2 | 0.7 |
| LU | 10.7 | 10.6 | 0.7 | 0.7 | | | 1.1 | 0.3 | 0.0 | 0.1 | 0.0 | 0.0 | 0.6 |
| HU | 40.8 | 39.9 | 13.2 | 11.4 | 1.4 | 0.4 | 4.2 | 0.2 | 0.2 | 0.4 | 0.2 | 0.7 | 2.5 |
| MT | 2.8 | 2.8 | 1.6 | 1.6 | | | 0.0 | | | | | | 0.0 |
| NL | 164.7 | 162.3 | 64.1 | 51.7 | 9.7 | 2.7 | 24.2 | 3.6 | 0.1 | 12.0 | 1.0 | 3.5 | 4.0 |
| AT | 53.4 | 52.9 | 9.7 | 6.7 | 2.7 | 0.2 | 10.5 | 1.7 | 0.3 | 1.9 | 1.4 | 0.9 | 4.4 |
| PL | 311.1 | 292.2 | 160.4 | 153.5 | 4.0 | 2.9 | 30.0 | 5.7 | 1.2 | 6.6 | 1.7 | 4.1 | 10.7 |
| PT | 47.0 | 45.4 | 14.5 | 12.4 | 2.1 | | 7.7 | 0.1 | | 1.2 | 1.1 | 0.8 | 4.5 |
| RO | 76.9 | 65.6 | 25.1 | 21.8 | 1.6 | 1.7 | 13.8 | 2.6 | | 2.9 | 0.1 | 0.9 | 7.3 |
| SI | 13.3 | 13.0 | 4.4 | 4.4 | | 0.0 | 1.6 | 0.2 | 0.1 | 0.1 | 0.3 | 0.1 | 0.8 |
| SK | 27.1 | 25.6 | 7.2 | 4.7 | 1.2 | 1.3 | 7.3 | 3.2 | 0.2 | 0.5 | 0.5 | 0.3 | 2.6 |
| FI | 46.3 | 46.2 | 19.4 | 16.5 | 2.6 | 0.3 | 8.5 | 2.3 | 0.1 | 0.7 | 2.8 | 0.2 | 2.3 |
| SE | 41.6 | 40.8 | 9.3 | 6.8 | 2.2 | 0.4 | 7.8 | 1.3 | 0.1 | 1.2 | 0.8 | 0.4 | 4.0 |
| UK | 458.3 | 446.8 | 152.2 | 123.8 | 13.5 | 14.8 | 57.5 | 14.9 | 0.9 | 4.9 | 2.1 | 4.5 | 30.2 |
| MK | | | | | | | | | | | | | |
| TR | | | | | | | | | | | | | |
| IS | 2.2 | 2.1 | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 |
| NO | | | | | | | | | | | | | |
| CH | | | | | | | | | | | | | |

Note: (*) Excluding LULUCF (Land Use, Land – Use Change and Forestry) emissions and international maritime, including international aviation and indirect CO₂.

GHG Emissions (*) by Sector – 2014 MILLION TONNES CO₂ EQUIVALENT

| TRANSPORT (**) | OTHER SECTORS | | | | OTHER (NOT ELSE-WHERE SPECIFIED) | FUGITIVE EMISSIONS FROM FUELS | INDUSTRIAL PROCESSES & PRODUCT USE | AGRICULTURE | WASTE | OTHER | INDIRECT CO ₂ | TOTAL EMISSIONS | |
|----------------|---------------|-------|-------|------|----------------------------------|-------------------------------|------------------------------------|-------------|-------|-------|--------------------------|-----------------|-------|
| 1026.2 | 602.9 | 146.1 | 377.9 | 78.9 | 6.5 | 87.3 | 373.4 | 434.9 | 145.7 | 0.0 | 4.1 | 4419.2 | EU-28 |
| 29.3 | 22.6 | 4.9 | 15.8 | 1.9 | 0.0 | 0.6 | 19.8 | 9.9 | 1.8 | | | 117.9 | BE |
| 9.0 | 1.8 | 0.3 | 1.0 | 0.5 | 0.0 | 1.0 | 4.7 | 5.1 | 4.2 | | | 57.7 | BG |
| 18.0 | 10.4 | 2.5 | 6.6 | 1.3 | 0.3 | 4.0 | 15.3 | 8.3 | 5.1 | | 2.2 | 126.8 | CZ |
| 14.8 | 4.2 | 0.8 | 1.6 | 1.9 | 0.2 | 0.4 | 2.1 | 10.6 | 1.3 | | 0.4 | 53.9 | DK |
| 185.7 | 123.7 | 32.7 | 85.2 | 5.7 | 1.0 | 10.5 | 61.0 | 66.1 | 10.8 | 0.0 | | 924.8 | DE |
| 2.4 | 0.7 | 0.1 | 0.3 | 0.3 | 0.0 | 0.0 | 0.7 | 1.3 | 0.3 | | | 21.2 | EE |
| 13.6 | 8.1 | 1.8 | 5.7 | 0.6 | | 0.0 | 2.9 | 18.8 | 1.5 | | 0.1 | 60.5 | IE |
| 20.5 | 5.0 | 0.6 | 3.9 | 0.5 | | 1.2 | 12.4 | 8.7 | 5.1 | | | 104.3 | EL |
| 93.7 | 37.1 | 8.7 | 16.4 | 12.0 | | 5.0 | 37.7 | 37.4 | 15.7 | | | 342.7 | ES |
| 147.5 | 85.3 | 24.1 | 48.6 | 12.7 | | 4.0 | 40.0 | 78.9 | 19.5 | | 0.9 | 475.4 | FR |
| 6.0 | 2.9 | 0.5 | 1.8 | 0.6 | | 2.0 | 2.9 | 2.3 | 1.5 | | | 24.8 | HR |
| 114.3 | 74.1 | 20.9 | 45.7 | 7.5 | 0.6 | 8.4 | 30.3 | 30.3 | 18.2 | | | 428.0 | IT |
| 2.6 | 0.5 | 0.1 | 0.3 | 0.1 | 0.0 | | 1.4 | 0.6 | 0.5 | | | 9.2 | CY |
| 3.3 | 1.4 | 0.5 | 0.6 | 0.4 | 0.0 | 0.1 | 0.8 | 2.7 | 0.8 | | 0.0 | 11.6 | LV |
| 5.3 | 1.3 | 0.3 | 0.8 | 0.1 | 0.0 | 0.3 | 3.1 | 3.9 | 1.1 | | | 19.2 | LT |
| 7.4 | 1.5 | 0.4 | 1.0 | 0.1 | | 0.0 | 0.6 | 0.7 | 0.0 | | | 12.0 | LU |
| 11.7 | 10.8 | 2.9 | 6.5 | 1.5 | | 0.9 | 6.1 | 6.5 | 4.3 | | | 57.7 | HU |
| 1.0 | 0.2 | 0.1 | 0.1 | 0.0 | | | 0.2 | 0.1 | 0.2 | | | 3.3 | MT |
| 41.4 | 32.4 | 7.2 | 15.7 | 9.5 | 0.2 | 2.4 | 11.1 | 18.4 | 3.6 | | 0.2 | 198.0 | NL |
| 24.2 | 8.5 | 2.0 | 5.6 | 0.9 | 0.0 | 0.5 | 16.1 | 7.1 | 1.8 | | | 78.3 | AT |
| 45.9 | 55.8 | 7.9 | 37.2 | 10.8 | | 18.9 | 29.9 | 30.2 | 10.8 | | | 382.0 | PL |
| 18.7 | 4.4 | 1.1 | 2.2 | 1.1 | 0.1 | 1.6 | 6.1 | 7.2 | 7.2 | | 0.1 | 67.6 | PT |
| 16.2 | 10.1 | 2.1 | 7.1 | 1.0 | 0.4 | 11.4 | 10.9 | 16.8 | 5.8 | | | 110.4 | RO |
| 5.5 | 1.4 | 0.3 | 0.8 | 0.2 | 0.0 | 0.4 | 1.1 | 1.7 | 0.5 | | | 16.7 | SI |
| 6.6 | 4.5 | 1.6 | 2.9 | 0.1 | 0.1 | 1.5 | 8.9 | 3.1 | 1.6 | | | 40.8 | SK |
| 13.0 | 4.2 | 1.0 | 1.7 | 1.4 | 1.1 | 0.1 | 6.0 | 6.5 | 2.2 | | 0.1 | 61.1 | FI |
| 20.2 | 3.3 | 0.7 | 1.1 | 1.5 | 0.2 | 0.8 | 6.4 | 7.1 | 1.5 | | | 56.7 | SE |
| 148.4 | 86.7 | 20.1 | 61.9 | 4.7 | 2.0 | 11.4 | 34.9 | 44.6 | 18.9 | | | 556.7 | UK |
| | | | | | | | | | | | | | MK |
| | | | | | | | | | | | | | TR |
| 1.4 | 0.6 | 0.0 | 0.0 | 0.6 | | 0.2 | 1.9 | 0.7 | 0.3 | | | 5.2 | IS |
| | | | | | | | | | | | | | NO |
| | | | | | | | | | | | | | CH |

Notes: (*) Excluding LULUCF (Land Use, Land – Use Change and Forestry) emissions and international maritime, including international aviation and indirect CO₂.
(**) Excluding international maritime (international traffic departing from the EU), including international aviation.

GHG Emissions (*) by Sector – 2014

SHARES %

| | TOTAL ENERGY | FUEL COMBUSTION | ENERGY INDUSTRIES | | | | MANUFACTURING AND CONSTRUCTION | | | | | | | | |
|-------|--------------|-----------------|----------------------------------------|--------------------|-------------------------|----------------|--------------------------------|-----------|-----------------------|-----------------------------|-------|------|-------|--|--|
| | | | Public Electricity and Heat Production | Petroleum Refining | Other Energy Industries | Iron and Steel | Non-Ferrous Metals | Chemicals | Pulp, Paper and Print | Food, Beverages and Tobacco | Other | | | | |
| EU-28 | 78.3 | 97.5 | 36.9 | 86.3 | 9.3 | 4.4 | 14.6 | 21.4 | 1.9 | 14.7 | 5.0 | 7.6 | 49.5 | | |
| BE | 73.2 | 99.3 | 24.0 | 75.6 | 23.4 | 1.0 | 15.5 | 8.4 | 3.0 | 23.6 | 4.7 | 16.7 | 43.6 | | |
| BG | 75.7 | 97.6 | 68.1 | 96.8 | 3.2 | 0.0 | 6.5 | 4.2 | 12.3 | 7.9 | 4.5 | 9.3 | 61.8 | | |
| CZ | 75.7 | 95.9 | 57.8 | 87.9 | 1.5 | 10.6 | 10.9 | 21.3 | 1.0 | 15.9 | 4.5 | 9.9 | 47.4 | | |
| DK | 73.3 | 99.0 | 39.8 | 85.2 | 5.9 | 8.8 | 10.8 | 2.0 | 0.0 | 8.0 | 3.5 | 28.1 | 58.5 | | |
| DE | 85.1 | 98.7 | 44.6 | 91.8 | 5.1 | 3.1 | 15.4 | 28.4 | 0.1 | | 0.0 | 0.1 | 71.3 | | |
| EE | 88.9 | 99.9 | 79.5 | 96.1 | | 3.9 | 3.7 | | 0.3 | 2.2 | 0.5 | 0.7 | 96.4 | | |
| IE | 61.6 | 99.9 | 30.0 | 96.6 | 2.5 | 0.9 | 11.6 | | 33.3 | 5.9 | 0.3 | 18.5 | 41.9 | | |
| EL | 74.9 | 98.5 | 59.8 | 88.4 | 11.6 | 0.1 | 7.1 | 2.7 | 11.4 | 6.5 | 2.4 | 12.0 | 64.9 | | |
| ES | 73.5 | 98.0 | 30.7 | 82.4 | 15.6 | 2.0 | 16.4 | 12.3 | 3.4 | 19.8 | 9.9 | 7.4 | 47.3 | | |
| FR | 70.7 | 98.8 | 11.9 | 71.5 | 20.2 | 8.3 | 18.1 | 25.3 | 1.3 | 28.4 | 4.5 | 11.8 | 28.7 | | |
| HR | 72.9 | 88.9 | 28.5 | 67.6 | 29.0 | 3.4 | 15.9 | 2.0 | 0.7 | 12.2 | 5.4 | 16.1 | 63.6 | | |
| IT | 81.6 | 97.6 | 29.3 | 71.9 | 21.2 | 6.9 | 15.3 | 21.5 | 2.1 | 16.2 | 8.0 | 7.1 | 45.1 | | |
| CY | 73.3 | 100.0 | 43.8 | 100.0 | | | 10.4 | | 0.4 | 0.9 | 0.4 | 8.4 | 89.8 | | |
| LV | 62.7 | 98.1 | 23.8 | 96.0 | | 4.0 | 10.1 | 0.1 | 0.5 | 4.0 | 0.8 | 17.5 | 77.1 | | |
| LT | 58.0 | 97.4 | 29.1 | 58.0 | 41.4 | 0.5 | 10.2 | | | 15.2 | 2.4 | 22.5 | 59.9 | | |
| LU | 88.6 | 99.6 | 6.8 | 100.0 | | | 10.3 | 24.8 | 4.5 | 13.0 | 0.9 | 1.1 | 55.6 | | |
| HU | 70.7 | 97.9 | 33.0 | 86.7 | 10.5 | 2.8 | 10.6 | 4.3 | 4.0 | 10.2 | 4.6 | 16.9 | 59.9 | | |
| MT | 85.4 | 100.0 | 56.7 | 100.0 | | | 1.2 | | | | | | 100.0 | | |
| NL | 83.2 | 98.6 | 39.5 | 80.6 | 15.2 | 4.3 | 14.9 | 14.9 | 0.5 | 49.5 | 4.2 | 14.4 | 16.5 | | |
| AT | 68.2 | 99.1 | 18.3 | 69.3 | 28.1 | 2.6 | 19.9 | 16.3 | 2.5 | 17.9 | 13.2 | 8.7 | 41.4 | | |
| PL | 81.4 | 93.9 | 54.9 | 95.7 | 2.5 | 1.8 | 10.3 | 19.0 | 3.9 | 21.9 | 5.5 | 13.8 | 35.8 | | |
| PT | 69.5 | 96.7 | 31.9 | 85.3 | 14.7 | | 17.0 | 1.9 | | 15.2 | 13.8 | 10.2 | 58.9 | | |
| RO | 69.7 | 85.2 | 38.2 | 86.9 | 6.4 | 6.6 | 21.0 | 18.6 | | 21.2 | 0.9 | 6.2 | 53.2 | | |
| SI | 80.0 | 97.3 | 34.3 | 99.9 | | 0.1 | 12.7 | 11.9 | 5.8 | 4.6 | 19.8 | 6.4 | 51.4 | | |
| SK | 66.5 | 94.6 | 27.9 | 65.5 | 17.0 | 17.5 | 28.4 | 43.9 | 2.1 | 6.9 | 6.9 | 4.5 | 35.8 | | |
| FI | 75.9 | 99.7 | 42.0 | 85.2 | 13.2 | 1.6 | 18.4 | 27.5 | 1.1 | 8.7 | 33.2 | 2.8 | 26.7 | | |
| SE | 73.4 | 98.1 | 22.8 | 72.8 | 23.1 | 4.1 | 19.2 | 16.3 | 1.2 | 15.1 | 10.5 | 5.6 | 51.3 | | |
| UK | 82.3 | 97.5 | 34.1 | 81.4 | 8.9 | 9.7 | 12.9 | 26.0 | 1.6 | 8.6 | 3.6 | 7.8 | 52.5 | | |
| MK | | | | | | | | | | | | | | | |
| TR | | | | | | | | | | | | | | | |
| IS | 43.4 | 91.7 | 0.1 | 100.0 | | | 1.2 | 3.7 | 43.5 | | | 51.9 | 1.0 | | |
| NO | | | | | | | | | | | | | | | |
| CH | | | | | | | | | | | | | | | |

Note: (*) Excluding LULUCF (Land Use, Land – Use Change and Forestry) emissions and international maritime, including international aviation and indirect CO₂.

GHG Emissions (*) by Sector – 2014 SHARES %

| TRANSPORT (**) | OTHER SECTORS | | | | OTHER (NOT ELSE-WHERE SPECIFIED) | FUGITIVE EMISSIONS FROM FUELS | INDUSTRIAL PROCESSES & PRODUCT USE | AGRICULTURE | WASTE | OTHER | INDIRECT CO ₂ | TOTAL EMISSIONS | |
|----------------|----------------------------|-------------|------------------------------------|------|----------------------------------|-------------------------------|------------------------------------|-------------|-------|-------|--------------------------|-----------------|-------|
| | Commercial / Institutional | Residential | Agriculture / Forestry / Fisheries | | | | | | | | | | |
| 30.4 | 17.9 | 24.2 | 62.7 | 13.1 | 0.2 | 2.5 | 8.4 | 9.8 | 3.3 | 0.0 | 0.1 | 100 | EU-28 |
| 34.2 | 26.3 | 21.9 | 69.8 | 8.3 | 0.0 | 0.7 | 16.8 | 8.4 | 1.5 | | | 100 | BE |
| 21.2 | 4.2 | 14.2 | 57.0 | 28.8 | 0.0 | 2.4 | 8.2 | 8.8 | 7.4 | | | 100 | BG |
| 19.6 | 11.3 | 24.6 | 63.3 | 12.1 | 0.4 | 4.1 | 12.1 | 6.5 | 4.0 | | 1.8 | 100 | CZ |
| 37.9 | 10.9 | 17.9 | 38.1 | 44.0 | 0.6 | 1.0 | 3.8 | 19.6 | 2.5 | | 0.8 | 100 | DK |
| 23.9 | 15.9 | 26.4 | 68.9 | 4.6 | 0.1 | 1.3 | 6.6 | 7.1 | 1.2 | 0.0 | | 100 | DE |
| 12.7 | 3.9 | 8.1 | 45.2 | 46.6 | 0.2 | 0.1 | 3.3 | 6.2 | 1.6 | | | 100 | EE |
| 36.5 | 21.8 | 21.8 | 70.7 | 7.5 | | 0.1 | 4.9 | 31.0 | 2.5 | | 0.1 | 100 | IE |
| 26.6 | 6.5 | 11.2 | 78.3 | 10.4 | | 1.5 | 11.9 | 8.4 | 4.9 | | | 100 | EL |
| 37.9 | 15.0 | 23.5 | 44.3 | 32.2 | | 2.0 | 11.0 | 10.9 | 4.6 | | | 100 | ES |
| 44.4 | 25.7 | 28.2 | 56.9 | 14.9 | | 1.2 | 8.4 | 16.6 | 4.1 | | 0.2 | 100 | FR |
| 37.4 | 18.2 | 16.2 | 61.7 | 22.0 | | 11.1 | 11.9 | 9.3 | 6.0 | | | 100 | HR |
| 33.5 | 21.7 | 28.2 | 61.6 | 10.2 | 0.2 | 2.4 | 7.1 | 7.1 | 4.2 | | | 100 | IT |
| 38.6 | 6.7 | 17.4 | 67.6 | 14.9 | 0.5 | | 14.9 | 6.3 | 5.5 | | | 100 | CY |
| 46.0 | 19.9 | 33.7 | 39.3 | 27.0 | 0.1 | 1.9 | 6.5 | 23.4 | 7.2 | | 0.2 | 100 | LV |
| 48.8 | 11.6 | 26.2 | 65.7 | 8.1 | 0.3 | 2.6 | 15.9 | 20.2 | 5.9 | | | 100 | LT |
| 69.2 | 13.7 | 27.1 | 68.8 | 4.0 | | 0.4 | 5.4 | 5.6 | 0.4 | | | 100 | LU |
| 29.2 | 27.1 | 26.5 | 59.6 | 13.8 | | 2.1 | 10.6 | 11.3 | 7.4 | | | 100 | HU |
| 34.7 | 7.4 | 56.8 | 35.3 | 7.9 | | | 7.2 | 2.7 | 4.7 | | | 100 | MT |
| 25.5 | 20.0 | 22.1 | 48.6 | 29.3 | 0.1 | 1.4 | 5.6 | 9.3 | 1.8 | | 0.1 | 100 | NL |
| 45.7 | 16.0 | 23.8 | 65.6 | 10.6 | 0.1 | 0.9 | 20.5 | 9.0 | 2.3 | | | 100 | AT |
| 15.7 | 19.1 | 14.1 | 66.5 | 19.4 | | 6.1 | 7.8 | 7.9 | 2.8 | | | 100 | PL |
| 41.2 | 9.8 | 26.0 | 48.9 | 25.2 | 0.2 | 3.3 | 9.1 | 10.7 | 10.6 | | 0.2 | 100 | PT |
| 24.8 | 15.4 | 20.5 | 70.0 | 9.5 | 0.6 | 14.8 | 9.8 | 15.3 | 5.2 | | | 100 | RO |
| 42.1 | 10.9 | 24.7 | 58.0 | 17.3 | 0.0 | 2.7 | 6.8 | 10.2 | 3.0 | | | 100 | SI |
| 25.8 | 17.6 | 34.8 | 63.0 | 2.2 | 0.2 | 5.4 | 21.9 | 7.7 | 3.9 | | | 100 | SK |
| 28.1 | 9.0 | 25.0 | 41.4 | 33.6 | 2.5 | 0.3 | 9.8 | 10.6 | 3.6 | | 0.1 | 100 | FI |
| 49.6 | 8.1 | 21.3 | 32.2 | 46.6 | 0.4 | 1.9 | 11.3 | 12.6 | 2.7 | | | 100 | SE |
| 33.2 | 19.4 | 23.2 | 71.5 | 5.4 | 0.5 | 2.5 | 6.3 | 8.0 | 3.4 | | | 100 | UK |
| | | | | | | | | | | | | | MK |
| | | | | | | | | | | | | | TR |
| 69.2 | 29.5 | 0.3 | 2.7 | 97.0 | | 8.3 | 37.1 | 14.5 | 4.9 | | | 100 | IS |
| | | | | | | | | | | | | | NO |
| | | | | | | | | | | | | | CH |

Notes: (*) Excluding LULUCF (Land Use, Land – Use Change and Forestry) emissions and international maritime, including international aviation and indirect CO₂.
(**) Excluding international maritime (international traffic departing from the EU), including international aviation.

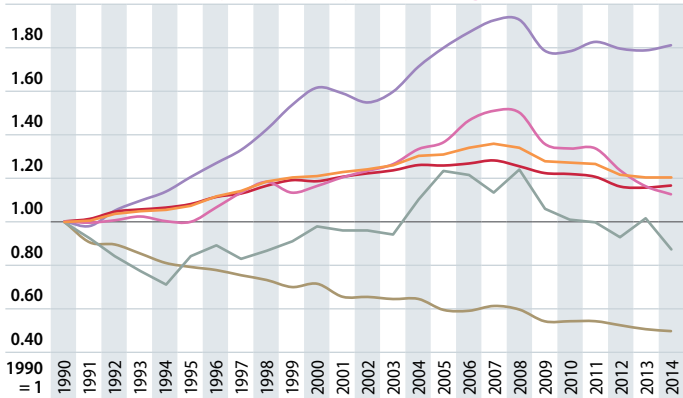
3.2.5

GHG Emissions from Transport – EU-28 BY MODE (MILLION TONNES CO₂ EQUIVALENT)

INCLUDING INTERNATIONAL BUNKERS

| | TOTAL CIVIL AVIATION | Civil Aviation (domestic) (*) | International Bunkers – Aviation | ROAD TRANSPORTATION | RAILWAYS (***) | TOTAL NAVIGATION | Navigation (domestic) (*) | International Bunkers – Maritime Transport | OTHER TRANSPORTATION (****) | TOTAL TRANSPORT | TOTAL EMISSIONS (**) |
|------|----------------------|-------------------------------|----------------------------------|---------------------|----------------|------------------|---------------------------|--------------------------------------------|-----------------------------|-----------------|----------------------|
| 1990 | 84.1 | 14.5 | 69.6 | 724.8 | 13.7 | 134.0 | 24.7 | 109.3 | 6.9 | 963.4 | 5 844.4 |
| 1995 | 101.4 | 15.3 | 86.0 | 783.1 | 10.9 | 133.7 | 23.2 | 110.6 | 5.8 | 1 034.9 | 5 509.8 |
| 2000 | 136.0 | 20.1 | 115.9 | 859.9 | 9.8 | 155.9 | 21.6 | 134.4 | 6.7 | 1 168.3 | 5 418.2 |
| 2001 | 133.7 | 19.6 | 114.2 | 874.7 | 9.0 | 161.2 | 22.0 | 139.3 | 6.6 | 1 185.3 | 5 469.9 |
| 2002 | 130.2 | 18.8 | 111.4 | 886.3 | 9.0 | 165.3 | 21.7 | 143.6 | 6.6 | 1 197.4 | 5 429.0 |
| 2003 | 134.4 | 18.4 | 116.0 | 896.4 | 8.8 | 169.4 | 22.2 | 147.1 | 6.5 | 1 215.4 | 5 523.8 |
| 2004 | 144.0 | 19.2 | 124.8 | 914.2 | 8.8 | 178.7 | 22.4 | 156.2 | 7.6 | 1 253.3 | 5 536.5 |
| 2005 | 151.4 | 19.7 | 131.7 | 912.7 | 8.1 | 182.9 | 22.2 | 160.8 | 8.5 | 1 263.7 | 5 507.8 |
| 2006 | 157.3 | 19.7 | 137.6 | 919.5 | 8.1 | 196.4 | 22.4 | 173.9 | 8.4 | 1 289.6 | 5 516.0 |
| 2007 | 162.0 | 19.9 | 142.1 | 929.7 | 8.4 | 202.4 | 21.6 | 180.9 | 7.8 | 1 310.4 | 5 468.5 |
| 2008 | 162.3 | 19.4 | 142.9 | 910.1 | 8.2 | 201.3 | 20.8 | 180.5 | 8.5 | 1 290.3 | 5 358.9 |
| 2009 | 150.3 | 18.1 | 132.2 | 887.3 | 7.4 | 182.0 | 20.7 | 161.3 | 7.3 | 1 234.3 | 4 966.5 |
| 2010 | 150.0 | 17.9 | 132.1 | 884.1 | 7.4 | 179.1 | 20.6 | 158.5 | 6.9 | 1 227.5 | 5 072.9 |
| 2011 | 153.7 | 17.8 | 135.9 | 874.8 | 7.4 | 179.2 | 18.7 | 160.5 | 6.9 | 1 221.9 | 4 919.8 |
| 2012 | 151.1 | 16.7 | 134.4 | 841.8 | 7.2 | 165.4 | 17.8 | 147.7 | 6.4 | 1 171.8 | 4 839.0 |
| 2013 | 150.4 | 15.4 | 135.0 | 838.5 | 6.9 | 155.7 | 16.2 | 139.5 | 7.0 | 1 158.5 | 4 741.6 |
| 2014 | 152.4 | 15.3 | 137.1 | 845.3 | 6.8 | 150.7 | 15.7 | 135.1 | 6.0 | 1 161.3 | 4 554.3 |

Total Civil Aviation · Road Transportation · Railways (***) · Total Navigation · Other · Total Transport

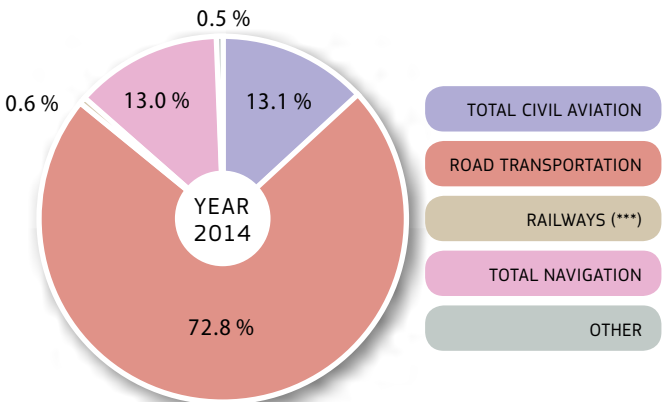


Notes: (*) Excluding International Bunkers (international traffic departing from the EU).
 (**) Including International Bunkers and Indirect CO₂ but excluding LULUCF.
 (***) Excluding indirect emissions from electricity consumption.
 (****) Combustion emissions from all remaining transport activities including pipeline transportation, ground activities in airports and harbours, and off-road activities.

GHG Emissions from Transport – EU-28 BY MODE (SHARES %)

INCLUDING INTERNATIONAL BUNKERS

| | TOTAL CIVIL AVIATION | Civil Aviation (domestic) (*) | International Bunkers – Aviation | ROAD TRANSPORTATION | RAILWAYS (***) | TOTAL NAVIGATION | Navigation (domestic) (*) | International Bunkers – Maritime Transport | OTHER TRANSPORTATION (****) | TOTAL TRANSPORT (*****) | TOTAL EMISSIONS (**) |
|------|----------------------|-------------------------------|----------------------------------|---------------------|----------------|------------------|---------------------------|--------------------------------------------|-----------------------------|-------------------------|----------------------|
| 1990 | 8.7 | 17.2 | 82.8 | 75.2 | 1.4 | 13.9 | 18.4 | 81.6 | 0.7 | 16.5 | 100 |
| 1995 | 9.8 | 15.1 | 84.9 | 75.7 | 1.1 | 12.9 | 17.3 | 82.7 | 0.6 | 18.8 | 100 |
| 2000 | 11.6 | 14.8 | 85.2 | 73.6 | 0.8 | 13.3 | 13.8 | 86.2 | 0.6 | 21.6 | 100 |
| 2001 | 11.3 | 14.6 | 85.4 | 73.8 | 0.8 | 13.6 | 13.6 | 86.4 | 0.6 | 21.7 | 100 |
| 2002 | 10.9 | 14.4 | 85.6 | 74.0 | 0.7 | 13.8 | 13.1 | 86.9 | 0.6 | 22.1 | 100 |
| 2003 | 11.1 | 13.7 | 86.3 | 73.7 | 0.7 | 13.9 | 13.1 | 86.9 | 0.5 | 22.0 | 100 |
| 2004 | 11.5 | 13.3 | 86.7 | 72.9 | 0.7 | 14.3 | 12.6 | 87.4 | 0.6 | 22.6 | 100 |
| 2005 | 12.0 | 13.0 | 87.0 | 72.2 | 0.6 | 14.5 | 12.1 | 87.9 | 0.7 | 22.9 | 100 |
| 2006 | 12.2 | 12.5 | 87.5 | 71.3 | 0.6 | 15.2 | 11.4 | 88.6 | 0.6 | 23.4 | 100 |
| 2007 | 12.4 | 12.3 | 87.7 | 71.0 | 0.6 | 15.4 | 10.6 | 89.4 | 0.6 | 24.0 | 100 |
| 2008 | 12.6 | 11.9 | 88.1 | 70.5 | 0.6 | 15.6 | 10.3 | 89.7 | 0.7 | 24.1 | 100 |
| 2009 | 12.2 | 12.1 | 87.9 | 71.9 | 0.6 | 14.7 | 11.4 | 88.6 | 0.6 | 24.9 | 100 |
| 2010 | 12.2 | 12.0 | 88.0 | 72.0 | 0.6 | 14.6 | 11.5 | 88.5 | 0.6 | 24.2 | 100 |
| 2011 | 12.6 | 11.6 | 88.4 | 71.6 | 0.6 | 14.7 | 10.4 | 89.6 | 0.6 | 24.8 | 100 |
| 2012 | 12.9 | 11.1 | 88.9 | 71.8 | 0.6 | 14.1 | 10.7 | 89.3 | 0.5 | 24.2 | 100 |
| 2013 | 13.0 | 10.2 | 89.8 | 72.4 | 0.6 | 13.4 | 10.4 | 89.6 | 0.6 | 24.4 | 100 |
| 2014 | 13.1 | 10.0 | 90.0 | 72.8 | 0.6 | 13.0 | 10.4 | 89.6 | 0.5 | 25.5 | 100 |



- Notes:** (*) Excluding International Bunkers (international traffic departing from the EU).
 (**) Including International Bunkers and Indirect CO₂ but excluding LULUCF.
 (***) Excluding indirect emissions from electricity consumption.
 (****) Combustion emissions from all remaining transport activities including pipeline transportation, ground activities in airports and harbours, and off-road activities.
 (*****) Total transport share in total emissions.

3.2.6

GHG Emissions from Transport – 2014
BY MODE (MILLION TONNES CO₂ EQUIVALENT)

INCLUDING INTERNATIONAL BUNKERS

| | TOTAL CIVIL AVIATION | Civil Aviation (domestic) (*) | International Bunkers – Aviation | ROAD TRANSPORTATION | RAILWAYS | TOTAL NAVIGATION | Navigation (domestic) (*) | International Bunkers – Maritime Transport | OTHER TRANSPORTATION | TOTAL TRANSPORT | TOTAL EMISSIONS (**) |
|-------|----------------------|-------------------------------|----------------------------------|---------------------|----------|------------------|---------------------------|--------------------------------------------|----------------------|-----------------|----------------------|
| EU-28 | 152.4 | 15.3 | 137.1 | 845.3 | 6.8 | 150.7 | 15.7 | 135.1 | 6.0 | 1161.3 | 4554.3 |
| BE | 4.1 | 0.0 | 4.1 | 24.6 | 0.1 | 18.1 | 0.4 | 17.7 | 0.1 | 47.0 | 135.7 |
| BG | 0.5 | 0.0 | 0.5 | 8.0 | 0.0 | 0.3 | 0.0 | 0.3 | 0.4 | 9.3 | 58.0 |
| CZ | 0.9 | 0.0 | 0.9 | 16.8 | 0.3 | 0.0 | 0.0 | | 0.1 | 18.0 | 126.8 |
| DK | 2.8 | 0.1 | 2.7 | 11.4 | 0.3 | 2.7 | 0.4 | 2.3 | | 17.1 | 56.2 |
| DE | 26.8 | 2.2 | 24.6 | 154.8 | 1.0 | 8.6 | 1.9 | 6.7 | 1.2 | 192.4 | 931.5 |
| EE | 0.1 | 0.0 | 0.1 | 2.2 | 0.1 | 1.0 | 0.0 | 1.0 | | 3.4 | 22.2 |
| IE | 2.3 | 0.0 | 2.3 | 10.8 | 0.1 | 0.6 | 0.2 | 0.4 | 0.2 | 14.0 | 60.9 |
| EL | 3.4 | 0.6 | 2.9 | 15.3 | 0.2 | 7.7 | 1.5 | 6.2 | 0.0 | 26.7 | 110.5 |
| ES | 16.4 | 2.7 | 13.8 | 75.7 | 0.2 | 26.0 | 1.0 | 25.0 | 0.3 | 118.6 | 367.7 |
| FR | 21.1 | 4.6 | 16.5 | 124.2 | 0.5 | 7.6 | 1.3 | 6.3 | 0.5 | 153.8 | 481.7 |
| HR | 0.4 | 0.1 | 0.3 | 5.4 | 0.1 | 0.1 | 0.1 | | | 6.0 | 24.8 |
| IT | 11.4 | 1.9 | 9.5 | 98.2 | 0.1 | 8.7 | 4.1 | 4.5 | 0.5 | 118.9 | 432.6 |
| CY | 0.8 | 0.0 | 0.8 | 1.8 | | 0.7 | 0.0 | 0.7 | | 3.3 | 9.9 |
| LV | 0.3 | 0.0 | 0.3 | 2.7 | 0.2 | 0.8 | 0.0 | 0.8 | | 4.1 | 12.4 |
| LT | 0.2 | 0.0 | 0.2 | 4.6 | 0.2 | 0.1 | 0.0 | 0.0 | 0.3 | 5.3 | 19.3 |
| LU | 1.3 | 0.0 | 1.3 | 6.1 | 0.0 | 0.0 | 0.0 | 0.0 | | 7.4 | 12.0 |
| HU | 0.5 | 0.0 | 0.5 | 10.9 | 0.2 | 0.0 | 0.0 | | 0.1 | 11.7 | 57.7 |
| MT | 0.3 | 0.0 | 0.3 | 0.5 | | 4.1 | 0.1 | 4.0 | | 5.0 | 7.3 |
| NL | 11.0 | 0.0 | 10.9 | 29.3 | 0.1 | 43.1 | 1.0 | 42.1 | | 83.5 | 240.1 |
| AT | 2.0 | 0.1 | 2.0 | 21.5 | 0.1 | 0.1 | 0.0 | 0.1 | 0.5 | 24.2 | 78.4 |
| PL | 1.9 | 0.1 | 1.8 | 42.9 | 0.3 | 0.5 | 0.0 | 0.5 | 0.9 | 46.4 | 382.5 |
| PT | 3.3 | 0.3 | 3.0 | 15.2 | 0.0 | 2.2 | 0.2 | 2.1 | | 20.8 | 69.7 |
| RO | 0.7 | 0.1 | 0.6 | 15.0 | 0.4 | 0.4 | 0.1 | 0.3 | 0.0 | 16.5 | 110.6 |
| SI | 0.1 | 0.0 | 0.1 | 5.3 | 0.0 | 0.2 | | 0.2 | 0.0 | 5.6 | 16.8 |
| SK | 0.1 | 0.0 | 0.1 | 6.2 | 0.1 | 0.0 | 0.0 | 0.0 | 0.2 | 6.6 | 40.8 |
| FI | 2.1 | 0.2 | 1.9 | 10.3 | 0.1 | 0.7 | 0.4 | 0.3 | 0.0 | 13.3 | 61.3 |
| SE | 2.8 | 0.5 | 2.3 | 16.6 | 0.0 | 6.4 | 0.4 | 5.9 | 0.3 | 26.2 | 62.6 |
| UK | 34.5 | 1.6 | 32.9 | 109.1 | 2.0 | 10.0 | 2.3 | 7.8 | 0.5 | 156.2 | 564.4 |
| MK | | | | | | | | | | | |
| TR | | | | | | | | | | | |
| IS | 0.6 | 0.0 | 0.6 | 0.8 | | 0.3 | 0.0 | 0.2 | | 1.7 | 5.4 |
| NO | | | | | | | | | | | |
| CH | | | | | | | | | | | |

Notes: (*) Excluding International Bunkers (international traffic departing from the EU).
(**) Including International Bunkers and Indirect CO₂ but excluding LULUCF.

GHG Emissions from Transport – 2014 BY MODE (SHARES %)

INCLUDING INTERNATIONAL BUNKERS

| | TOTAL CIVIL AVIATION | Civil Aviation (domestic) (*) | International Bunkers – Aviation | ROAD TRANSPORTATION | RAILWAYS | TOTAL NAVIGATION | Navigation (domestic) (*) | International Bunkers – Maritime Transport | OTHER TRANSPORTATION | TOTAL TRANSPORT (***) | TOTAL EMISSIONS (**) |
|-------|----------------------|-------------------------------|----------------------------------|---------------------|----------|------------------|---------------------------|--------------------------------------------|----------------------|-----------------------|----------------------|
| EU-28 | 13.1 | 10.0 | 90.0 | 72.8 | 0.6 | 13.0 | 10.4 | 89.6 | 0.5 | 25.5 | 100 |
| BE | 8.7 | 0.7 | 99.3 | 52.2 | 0.2 | 38.6 | 2.3 | 97.7 | 0.3 | 34.7 | 100 |
| BG | 5.9 | 5.2 | 94.8 | 86.6 | 0.4 | 2.9 | 3.3 | 96.7 | 4.2 | 16.0 | 100 |
| CZ | 4.9 | 0.8 | 99.2 | 92.9 | 1.7 | 0.1 | 100.0 | | 0.5 | 14.2 | 100 |
| DK | 16.6 | 4.9 | 95.1 | 66.4 | 1.5 | 15.5 | 13.9 | 86.1 | | 30.5 | 100 |
| DE | 13.9 | 8.3 | 91.7 | 80.4 | 0.5 | 4.5 | 21.9 | 78.1 | 0.6 | 20.7 | 100 |
| EE | 3.8 | 1.0 | 99.0 | 64.0 | 2.0 | 30.2 | 3.1 | 96.9 | | 15.3 | 100 |
| IE | 16.1 | 0.4 | 99.6 | 77.3 | 0.9 | 4.6 | 35.0 | 65.0 | 1.1 | 23.0 | 100 |
| EL | 12.8 | 16.3 | 83.7 | 57.5 | 0.6 | 29.0 | 19.9 | 80.1 | 0.1 | 24.1 | 100 |
| ES | 13.9 | 16.3 | 83.7 | 63.8 | 0.2 | 21.9 | 3.9 | 96.1 | 0.3 | 32.3 | 100 |
| FR | 13.7 | 21.7 | 78.3 | 80.7 | 0.3 | 4.9 | 17.0 | 83.0 | 0.3 | 31.9 | 100 |
| HR | 6.6 | 26.8 | 73.2 | 89.8 | 1.2 | 2.3 | 100.0 | | | 24.3 | 100 |
| IT | 9.6 | 17.0 | 83.0 | 82.6 | 0.1 | 7.3 | 47.6 | 52.4 | 0.4 | 27.5 | 100 |
| CY | 23.5 | 0.1 | 99.9 | 54.4 | | 22.1 | 0.2 | 99.8 | | 33.6 | 100 |
| LV | 8.4 | 1.0 | 99.0 | 66.5 | 5.9 | 19.3 | 1.8 | 98.2 | | 32.7 | 100 |
| LT | 4.5 | 0.8 | 99.2 | 86.1 | 3.6 | 0.9 | 29.1 | 70.9 | 4.8 | 27.7 | 100 |
| LU | 17.1 | 0.0 | 100.0 | 82.8 | 0.2 | 0.0 | 91.4 | 8.6 | | 61.1 | 100 |
| HU | 4.4 | 0.2 | 99.8 | 93.1 | 1.5 | 0.2 | 100.0 | | 0.8 | 20.2 | 100 |
| MT | 6.8 | 1.2 | 98.8 | 11.0 | | 82.2 | 2.4 | 97.6 | | 68.0 | 100 |
| NL | 13.1 | 0.4 | 99.6 | 35.1 | 0.1 | 51.7 | 2.4 | 97.6 | | 34.8 | 100 |
| AT | 8.4 | 2.5 | 97.5 | 88.6 | 0.5 | 0.3 | 14.6 | 85.4 | 2.1 | 30.9 | 100 |
| PL | 4.1 | 7.4 | 92.6 | 92.4 | 0.7 | 1.0 | 3.5 | 96.5 | 1.8 | 12.1 | 100 |
| PT | 16.1 | 10.2 | 89.8 | 73.0 | 0.2 | 10.7 | 7.6 | 92.4 | | 29.8 | 100 |
| RO | 4.2 | 10.5 | 89.5 | 91.2 | 2.3 | 2.2 | 32.0 | 68.0 | 0.1 | 14.9 | 100 |
| SI | 1.3 | 2.0 | 98.0 | 94.5 | 0.8 | 3.3 | | 100.0 | 0.0 | 33.5 | 100 |
| SK | 1.9 | 3.4 | 96.6 | 93.7 | 1.3 | 0.3 | 23.3 | 76.7 | 2.7 | 16.3 | 100 |
| FI | 16.1 | 9.1 | 90.9 | 78.0 | 0.6 | 5.2 | 61.5 | 38.5 | 0.1 | 21.6 | 100 |
| SE | 10.8 | 18.6 | 81.4 | 63.5 | 0.2 | 24.3 | 6.4 | 93.6 | 1.2 | 41.8 | 100 |
| UK | 22.1 | 4.6 | 95.4 | 69.8 | 1.3 | 6.4 | 22.8 | 77.2 | 0.3 | 27.7 | 100 |
| MK | | | | | | | | | | | |
| TR | | | | | | | | | | | |
| IS | 36.3 | 6.7 | 93.3 | 48.5 | | 15.2 | 8.1 | 91.9 | | 30.6 | 100 |
| NO | | | | | | | | | | | |
| CH | | | | | | | | | | | |

Notes: (*) Excluding International Bunkers (international traffic departing from the EU).
 (**) Including International Bunkers and Indirect CO₂ but excluding LULUCF.
 (***) Total transport share in total emissions.

Total CO₂ Emissions (*)

MILLION TONNES

| | 1990 | 1995 | 2000 | 2005 | 2010 | 2013 | 2014 |
|--------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| EU-28 | 4 469.6 | 4 210.7 | 4 170.8 | 4 295.4 | 3 939.9 | 3 650.6 | 3 467.9 |
| BE | 120.0 | 125.5 | 126.3 | 125.1 | 114.2 | 101.7 | 96.3 |
| BG | 79.3 | 57.4 | 45.0 | 50.1 | 47.6 | 42.5 | 45.1 |
| CZ | 165.6 | 133.0 | 128.8 | 127.3 | 118.3 | 108.8 | 103.4 |
| DK | 54.8 | 62.7 | 55.2 | 52.2 | 49.7 | 42.1 | 37.9 |
| DE | 1 051.0 | 938.0 | 899.2 | 865.9 | 832.2 | 835.7 | 792.9 |
| EE | 36.7 | 18.0 | 15.1 | 16.3 | 17.8 | 19.6 | 18.9 |
| IE | 32.8 | 35.8 | 45.2 | 48.0 | 41.6 | 37.1 | 36.6 |
| EL | 83.4 | 87.0 | 103.0 | 113.2 | 97.0 | 82.9 | 79.6 |
| ES | 230.2 | 265.7 | 311.6 | 368.7 | 283.6 | 252.3 | 253.5 |
| FR | 400.2 | 400.2 | 415.6 | 425.9 | 390.5 | 365.9 | 336.3 |
| HR | 24.2 | 17.5 | 20.2 | 24.0 | 21.7 | 18.8 | 18.1 |
| IT | 436.2 | 447.2 | 465.2 | 490.9 | 428.9 | 362.1 | 342.8 |
| CY | 4.7 | 5.9 | 7.1 | 8.0 | 8.0 | 6.5 | 6.9 |
| LV | 19.7 | 9.2 | 7.1 | 7.8 | 8.5 | 7.4 | 7.2 |
| LT | 35.8 | 15.0 | 11.8 | 13.9 | 13.6 | 13.0 | 12.7 |
| LU | 12.0 | 9.2 | 8.8 | 12.2 | 11.3 | 10.3 | 9.8 |
| HU | 73.1 | 61.4 | 58.3 | 60.3 | 52.1 | 43.9 | 43.6 |
| MT | 1.9 | 2.3 | 2.4 | 2.7 | 2.7 | 2.5 | 2.5 |
| NL | 163.2 | 173.7 | 172.4 | 177.8 | 182.8 | 165.7 | 158.0 |
| AT | 62.3 | 64.2 | 66.3 | 79.6 | 72.5 | 68.0 | 64.3 |
| PL | 378.8 | 363.9 | 319.1 | 323.4 | 336.6 | 322.7 | 310.8 |
| PT | 45.3 | 54.6 | 65.9 | 69.3 | 52.6 | 47.6 | 47.3 |
| RO | 173.0 | 127.2 | 94.1 | 101.2 | 79.8 | 73.4 | 73.4 |
| SI | 15.1 | 15.3 | 15.5 | 16.9 | 16.4 | 15.1 | 13.5 |
| SK | 61.8 | 44.7 | 41.2 | 42.6 | 38.3 | 35.4 | 33.3 |
| FI | 57.2 | 58.3 | 57.1 | 57.0 | 63.9 | 51.9 | 47.7 |
| SE | 57.5 | 59.3 | 54.7 | 53.9 | 53.1 | 44.9 | 43.4 |
| UK | 593.9 | 558.6 | 558.5 | 560.8 | 504.7 | 473.0 | 432.0 |
| MK | | | | | | | |
| TR | | | | | | | |
| IS | 2.1 | 2.3 | 2.7 | 2.8 | 3.4 | 3.3 | 3.3 |
| NO | | | | | | | |
| CH | | | | | | | |

Notes: Emissions data is downloaded from European Environment Agency (EEA), which is the main provider for EU-wide greenhouse gas emissions data. EEA prepares and maintains the complete EU greenhouse gas emissions inventory, which is based on data reported by Member States through the EU greenhouse gas monitoring mechanism and the UNFCCC process.

(*) Excluding International Bunkers and excluding LULUCF (Land Use, Land – Use Change and Forestry) emissions, including indirect CO₂.

CO₂ Emissions from Transport

MILLION TONNES

INCLUDING INTERNATIONAL BUNKERS (*)

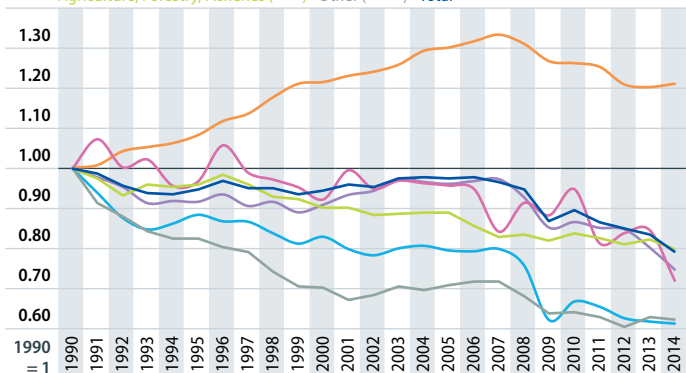
| | 1990 | 1995 | 2000 | 2005 | 2010 | 2013 | 2014 |
|--------------|--------------|----------------|----------------|----------------|----------------|----------------|----------------|
| EU-28 | 947.2 | 1 016.2 | 1 150.6 | 1 248.8 | 1 214.0 | 1 145.3 | 1 147.9 |
| BE | 36.8 | 38.1 | 45.2 | 54.7 | 55.9 | 48.4 | 46.7 |
| BG | 7.5 | 6.2 | 6.0 | 8.6 | 8.7 | 8.1 | 9.2 |
| CZ | 7.6 | 9.6 | 12.2 | 17.7 | 17.6 | 16.8 | 17.4 |
| DK | 15.3 | 18.7 | 18.5 | 18.0 | 17.5 | 16.2 | 16.9 |
| DE | 180.2 | 195.6 | 205.6 | 189.9 | 184.9 | 189.5 | 190.4 |
| EE | 3.1 | 1.9 | 2.0 | 2.6 | 3.0 | 3.6 | 3.3 |
| IE | 6.1 | 7.6 | 12.9 | 15.7 | 14.1 | 13.4 | 13.9 |
| EL | 24.6 | 30.0 | 32.3 | 32.7 | 32.8 | 27.1 | 26.2 |
| ES | 75.3 | 86.4 | 114.7 | 139.4 | 130.4 | 114.7 | 117.4 |
| FR | 135.4 | 146.5 | 161.2 | 163.5 | 156.4 | 153.3 | 151.8 |
| HR | 4.4 | 3.6 | 4.6 | 5.8 | 6.2 | 6.0 | 5.9 |
| IT | 109.9 | 121.2 | 133.5 | 143.2 | 134.7 | 116.5 | 117.6 |
| CY | 2.1 | 2.5 | 3.2 | 3.8 | 3.7 | 3.3 | 3.3 |
| LV | 4.7 | 2.6 | 2.3 | 4.0 | 4.4 | 3.9 | 4.0 |
| LT | 8.1 | 4.4 | 3.7 | 4.9 | 5.1 | 5.0 | 5.2 |
| LU | 3.1 | 3.9 | 5.8 | 8.3 | 7.6 | 7.5 | 7.3 |
| HU | 9.0 | 7.6 | 9.4 | 12.4 | 12.2 | 10.3 | 11.5 |
| MT | 1.3 | 2.2 | 3.0 | 2.9 | 5.4 | 4.6 | 4.9 |
| NL | 66.1 | 72.3 | 84.6 | 96.0 | 89.6 | 85.1 | 82.7 |
| AT | 14.7 | 17.1 | 20.4 | 26.8 | 24.3 | 24.7 | 24.0 |
| PL | 22.2 | 24.4 | 29.0 | 36.5 | 49.5 | 45.3 | 45.7 |
| PT | 12.7 | 15.6 | 22.3 | 22.9 | 22.5 | 20.3 | 20.5 |
| RO | 12.8 | 8.9 | 10.0 | 12.7 | 14.5 | 15.5 | 16.2 |
| SI | 2.7 | 3.7 | 3.7 | 4.5 | 5.3 | 5.7 | 5.6 |
| SK | 6.8 | 5.5 | 5.6 | 7.6 | 7.4 | 6.8 | 6.5 |
| FI | 14.7 | 13.1 | 15.0 | 15.7 | 14.9 | 14.4 | 13.1 |
| SE | 22.7 | 24.3 | 26.3 | 29.5 | 29.0 | 25.7 | 25.8 |
| UK | 137.3 | 142.9 | 157.6 | 168.4 | 156.4 | 153.8 | 154.6 |
| MK | | | | | | | |
| TR | | | | | | | |
| IS | 0.9 | 1.0 | 1.2 | 1.3 | 1.4 | 1.5 | 1.6 |
| NO | | | | | | | |
| CH | | | | | | | |

Note: (*) The activity data used in GHG inventories to report international maritime emissions (emissions from bunker fuels) are not fully consistent with the energy statistics on bunker fuels for some years and countries. For EU-28, changes in international maritime emissions between 2010 and 2011 show inconsistency with changes in energy statistics on bunker fuels.

CO₂ Emissions (*) by Sector – EU-28 MILLION TONNES

| | TOTAL ENERGY | FUEL COMBUSTION | ENERGY INDUSTRIES | | | | MANUFACTURING AND CONSTRUCTION | | | | | | |
|------|--------------|-----------------|----------------------------------------|--------------------|-------------------------|----------------|--------------------------------|-----------|-----------------------|-----------------------------|-------|------|-------|
| | | | Public Electricity and Heat Production | Petroleum Refining | Other Energy Industries | Iron and Steel | Non-Ferrous Metals | Chemicals | Pulp, Paper and Print | Food, Beverages and Tobacco | Other | | |
| 1990 | 4189.5 | 4159.5 | 1649.1 | 1411.0 | 122.0 | 116.1 | 856.5 | 175.6 | 17.2 | 117.7 | 34.4 | 52.4 | 459.1 |
| 1995 | 3973.6 | 3943.5 | 1512.5 | 1282.7 | 128.9 | 100.8 | 743.1 | 158.5 | 18.6 | 111.8 | 38.4 | 60.7 | 355.1 |
| 2000 | 3966.5 | 3938.7 | 1500.9 | 1284.4 | 132.0 | 84.6 | 679.4 | 137.4 | 18.2 | 97.3 | 36.5 | 55.2 | 334.8 |
| 2001 | 4043.8 | 4017.0 | 1540.9 | 1324.8 | 135.0 | 81.1 | 654.9 | 128.7 | 19.0 | 94.1 | 34.1 | 54.6 | 324.5 |
| 2002 | 4018.6 | 3991.2 | 1557.5 | 1340.3 | 135.3 | 81.8 | 637.8 | 123.0 | 18.3 | 91.6 | 34.3 | 53.6 | 317.0 |
| 2003 | 4109.9 | 4081.7 | 1608.0 | 1392.1 | 134.8 | 81.2 | 648.0 | 124.1 | 17.7 | 94.8 | 35.0 | 53.3 | 323.1 |
| 2004 | 4116.9 | 4089.7 | 1593.4 | 1375.8 | 138.2 | 79.5 | 644.5 | 128.1 | 17.2 | 93.9 | 33.6 | 51.5 | 320.2 |
| 2005 | 4103.5 | 4075.1 | 1586.2 | 1364.7 | 141.6 | 79.8 | 634.6 | 123.8 | 16.2 | 92.6 | 33.8 | 50.4 | 317.6 |
| 2006 | 4114.6 | 4085.1 | 1597.4 | 1377.3 | 138.1 | 82.0 | 629.6 | 127.5 | 15.8 | 91.2 | 33.2 | 46.0 | 315.8 |
| 2007 | 4059.8 | 4030.5 | 1605.1 | 1386.7 | 138.9 | 79.6 | 630.9 | 133.2 | 15.5 | 88.4 | 32.6 | 45.4 | 315.9 |
| 2008 | 3985.8 | 3957.6 | 1530.0 | 1312.5 | 140.0 | 77.5 | 602.0 | 125.3 | 15.0 | 87.3 | 28.9 | 43.0 | 302.5 |
| 2009 | 3702.1 | 3675.6 | 1406.1 | 1209.4 | 132.4 | 64.4 | 504.3 | 91.7 | 13.7 | 77.3 | 26.4 | 38.8 | 256.4 |
| 2010 | 3802.8 | 3776.0 | 1429.4 | 1223.8 | 132.9 | 72.7 | 538.2 | 110.4 | 14.1 | 78.7 | 28.0 | 40.6 | 266.4 |
| 2011 | 3661.8 | 3635.5 | 1405.5 | 1204.5 | 130.6 | 70.4 | 524.9 | 109.3 | 13.3 | 77.2 | 26.5 | 39.0 | 259.5 |
| 2012 | 3612.7 | 3587.1 | 1399.5 | 1214.3 | 126.1 | 59.1 | 504.5 | 104.7 | 12.4 | 75.3 | 25.9 | 38.8 | 247.3 |
| 2013 | 3532.4 | 3505.0 | 1324.8 | 1149.9 | 119.1 | 55.9 | 496.3 | 103.8 | 10.2 | 75.1 | 25.4 | 38.4 | 243.4 |
| 2014 | 3347.6 | 3319.9 | 1234.0 | 1064.9 | 114.9 | 54.2 | 486.3 | 104.6 | 9.4 | 72.0 | 23.9 | 36.9 | 239.5 |

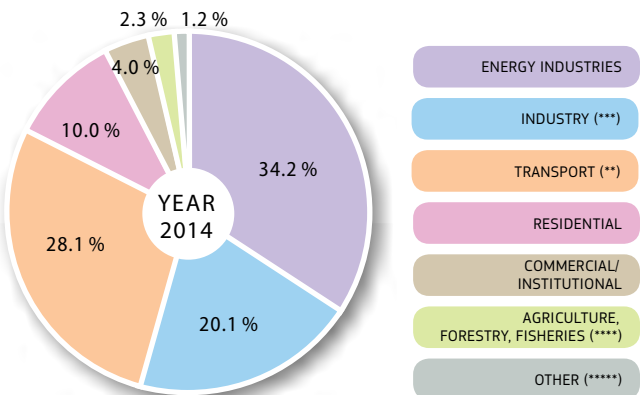
Energy Industries - Industry (***) - Transport (**) - Residential and commercial - Agriculture, Forestry, Fisheries (****) - Other (*****) - Total



- Notes:** (*) Excluding LULUCF (Land Use, Land – Use Change and Forestry) emissions and international maritime, including international aviation and indirect CO₂.
 (**) Excluding international maritime (international traffic departing from the EU), including international aviation.
 (***) Emissions from Manufacturing and Construction, Industrial Processes and Product Use.
 (****) Emissions from Fuel Combustion and other Emissions from Agriculture.
 (*****) Emissions from Other (Not elsewhere specified), Fugitive Emissions from Fuels, Waste, Indirect CO₂ and Other.

CO₂ Emissions (*) by Sector – EU-28 MILLION TONNES

| TRANSPORT (**) | OTHER SECTORS | | | | OTHER (NOT ELSE- WHERE SPECIFIED) | FUGITIVE EMISSIONS FROM FUELS | INDUSTRIAL PROCESS- ES & PRODUCT USE | AGRICULTURE | WASTE | OTHER | INDIRECT CO ₂ | TOTAL EMISSIONS | |
|----------------|-------------------------------|-------------|---------------------------------------|------|--------------------------------------|----------------------------------|-----------------------------------------|-------------|-------|-------|--------------------------|-----------------|------|
| | Commercial / Institutional | Residential | Agriculture / Forestry / Fisheries | | | | | | | | | | |
| 839.1 | 792.0 | 200.5 | 501.1 | 90.5 | 22.8 | 30.0 | 321.5 | 13.9 | 5.4 | | 8.3 | 4538.6 | 1990 |
| 907.0 | 767.7 | 182.9 | 495.6 | 89.2 | 13.3 | 30.1 | 299.5 | 11.1 | 4.7 | | 7.1 | 4295.9 | 1995 |
| 1017.7 | 731.4 | 176.4 | 471.1 | 83.9 | 9.3 | 27.8 | 298.9 | 10.3 | 3.5 | | 6.3 | 4285.6 | 2000 |
| 1030.5 | 782.2 | 191.7 | 506.4 | 84.0 | 8.5 | 26.8 | 287.3 | 10.1 | 3.5 | | 6.1 | 4350.9 | 2001 |
| 1039.1 | 748.3 | 179.5 | 486.5 | 82.3 | 8.5 | 27.4 | 286.4 | 10.0 | 3.8 | | 5.9 | 4324.7 | 2002 |
| 1053.9 | 762.6 | 180.2 | 499.7 | 82.7 | 9.1 | 28.2 | 296.5 | 10.0 | 4.0 | | 5.7 | 4426.2 | 2003 |
| 1082.8 | 758.8 | 184.3 | 491.4 | 83.2 | 10.1 | 27.2 | 307.4 | 9.7 | 3.7 | | 5.5 | 4443.2 | 2004 |
| 1089.6 | 755.1 | 184.3 | 487.3 | 83.5 | 9.6 | 28.4 | 303.8 | 9.2 | 3.8 | | 5.5 | 4425.8 | 2005 |
| 1102.6 | 746.2 | 188.7 | 477.1 | 80.5 | 9.3 | 29.5 | 306.4 | 9.0 | 3.8 | | 5.3 | 4439.1 | 2006 |
| 1116.3 | 668.4 | 166.9 | 424.3 | 77.2 | 9.8 | 29.2 | 311.7 | 9.2 | 3.7 | | 5.1 | 4389.5 | 2007 |
| 1097.0 | 719.9 | 186.8 | 454.8 | 78.3 | 8.7 | 28.2 | 292.2 | 8.9 | 3.7 | | 4.8 | 4295.5 | 2008 |
| 1061.0 | 696.2 | 178.7 | 441.2 | 76.2 | 8.1 | 26.5 | 230.0 | 9.2 | 3.5 | | 4.5 | 3949.4 | 2009 |
| 1057.0 | 743.7 | 187.5 | 477.7 | 78.5 | 7.7 | 26.8 | 250.8 | 8.9 | 3.6 | | 4.6 | 4070.8 | 2010 |
| 1049.4 | 648.1 | 168.3 | 402.8 | 76.9 | 7.6 | 26.4 | 249.0 | 9.3 | 3.5 | | 4.5 | 3928.2 | 2011 |
| 1012.4 | 664.0 | 165.1 | 423.6 | 75.3 | 6.8 | 25.6 | 235.7 | 9.3 | 3.6 | | 4.4 | 3865.6 | 2012 |
| 1007.2 | 669.9 | 167.3 | 426.8 | 75.8 | 6.8 | 27.4 | 234.3 | 10.0 | 3.5 | | 4.3 | 3784.4 | 2013 |
| 1014.1 | 579.1 | 144.8 | 361.2 | 73.1 | 6.4 | 27.7 | 238.3 | 10.2 | 3.5 | | 4.1 | 3603.7 | 2014 |



- Notes:** (*) Excluding LULUCF (Land Use, Land – Use Change and Forestry) emissions and international maritime, including international aviation and indirect CO₂.
 (**) Excluding international maritime (international traffic departing from the EU), including international aviation.
 (***) Emissions from Manufacturing and Construction, Industrial Processes and Product Use.
 (****) Emissions from Fuel Combustion and other Emissions from Agriculture.
 (*****) Emissions from Other (Not elsewhere specified), Fugitive Emissions from Fuels, Waste, Indirect CO₂ and Other.

CO₂ Emissions (*) by Sector – EU-28 SHARES %

| | TOTAL ENERGY | FUEL COMBUSTION | ENERGY INDUSTRIES | | | | MANUFACTURING AND CONSTRUCTION | | | | | | | | |
|------|--------------|-----------------|----------------------------------------|--------------------|-------------------------|----------------|--------------------------------|-----------|-----------------------|-----------------------------|-------|-----|------|--|--|
| | | | Public Electricity and Heat Production | Petroleum Refining | Other Energy Industries | Iron and Steel | Non-Ferrous Metals | Chemicals | Pulp, Paper and Print | Food, Beverages and Tobacco | Other | | | | |
| 1990 | 92.3 | 99.3 | 39.6 | 85.6 | 7.4 | 7.0 | 20.6 | 20.5 | 2.0 | 13.7 | 4.0 | 6.1 | 53.6 | | |
| 1991 | 92.9 | 99.3 | 39.0 | 86.0 | 7.3 | 6.7 | 19.7 | 20.4 | 2.3 | 13.7 | 4.5 | 6.5 | 52.5 | | |
| 1992 | 93.0 | 99.3 | 39.3 | 86.3 | 7.4 | 6.3 | 18.8 | 20.6 | 2.3 | 13.4 | 4.7 | 7.0 | 52.2 | | |
| 1993 | 93.1 | 99.3 | 38.3 | 85.6 | 8.0 | 6.5 | 18.5 | 20.4 | 2.4 | 13.3 | 4.8 | 7.3 | 51.8 | | |
| 1994 | 92.7 | 99.3 | 38.8 | 85.2 | 8.1 | 6.6 | 18.6 | 21.5 | 2.4 | 14.0 | 5.2 | 8.0 | 48.8 | | |
| 1995 | 92.5 | 99.2 | 38.4 | 84.8 | 8.5 | 6.7 | 18.8 | 21.3 | 2.5 | 15.0 | 5.2 | 8.2 | 47.8 | | |
| 1996 | 92.9 | 99.3 | 38.0 | 85.2 | 8.6 | 6.2 | 18.0 | 20.2 | 2.4 | 15.0 | 5.2 | 8.4 | 48.9 | | |
| 1997 | 92.6 | 99.2 | 37.7 | 84.6 | 8.9 | 6.5 | 18.3 | 21.2 | 2.6 | 14.5 | 5.2 | 8.2 | 48.2 | | |
| 1998 | 92.7 | 99.3 | 38.1 | 85.1 | 8.9 | 6.0 | 17.4 | 21.2 | 2.7 | 14.1 | 5.3 | 8.2 | 48.6 | | |
| 1999 | 92.8 | 99.3 | 37.5 | 85.3 | 8.8 | 5.9 | 17.1 | 20.1 | 2.7 | 14.3 | 5.2 | 8.3 | 49.5 | | |
| 2000 | 92.6 | 99.3 | 38.1 | 85.6 | 8.8 | 5.6 | 17.2 | 20.2 | 2.7 | 14.3 | 5.4 | 8.1 | 49.3 | | |
| 2001 | 92.9 | 99.3 | 38.4 | 86.0 | 8.8 | 5.3 | 16.3 | 19.7 | 2.9 | 14.4 | 5.2 | 8.3 | 49.5 | | |
| 2002 | 92.9 | 99.3 | 39.0 | 86.1 | 8.7 | 5.3 | 16.0 | 19.3 | 2.9 | 14.4 | 5.4 | 8.4 | 49.7 | | |
| 2003 | 92.9 | 99.3 | 39.4 | 86.6 | 8.4 | 5.0 | 15.9 | 19.1 | 2.7 | 14.6 | 5.4 | 8.2 | 49.9 | | |
| 2004 | 92.7 | 99.3 | 39.0 | 86.3 | 8.7 | 5.0 | 15.8 | 19.9 | 2.7 | 14.6 | 5.2 | 8.0 | 49.7 | | |
| 2005 | 92.7 | 99.3 | 38.9 | 86.0 | 8.9 | 5.0 | 15.6 | 19.5 | 2.6 | 14.6 | 5.3 | 7.9 | 50.1 | | |
| 2006 | 92.7 | 99.3 | 39.1 | 86.2 | 8.6 | 5.1 | 15.4 | 20.3 | 2.5 | 14.5 | 5.3 | 7.3 | 50.2 | | |
| 2007 | 92.5 | 99.3 | 39.8 | 86.4 | 8.7 | 5.0 | 15.7 | 21.1 | 2.5 | 14.0 | 5.2 | 7.2 | 50.1 | | |
| 2008 | 92.8 | 99.3 | 38.7 | 85.8 | 9.2 | 5.1 | 15.2 | 20.8 | 2.5 | 14.5 | 4.8 | 7.1 | 50.3 | | |
| 2009 | 93.7 | 99.3 | 38.3 | 86.0 | 9.4 | 4.6 | 13.7 | 18.2 | 2.7 | 15.3 | 5.2 | 7.7 | 50.8 | | |
| 2010 | 93.4 | 99.3 | 37.9 | 85.6 | 9.3 | 5.1 | 14.3 | 20.5 | 2.6 | 14.6 | 5.2 | 7.6 | 49.5 | | |
| 2011 | 93.2 | 99.3 | 38.7 | 85.7 | 9.3 | 5.0 | 14.4 | 20.8 | 2.5 | 14.7 | 5.0 | 7.4 | 49.4 | | |
| 2012 | 93.5 | 99.3 | 39.0 | 86.8 | 9.0 | 4.2 | 14.1 | 20.8 | 2.5 | 14.9 | 5.1 | 7.7 | 49.0 | | |
| 2013 | 93.3 | 99.2 | 37.8 | 86.8 | 9.0 | 4.2 | 14.2 | 20.9 | 2.1 | 15.1 | 5.1 | 7.7 | 49.0 | | |
| 2014 | 92.9 | 99.2 | 37.2 | 86.3 | 9.3 | 4.4 | 14.6 | 21.5 | 1.9 | 14.8 | 4.9 | 7.6 | 49.2 | | |

Notes: (*) Excluding LULUCF (Land Use, Land – Use Change and Forestry) emissions and international maritime, including international aviation and indirect CO₂. Indirect emissions from electricity use are not included in the CO₂ emissions from fuel combustion by Manufacturing and Construction, Transport and other sectors (Commercial/Institutional, Residential and Agriculture/Forestry/Fisheries).

CO₂ Emissions (*) by Sector – EU-28 SHARES %

| TRANSPORT (**) | OTHER SECTORS | | | | OTHER (NOT ELSE-WHERE SPECIFIED) | FUGITIVE EMISSIONS FROM FUELS | INDUSTRIAL PROCESSES & PRODUCT USE | AGRICULTURE | WASTE | OTHER | INDIRECT CO ₂ | TOTAL EMISSIONS | |
|----------------|----------------------------|-------------|------------------------------------|------|----------------------------------|-------------------------------|------------------------------------|-------------|-------|-------|--------------------------|-----------------|------|
| | Commercial / Institutional | Residential | Agriculture / Forestry / Fisheries | | | | | | | | | | |
| 20.2 | 19.0 | 25.3 | 63.3 | 11.4 | 0.5 | 0.7 | 7.1 | 0.3 | 0.1 | | 0.2 | 100 | 1990 |
| 20.4 | 20.4 | 25.0 | 64.4 | 10.7 | 0.5 | 0.7 | 6.6 | 0.3 | 0.1 | | 0.2 | 100 | 1991 |
| 21.8 | 19.7 | 24.5 | 64.5 | 11.0 | 0.4 | 0.7 | 6.4 | 0.2 | 0.1 | | 0.2 | 100 | 1992 |
| 22.4 | 20.5 | 23.8 | 65.1 | 11.2 | 0.4 | 0.7 | 6.4 | 0.2 | 0.1 | | 0.2 | 100 | 1993 |
| 22.8 | 19.5 | 23.5 | 64.7 | 11.8 | 0.4 | 0.7 | 6.8 | 0.2 | 0.1 | | 0.2 | 100 | 1994 |
| 23.0 | 19.5 | 23.8 | 64.6 | 11.6 | 0.3 | 0.8 | 7.0 | 0.3 | 0.1 | | 0.2 | 100 | 1995 |
| 23.1 | 20.5 | 24.0 | 65.0 | 11.0 | 0.3 | 0.7 | 6.6 | 0.3 | 0.1 | | 0.2 | 100 | 1996 |
| 24.0 | 19.7 | 23.6 | 65.1 | 11.3 | 0.3 | 0.8 | 6.9 | 0.3 | 0.1 | | 0.2 | 100 | 1997 |
| 24.8 | 19.3 | 23.9 | 64.9 | 11.2 | 0.3 | 0.7 | 6.9 | 0.3 | 0.1 | | 0.2 | 100 | 1998 |
| 25.9 | 19.3 | 24.4 | 64.3 | 11.4 | 0.3 | 0.7 | 6.7 | 0.2 | 0.1 | | 0.1 | 100 | 1999 |
| 25.8 | 18.6 | 24.1 | 64.4 | 11.5 | 0.2 | 0.7 | 7.0 | 0.2 | 0.1 | | 0.1 | 100 | 2000 |
| 25.7 | 19.5 | 24.5 | 64.7 | 10.7 | 0.2 | 0.7 | 6.6 | 0.2 | 0.1 | | 0.1 | 100 | 2001 |
| 26.0 | 18.7 | 24.0 | 65.0 | 11.0 | 0.2 | 0.7 | 6.6 | 0.2 | 0.1 | | 0.1 | 100 | 2002 |
| 25.8 | 18.7 | 23.6 | 65.5 | 10.8 | 0.2 | 0.7 | 6.7 | 0.2 | 0.1 | | 0.1 | 100 | 2003 |
| 26.5 | 18.6 | 24.3 | 64.8 | 11.0 | 0.2 | 0.7 | 6.9 | 0.2 | 0.1 | | 0.1 | 100 | 2004 |
| 26.7 | 18.5 | 24.4 | 64.5 | 11.1 | 0.2 | 0.7 | 6.9 | 0.2 | 0.1 | | 0.1 | 100 | 2005 |
| 27.0 | 18.3 | 25.3 | 63.9 | 10.8 | 0.2 | 0.7 | 6.9 | 0.2 | 0.1 | | 0.1 | 100 | 2006 |
| 27.7 | 16.6 | 25.0 | 63.5 | 11.6 | 0.2 | 0.7 | 7.1 | 0.2 | 0.1 | | 0.1 | 100 | 2007 |
| 27.7 | 18.2 | 26.0 | 63.2 | 10.9 | 0.2 | 0.7 | 6.8 | 0.2 | 0.1 | | 0.1 | 100 | 2008 |
| 28.9 | 18.9 | 25.7 | 63.4 | 11.0 | 0.2 | 0.7 | 5.8 | 0.2 | 0.1 | | 0.1 | 100 | 2009 |
| 28.0 | 19.7 | 25.2 | 64.2 | 10.6 | 0.2 | 0.7 | 6.2 | 0.2 | 0.1 | | 0.1 | 100 | 2010 |
| 28.9 | 17.8 | 26.0 | 62.2 | 11.9 | 0.2 | 0.7 | 6.3 | 0.2 | 0.1 | | 0.1 | 100 | 2011 |
| 28.2 | 18.5 | 24.9 | 63.8 | 11.3 | 0.2 | 0.7 | 6.1 | 0.2 | 0.1 | | 0.1 | 100 | 2012 |
| 28.7 | 19.1 | 25.0 | 63.7 | 11.3 | 0.2 | 0.8 | 6.2 | 0.3 | 0.1 | | 0.1 | 100 | 2013 |
| 30.5 | 17.4 | 25.0 | 62.4 | 12.6 | 0.2 | 0.8 | 6.6 | 0.3 | 0.1 | | 0.1 | 100 | 2014 |

Notes: (*) Excluding LULUCF (Land Use, Land – Use Change and Forestry) emissions and international maritime, including international aviation and indirect CO₂.
(**) Excluding international maritime (international traffic departing from the EU), including international aviation.

Indirect emissions from electricity use are not included in the CO₂ emissions from fuel combustion by Manufacturing and Construction, Transport and other sectors (Commercial/Institutional, Residential and Agriculture/Forestry/Fisheries).

CO₂ Emissions (*) by Sector – 2014

MILLION TONNES

| | TOTAL ENERGY | FUEL COMBUSTION | ENERGY INDUSTRIES | | | | MANUFACTURING AND CONSTRUCTION | | | | | | |
|-------|--------------|-----------------|----------------------------------------|--------------------|-------------------------|----------------|--------------------------------|-----------|-----------------------|-----------------------------|-------|------|-------|
| | | | Public Electricity and Heat Production | Petroleum Refining | Other Energy Industries | Iron and Steel | Non-Ferrous Metals | Chemicals | Pulp, Paper and Print | Food, Beverages and Tobacco | Other | | |
| EU-28 | 3347.6 | 3319.9 | 1234.0 | 1064.9 | 114.9 | 54.2 | 486.3 | 104.6 | 9.4 | 72.0 | 23.9 | 36.9 | 239.5 |
| BE | 84.7 | 84.6 | 20.3 | 15.4 | 4.7 | 0.2 | 13.1 | 1.1 | 0.4 | 3.1 | 0.6 | 2.2 | 5.7 |
| BG | 42.0 | 42.0 | 28.9 | 28.0 | 0.9 | 0.0 | 2.7 | 0.1 | 0.3 | 0.2 | 0.1 | 0.3 | 1.7 |
| CZ | 90.5 | 90.3 | 52.9 | 46.5 | 0.8 | 5.6 | 10.0 | 2.1 | 0.1 | 1.6 | 0.4 | 1.0 | 4.7 |
| DK | 38.7 | 38.5 | 15.4 | 13.1 | 0.9 | 1.4 | 4.2 | 0.1 | 0.0 | 0.3 | 0.1 | 1.2 | 2.4 |
| DE | 769.5 | 766.9 | 341.2 | 313.3 | 17.6 | 10.2 | 118.7 | 33.8 | 0.1 | | 0.0 | 0.2 | 84.6 |
| EE | 18.5 | 18.5 | 14.9 | 14.3 | | 0.6 | 0.7 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 |
| IE | 36.7 | 36.7 | 11.0 | 10.6 | 0.3 | 0.1 | 4.3 | | 1.4 | 0.3 | 0.0 | 0.8 | 1.8 |
| EL | 76.1 | 76.1 | 45.8 | 40.4 | 5.3 | 0.0 | 5.4 | 0.1 | 0.6 | 0.4 | 0.1 | 0.6 | 3.5 |
| ES | 247.1 | 243.1 | 74.9 | 61.7 | 11.8 | 1.5 | 39.7 | 4.9 | 1.4 | 7.8 | 3.9 | 2.9 | 18.8 |
| FR | 329.7 | 326.6 | 39.1 | 27.9 | 7.9 | 3.3 | 59.5 | 15.1 | 0.8 | 17.0 | 2.7 | 7.0 | 16.9 |
| HR | 16.3 | 15.6 | 4.6 | 3.1 | 1.3 | 0.2 | 2.5 | 0.1 | 0.0 | 0.3 | 0.1 | 0.4 | 1.6 |
| IT | 335.9 | 333.4 | 99.2 | 71.4 | 21.0 | 6.8 | 50.8 | 11.0 | 1.1 | 8.4 | 4.1 | 3.5 | 22.7 |
| CY | 6.7 | 6.7 | 2.9 | 2.9 | | | 0.7 | | 0.0 | 0.0 | 0.0 | 0.1 | 0.6 |
| LV | 6.9 | 6.9 | 1.7 | 1.6 | | 0.1 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.5 |
| LT | 10.5 | 10.5 | 3.1 | 1.8 | 1.3 | 0.0 | 1.1 | | | 0.2 | 0.0 | 0.2 | 0.7 |
| LU | 10.5 | 10.5 | 0.7 | 0.7 | | | 1.1 | 0.3 | 0.0 | 0.1 | 0.0 | 0.0 | 0.6 |
| HU | 39.3 | 39.2 | 13.1 | 11.3 | 1.4 | 0.4 | 4.2 | 0.2 | 0.2 | 0.4 | 0.2 | 0.7 | 2.5 |
| MT | 2.8 | 2.8 | 1.6 | 1.6 | | | 0.0 | | | | | | 0.0 |
| NL | 161.7 | 160.0 | 63.7 | 51.3 | 9.7 | 2.7 | 24.1 | 3.6 | 0.1 | 12.0 | 1.0 | 3.5 | 4.0 |
| AT | 52.3 | 52.1 | 9.6 | 6.6 | 2.7 | 0.2 | 10.4 | 1.7 | 0.3 | 1.9 | 1.4 | 0.9 | 4.3 |
| PL | 290.7 | 286.1 | 159.5 | 152.6 | 4.0 | 2.9 | 29.7 | 5.7 | 1.2 | 6.5 | 1.6 | 4.1 | 10.6 |
| PT | 45.9 | 44.5 | 14.4 | 12.3 | 2.1 | | 7.6 | 0.1 | | 1.2 | 1.0 | 0.8 | 4.5 |
| RO | 64.9 | 63.9 | 25.0 | 21.7 | 1.6 | 1.7 | 13.7 | 2.5 | | 2.9 | 0.1 | 0.8 | 7.3 |
| SI | 12.8 | 12.7 | 4.4 | 4.4 | | 0.0 | 1.6 | 0.2 | 0.1 | 0.1 | 0.3 | 0.1 | 0.8 |
| SK | 25.3 | 25.2 | 7.1 | 4.6 | 1.2 | 1.3 | 7.2 | 3.2 | 0.1 | 0.5 | 0.5 | 0.3 | 2.6 |
| FI | 45.3 | 45.3 | 19.1 | 16.2 | 2.5 | 0.3 | 8.3 | 2.3 | 0.1 | 0.7 | 2.7 | 0.2 | 2.2 |
| SE | 40.2 | 39.5 | 8.8 | 6.3 | 2.1 | 0.4 | 7.6 | 1.3 | 0.1 | 1.2 | 0.7 | 0.4 | 3.9 |
| UK | 446.1 | 441.7 | 151.0 | 123.1 | 13.5 | 14.5 | 56.6 | 14.9 | 0.9 | 4.9 | 2.1 | 4.5 | 29.3 |
| MK | | | | | | | | | | | | | |
| TR | | | | | | | | | | | | | |
| IS | 2.2 | 2.0 | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 |
| NO | | | | | | | | | | | | | |
| CH | | | | | | | | | | | | | |

Note: (*) Excluding LULUCF (Land Use, Land – Use Change and Forestry) emissions and international maritime, including international aviation and indirect CO₂.

CO₂ Emissions (*) by Sector – 2014 MILLION TONNES

| TRANSPORT (**) | OTHER SECTORS | | | | | OTHER (NOT ELSE-WHERE SPECIFIED) | FUGITIVE EMISSIONS FROM FUELS | INDUSTRIAL PROCESS-ES & PRODUCT USE | | | | AGRICULTURE | WASTE | OTHER | INDIRECT CO ₂ | TOTAL EMISSIONS | |
|----------------|---------------|-------|-------|------|-----|----------------------------------|-------------------------------|-------------------------------------|-----|--|--|-------------|-------|--------|--------------------------|-----------------|--|
| 1014.1 | 579.1 | 144.8 | 361.2 | 73.1 | 6.4 | 27.7 | 238.3 | 10.2 | 3.5 | | | | 4.1 | 3603.7 | EU-28 | | |
| 29.0 | 22.1 | 4.9 | 15.5 | 1.7 | 0.0 | 0.1 | 15.3 | 0.1 | 0.2 | | | | | 100.4 | BE | | |
| 8.9 | 1.4 | 0.2 | 0.7 | 0.5 | 0.0 | 0.0 | 3.6 | 0.0 | 0.0 | | | | | 45.6 | BG | | |
| 17.4 | 9.7 | 2.5 | 6.0 | 1.2 | 0.3 | 0.2 | 11.2 | 0.2 | 0.1 | | | | 2.2 | 104.3 | CZ | | |
| 14.7 | 4.0 | 0.7 | 1.5 | 1.8 | 0.2 | 0.3 | 1.2 | 0.2 | 0.0 | | | | 0.4 | 40.6 | DK | | |
| 183.8 | 122.2 | 32.6 | 84.3 | 5.3 | 1.0 | 2.6 | 44.8 | 2.9 | | | | | | 817.2 | DE | | |
| 2.4 | 0.6 | 0.1 | 0.2 | 0.3 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | | | | | 19.0 | EE | | |
| 13.4 | 7.9 | 1.8 | 5.6 | 0.6 | | | 1.7 | 0.4 | 0.0 | | | | 0.1 | 38.9 | IE | | |
| 20.1 | 4.8 | 0.6 | 3.8 | 0.5 | | 0.0 | 6.3 | 0.0 | 0.0 | | | | | 82.5 | EL | | |
| 92.6 | 35.9 | 8.6 | 15.4 | 11.8 | | 4.0 | 19.4 | 0.6 | | | | | | 267.1 | ES | | |
| 145.6 | 82.4 | 24.0 | 46.9 | 11.6 | | 3.0 | 18.3 | 1.9 | 1.7 | | | | 0.9 | 352.6 | FR | | |
| 5.9 | 2.5 | 0.5 | 1.4 | 0.6 | | 0.8 | 2.0 | 0.1 | 0.0 | | | | | 18.4 | HR | | |
| 113.1 | 69.7 | 20.5 | 42.4 | 6.8 | 0.6 | 2.5 | 15.7 | 0.4 | 0.2 | | | | | 352.2 | IT | | |
| 2.5 | 0.4 | 0.1 | 0.3 | 0.1 | 0.0 | | 1.0 | 0.0 | | | | | | 7.7 | CY | | |
| 3.2 | 1.3 | 0.4 | 0.4 | 0.4 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | | | | 0.0 | 7.5 | LV | | |
| 5.2 | 1.1 | 0.3 | 0.6 | 0.1 | 0.0 | 0.0 | 2.4 | 0.0 | 0.0 | | | | | 13.0 | LT | | |
| 7.3 | 1.4 | 0.4 | 1.0 | 0.1 | | 0.0 | 0.5 | 0.0 | | | | | | 11.1 | LU | | |
| 11.5 | 10.4 | 2.8 | 6.2 | 1.4 | | 0.1 | 4.4 | 0.1 | 0.2 | | | | | 44.1 | HU | | |
| 1.0 | 0.2 | 0.1 | 0.1 | 0.0 | | | 0.0 | | 0.0 | | | | | 2.8 | MT | | |
| 41.0 | 30.9 | 7.1 | 15.3 | 8.6 | 0.2 | 1.7 | 6.9 | 0.1 | | | | | 0.2 | 168.8 | NL | | |
| 24.0 | 8.1 | 2.0 | 5.3 | 0.8 | 0.0 | 0.2 | 13.8 | 0.1 | 0.0 | | | | | 66.2 | AT | | |
| 45.3 | 51.6 | 7.8 | 34.1 | 9.7 | | 4.5 | 20.5 | 0.9 | 0.5 | | | | | 312.5 | PL | | |
| 18.5 | 4.0 | 1.1 | 1.9 | 1.0 | 0.1 | 1.4 | 4.2 | 0.1 | 0.0 | | | | 0.1 | 50.3 | PT | | |
| 16.0 | 8.9 | 2.1 | 5.9 | 1.0 | 0.4 | 1.0 | 9.0 | 0.1 | 0.0 | | | | | 74.0 | RO | | |
| 5.4 | 1.2 | 0.3 | 0.7 | 0.2 | 0.0 | 0.1 | 0.8 | 0.0 | 0.0 | | | | | 13.6 | SI | | |
| 6.5 | 4.3 | 1.6 | 2.7 | 0.1 | 0.1 | 0.0 | 8.1 | 0.1 | 0.0 | | | | | 33.5 | SK | | |
| 12.9 | 3.8 | 1.0 | 1.4 | 1.4 | 1.1 | 0.1 | 3.9 | 0.2 | | | | | 0.1 | 49.6 | FI | | |
| 20.0 | 2.9 | 0.7 | 0.7 | 1.5 | 0.2 | 0.7 | 5.3 | 0.1 | 0.1 | | | | | 45.7 | SE | | |
| 146.9 | 85.2 | 20.0 | 61.0 | 4.1 | 2.0 | 4.3 | 16.9 | 1.4 | 0.3 | | | | | 464.6 | UK | | |
| | | | | | | | | | | | | | | | MK | | |
| | | | | | | | | | | | | | | | TR | | |
| 1.4 | 0.6 | 0.0 | 0.0 | 0.6 | | 0.2 | 1.6 | 0.0 | 0.0 | | | | | 3.8 | IS | | |
| | | | | | | | | | | | | | | | NO | | |
| | | | | | | | | | | | | | | | CH | | |

Notes: (*) Excluding LULUCF (Land Use, Land – Use Change and Forestry) emissions and international maritime, including international aviation and indirect CO₂.
(**) Excluding international maritime (international traffic departing from the EU), including international aviation.

CO₂ Emissions (*) by Sector – 2014

SHARES %

| | TOTAL ENERGY | FUEL COMBUSTION | ENERGY INDUSTRIES | | | | MANUFACTURING AND CONSTRUCTION | | | | | | |
|-------|--------------|-----------------|----------------------------------------|--------------------|-------------------------|----------------|--------------------------------|-----------|-----------------------|-----------------------------|-------|------|-------|
| | | | Public Electricity and Heat Production | Petroleum Refining | Other Energy Industries | Iron and Steel | Non-Ferrous Metals | Chemicals | Pulp, Paper and Print | Food, Beverages and Tobacco | Other | | |
| EU-28 | 92.9 | 99.2 | 37.2 | 86.3 | 9.3 | 4.4 | 14.6 | 21.5 | 1.9 | 14.8 | 4.9 | 7.6 | 49.2 |
| BE | 84.4 | 99.9 | 24.0 | 75.8 | 23.3 | 0.9 | 15.5 | 8.3 | 3.0 | 23.7 | 4.6 | 16.8 | 43.7 |
| BG | 92.1 | 100.0 | 68.9 | 96.8 | 3.2 | 0.0 | 6.5 | 4.3 | 12.4 | 8.0 | 4.1 | 9.3 | 61.8 |
| CZ | 86.8 | 99.8 | 58.6 | 87.9 | 1.5 | 10.6 | 11.0 | 21.4 | 1.0 | 15.9 | 4.1 | 10.0 | 47.5 |
| DK | 95.3 | 99.4 | 39.9 | 85.1 | 6.0 | 8.9 | 10.9 | 2.0 | 0.0 | 8.0 | 3.4 | 28.2 | 58.4 |
| DE | 94.2 | 99.7 | 44.5 | 91.8 | 5.2 | 3.0 | 15.5 | 28.5 | 0.1 | | 0.0 | 0.1 | 71.3 |
| EE | 97.4 | 100.0 | 80.3 | 96.1 | | 3.9 | 3.7 | | 0.3 | 2.2 | 0.5 | 0.7 | 96.3 |
| IE | 94.3 | 100.0 | 30.1 | 96.6 | 2.5 | 0.9 | 11.7 | | 33.5 | 5.9 | 0.3 | 18.5 | 41.8 |
| EL | 92.3 | 100.0 | 60.1 | 88.3 | 11.6 | 0.1 | 7.1 | 2.7 | 11.5 | 6.6 | 2.5 | 12.0 | 64.7 |
| ES | 92.5 | 98.4 | 30.8 | 82.3 | 15.7 | 2.0 | 16.3 | 12.4 | 3.5 | 19.7 | 9.7 | 7.3 | 47.4 |
| FR | 93.5 | 99.1 | 12.0 | 71.3 | 20.3 | 8.4 | 18.2 | 25.5 | 1.3 | 28.6 | 4.5 | 11.8 | 28.4 |
| HR | 88.6 | 95.4 | 29.2 | 67.5 | 29.0 | 3.5 | 16.3 | 2.0 | 0.7 | 12.3 | 5.4 | 16.2 | 63.5 |
| IT | 95.4 | 99.3 | 29.8 | 71.9 | 21.2 | 6.9 | 15.2 | 21.7 | 2.1 | 16.5 | 8.2 | 6.8 | 44.6 |
| CY | 87.0 | 100.0 | 44.2 | 100.0 | | | 10.5 | | 0.4 | 0.9 | 0.4 | 8.4 | 89.8 |
| LV | 91.1 | 100.0 | 24.5 | 96.0 | | 4.0 | 10.0 | 0.1 | 0.6 | 4.1 | 0.8 | 18.2 | 76.1 |
| LT | 81.1 | 100.0 | 29.6 | 57.5 | 41.9 | 0.5 | 10.4 | | | 15.3 | 2.4 | 22.6 | 59.7 |
| LU | 95.0 | 100.0 | 6.8 | 100.0 | | | 10.3 | 25.1 | 4.6 | 13.1 | 1.0 | 1.1 | 55.2 |
| HU | 89.2 | 99.7 | 33.4 | 86.6 | 10.6 | 2.8 | 10.7 | 4.4 | 4.1 | 10.3 | 4.7 | 17.0 | 59.5 |
| MT | 99.9 | 100.0 | 56.9 | 100.0 | | | 1.2 | | | | | | 100.0 |
| NL | 95.8 | 99.0 | 39.8 | 80.5 | 15.2 | 4.2 | 15.1 | 14.9 | 0.5 | 49.6 | 4.2 | 14.4 | 16.4 |
| AT | 79.0 | 99.6 | 18.3 | 69.0 | 28.4 | 2.6 | 20.0 | 16.5 | 2.6 | 18.1 | 13.1 | 8.8 | 41.0 |
| PL | 93.0 | 98.4 | 55.8 | 95.7 | 2.5 | 1.8 | 10.4 | 19.1 | 3.9 | 22.0 | 5.4 | 13.9 | 35.7 |
| PT | 91.2 | 97.0 | 32.3 | 85.2 | 14.8 | | 17.0 | 1.9 | | 15.3 | 13.2 | 10.3 | 59.2 |
| RO | 87.7 | 98.5 | 39.0 | 86.9 | 6.4 | 6.6 | 21.4 | 18.6 | | 21.3 | 0.9 | 6.2 | 53.1 |
| SI | 94.2 | 99.1 | 34.9 | 99.9 | | 0.1 | 12.8 | 12.1 | 5.9 | 4.6 | 19.9 | 6.5 | 51.0 |
| SK | 75.5 | 99.9 | 28.1 | 65.3 | 17.1 | 17.6 | 28.7 | 44.1 | 2.0 | 6.9 | 6.6 | 4.5 | 35.8 |
| FI | 91.4 | 99.8 | 42.2 | 85.1 | 13.3 | 1.6 | 18.4 | 27.9 | 1.1 | 8.7 | 32.6 | 2.8 | 26.8 |
| SE | 88.1 | 98.2 | 22.4 | 71.4 | 24.3 | 4.3 | 19.3 | 16.6 | 1.2 | 15.4 | 9.3 | 5.7 | 51.6 |
| UK | 96.0 | 99.0 | 34.2 | 81.5 | 8.9 | 9.6 | 12.8 | 26.4 | 1.6 | 8.7 | 3.7 | 7.9 | 51.7 |
| MK | | | | | | | | | | | | | |
| TR | | | | | | | | | | | | | |
| IS | 56.8 | 91.6 | 0.1 | 100.0 | | | 1.3 | 3.7 | 43.5 | | | 51.9 | 1.0 |
| NO | | | | | | | | | | | | | |
| CH | | | | | | | | | | | | | |

Note: (*) Excluding LULUCF (Land Use, Land – Use Change and Forestry) emissions and international maritime, including international aviation and indirect CO₂.

CO₂ Emissions (*) by Sector – 2014 SHARES %

| TRANSPORT (**) | OTHER SECTORS | | | | OTHER (NOT ELSE-WHERE SPECIFIED) | FUGITIVE EMISSIONS FROM FUELS | INDUSTRIAL PROCESS-ES & PRODUCT USE | AGRICULTURE | WASTE | OTHER | INDIRECT CO ₂ | TOTAL EMISSIONS | |
|----------------|---------------|------|------|------|----------------------------------|-------------------------------|-------------------------------------|-------------|-------|-------|--------------------------|-----------------|-------|
| 30.5 | 17.4 | 25.0 | 62.4 | 12.6 | 0.2 | 0.8 | 6.6 | 0.3 | 0.1 | | 0.1 | 100 | EU-28 |
| 34.3 | 26.1 | 22.1 | 70.1 | 7.8 | 0.0 | 0.1 | 15.2 | 0.1 | 0.2 | | | 100 | BE |
| 21.2 | 3.4 | 17.6 | 49.6 | 32.8 | 0.0 | 0.0 | 7.8 | 0.1 | 0.0 | | | 100 | BG |
| 19.2 | 10.8 | 26.1 | 61.3 | 12.6 | 0.4 | 0.2 | 10.8 | 0.2 | 0.1 | | 2.1 | 100 | CZ |
| 38.1 | 10.5 | 18.4 | 36.5 | 45.1 | 0.6 | 0.6 | 3.0 | 0.6 | 0.1 | | 1.0 | 100 | DK |
| 24.0 | 15.9 | 26.7 | 69.0 | 4.3 | 0.1 | 0.3 | 5.5 | 0.4 | | | | 100 | DE |
| 12.7 | 3.0 | 10.5 | 34.5 | 55.0 | 0.2 | 0.0 | 2.5 | 0.1 | 0.0 | | | 100 | EE |
| 36.7 | 21.5 | 22.2 | 70.7 | 7.1 | | | 4.3 | 1.0 | 0.1 | | 0.2 | 100 | IE |
| 26.4 | 6.3 | 11.7 | 78.6 | 9.7 | | 0.0 | 7.6 | 0.0 | 0.0 | | | 100 | EL |
| 38.1 | 14.8 | 24.1 | 43.0 | 32.9 | | 1.6 | 7.3 | 0.2 | | | | 100 | ES |
| 44.6 | 25.2 | 29.1 | 56.9 | 14.0 | | 0.9 | 5.2 | 0.6 | 0.5 | | 0.3 | 100 | FR |
| 38.2 | 16.3 | 18.5 | 56.3 | 25.2 | | 4.6 | 11.1 | 0.3 | 0.0 | | | 100 | HR |
| 33.9 | 20.9 | 29.4 | 60.8 | 9.8 | 0.2 | 0.7 | 4.4 | 0.1 | 0.1 | | | 100 | IT |
| 38.1 | 6.7 | 17.3 | 67.7 | 15.0 | 0.5 | | 13.0 | 0.0 | | | | 100 | CY |
| 47.0 | 18.3 | 34.8 | 35.1 | 30.1 | 0.1 | 0.0 | 8.3 | 0.3 | 0.0 | | 0.3 | 100 | LV |
| 49.5 | 10.1 | 30.0 | 60.8 | 9.2 | 0.3 | 0.0 | 18.6 | 0.3 | 0.0 | | | 100 | LT |
| 69.2 | 13.7 | 27.4 | 68.8 | 3.8 | | 0.0 | 4.9 | 0.1 | | | | 100 | LU |
| 29.4 | 26.5 | 27.2 | 59.5 | 13.3 | | 0.3 | 10.0 | 0.3 | 0.4 | | | 100 | HU |
| 34.4 | 7.5 | 56.7 | 35.4 | 7.9 | | | 0.1 | | 0.0 | | | 100 | MT |
| 25.6 | 19.3 | 22.8 | 49.4 | 27.8 | 0.1 | 1.0 | 4.1 | 0.0 | | | 0.1 | 100 | NL |
| 46.0 | 15.6 | 24.7 | 65.2 | 10.0 | 0.1 | 0.4 | 20.9 | 0.2 | 0.0 | | | 100 | AT |
| 15.8 | 18.0 | 15.0 | 66.1 | 18.9 | | 1.6 | 6.5 | 0.3 | 0.2 | | | 100 | PL |
| 41.6 | 9.0 | 28.4 | 46.4 | 25.3 | 0.2 | 3.0 | 8.4 | 0.1 | 0.0 | | 0.3 | 100 | PT |
| 25.0 | 13.9 | 23.1 | 66.2 | 10.7 | 0.6 | 1.5 | 12.2 | 0.1 | 0.0 | | | 100 | RO |
| 42.6 | 9.7 | 28.4 | 53.6 | 18.0 | 0.0 | 0.9 | 5.6 | 0.1 | 0.1 | | | 100 | SI |
| 25.9 | 17.1 | 36.2 | 61.5 | 2.2 | 0.2 | 0.1 | 24.3 | 0.2 | 0.0 | | | 100 | SK |
| 28.4 | 8.4 | 26.9 | 37.0 | 36.1 | 2.5 | 0.2 | 8.0 | 0.4 | | | 0.2 | 100 | FI |
| 50.6 | 7.3 | 23.4 | 25.7 | 50.9 | 0.4 | 1.8 | 11.5 | 0.3 | 0.1 | | | 100 | SE |
| 33.3 | 19.3 | 23.5 | 71.7 | 4.8 | 0.5 | 1.0 | 3.6 | 0.3 | 0.1 | | | 100 | UK |
| | | | | | | | | | | | | | MK |
| | | | | | | | | | | | | | TR |
| 69.3 | 29.3 | 0.3 | 2.8 | 96.9 | | 8.4 | 43.0 | 0.0 | 0.2 | | | 100 | IS |
| | | | | | | | | | | | | | NO |
| | | | | | | | | | | | | | CH |

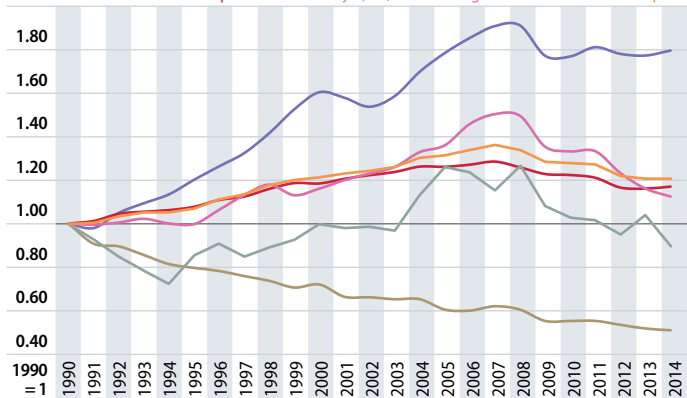
Notes: (*) Excluding LULUCF (Land Use, Land – Use Change and Forestry) emissions and international maritime, including international aviation and indirect CO₂.
(**) Excluding international maritime (international traffic departing from the EU), including international aviation.

CO₂ Emissions from Transport – EU-28 BY MODE (MILLION TONNES)

INCLUDING INTERNATIONAL BUNKERS

| | TOTAL CIVIL AVIATION | Civil Aviation (domestic) (*) | International Bunkers – Aviation | ROAD TRANSPORTATION | RAILWAYS (***) | TOTAL NAVIGATION | Navigation (domestic) (*) | International Bunkers – Maritime Transport | OTHER TRANSPORTATION (****) | TOTAL TRANSPORT | TOTAL EMISSIONS (**) |
|------|----------------------|-------------------------------|----------------------------------|---------------------|----------------|------------------|---------------------------|--------------------------------------------|-----------------------------|-----------------|----------------------|
| 1990 | 83.3 | 14.3 | 69.0 | 711.8 | 13.1 | 132.4 | 24.3 | 108.1 | 6.6 | 947.2 | 4646.7 |
| 1995 | 100.4 | 15.2 | 85.2 | 767.8 | 10.4 | 132.0 | 22.8 | 109.2 | 5.6 | 1016.2 | 4405.2 |
| 2000 | 134.7 | 19.9 | 114.8 | 845.8 | 9.4 | 154.1 | 21.2 | 132.9 | 6.6 | 1150.6 | 4418.5 |
| 2001 | 132.5 | 19.4 | 113.1 | 861.4 | 8.6 | 159.4 | 21.6 | 137.8 | 6.5 | 1168.3 | 4488.6 |
| 2002 | 129.0 | 18.6 | 110.4 | 873.7 | 8.6 | 163.5 | 21.4 | 142.1 | 6.5 | 1181.2 | 4466.8 |
| 2003 | 133.1 | 18.2 | 114.9 | 884.1 | 8.5 | 167.5 | 21.9 | 145.7 | 6.4 | 1199.6 | 4571.8 |
| 2004 | 142.7 | 19.0 | 123.7 | 902.2 | 8.5 | 176.8 | 22.1 | 154.7 | 7.5 | 1237.5 | 4598.0 |
| 2005 | 150.0 | 19.5 | 130.5 | 901.7 | 7.8 | 181.0 | 21.8 | 159.2 | 8.4 | 1248.8 | 4585.1 |
| 2006 | 155.9 | 19.5 | 136.4 | 908.7 | 7.8 | 194.3 | 22.0 | 172.3 | 8.2 | 1274.8 | 4611.4 |
| 2007 | 160.5 | 19.7 | 140.8 | 918.9 | 8.0 | 200.4 | 21.2 | 179.2 | 7.6 | 1295.5 | 4568.7 |
| 2008 | 160.8 | 19.2 | 141.6 | 899.6 | 7.8 | 199.3 | 20.4 | 178.9 | 8.4 | 1275.9 | 4474.4 |
| 2009 | 148.9 | 17.9 | 131.0 | 877.5 | 7.1 | 180.1 | 20.4 | 159.8 | 7.1 | 1220.7 | 4109.2 |
| 2010 | 148.6 | 17.8 | 130.9 | 874.2 | 7.1 | 177.3 | 20.2 | 157.0 | 6.8 | 1214.0 | 4227.8 |
| 2011 | 152.3 | 17.6 | 134.6 | 864.9 | 7.1 | 177.4 | 18.4 | 159.0 | 6.7 | 1208.4 | 4087.2 |
| 2012 | 149.6 | 16.5 | 133.1 | 832.1 | 6.9 | 163.7 | 17.5 | 146.3 | 6.3 | 1158.6 | 4011.8 |
| 2013 | 149.0 | 15.2 | 133.8 | 828.7 | 6.7 | 154.1 | 16.0 | 138.1 | 6.9 | 1145.3 | 3922.5 |
| 2014 | 151.0 | 15.1 | 135.8 | 835.4 | 6.5 | 149.2 | 15.4 | 133.8 | 5.9 | 1147.9 | 3737.5 |

Total Civil Aviation + Road Transportation + Railways (***) + Total Navigation + Other + Total Transport

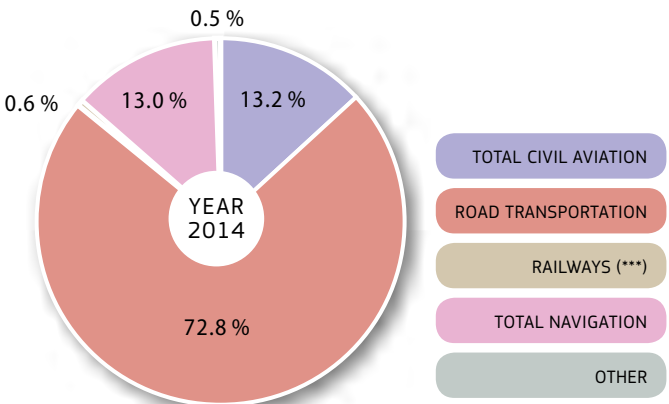


- Notes:** (*) Excluding International Bunkers (international traffic departing from the EU).
 (**) Including International Bunkers and Indirect CO₂ but excluding LULUCF.
 (***) Excluding indirect emissions from electricity consumption.
 (****) Combustion emissions from all remaining transport activities including pipeline transportation, ground activities in airports and harbours, and off-road activities.

CO₂ Emissions from Transport – EU-28 BY MODE (SHARES %)

INCLUDING INTERNATIONAL BUNKERS

| | TOTAL CIVIL AVIATION | Civil Aviation (domestic) (*) | International Bunkers – Aviation | ROAD TRANSPORTATION | RAILWAYS (***) | TOTAL NAVIGATION | Navigation (domestic) (*) | International Bunkers – Maritime Transport | OTHER TRANSPORTATION (****) | TOTAL TRANSPORT (*****) | TOTAL EMISSIONS (**) |
|------|----------------------|-------------------------------|----------------------------------|---------------------|----------------|------------------|---------------------------|--------------------------------------------|-----------------------------|-------------------------|----------------------|
| 1990 | 8.8 | 17.2 | 82.8 | 75.1 | 1.4 | 14.0 | 18.3 | 81.7 | 0.7 | 20.4 | 100 |
| 1995 | 9.9 | 15.1 | 84.9 | 75.6 | 1.0 | 13.0 | 17.3 | 82.7 | 0.6 | 23.1 | 100 |
| 2000 | 11.7 | 14.8 | 85.2 | 73.5 | 0.8 | 13.4 | 13.8 | 86.2 | 0.6 | 26.0 | 100 |
| 2001 | 11.3 | 14.6 | 85.4 | 73.7 | 0.7 | 13.6 | 13.5 | 86.5 | 0.6 | 26.0 | 100 |
| 2002 | 10.9 | 14.4 | 85.6 | 74.0 | 0.7 | 13.8 | 13.1 | 86.9 | 0.5 | 26.4 | 100 |
| 2003 | 11.1 | 13.7 | 86.3 | 73.7 | 0.7 | 14.0 | 13.1 | 86.9 | 0.5 | 26.2 | 100 |
| 2004 | 11.5 | 13.3 | 86.7 | 72.9 | 0.7 | 14.3 | 12.5 | 87.5 | 0.6 | 26.9 | 100 |
| 2005 | 12.0 | 13.0 | 87.0 | 72.2 | 0.6 | 14.5 | 12.0 | 88.0 | 0.7 | 27.2 | 100 |
| 2006 | 12.2 | 12.5 | 87.5 | 71.3 | 0.6 | 15.2 | 11.3 | 88.7 | 0.6 | 27.6 | 100 |
| 2007 | 12.4 | 12.3 | 87.7 | 70.9 | 0.6 | 15.5 | 10.6 | 89.4 | 0.6 | 28.4 | 100 |
| 2008 | 12.6 | 11.9 | 88.1 | 70.5 | 0.6 | 15.6 | 10.3 | 89.7 | 0.7 | 28.5 | 100 |
| 2009 | 12.2 | 12.0 | 88.0 | 71.9 | 0.6 | 14.8 | 11.3 | 88.7 | 0.6 | 29.7 | 100 |
| 2010 | 12.2 | 11.9 | 88.1 | 72.0 | 0.6 | 14.6 | 11.4 | 88.6 | 0.6 | 28.7 | 100 |
| 2011 | 12.6 | 11.6 | 88.4 | 71.6 | 0.6 | 14.7 | 10.4 | 89.6 | 0.6 | 29.6 | 100 |
| 2012 | 12.9 | 11.0 | 89.0 | 71.8 | 0.6 | 14.1 | 10.7 | 89.3 | 0.5 | 28.9 | 100 |
| 2013 | 13.0 | 10.2 | 89.8 | 72.4 | 0.6 | 13.5 | 10.4 | 89.6 | 0.6 | 29.2 | 100 |
| 2014 | 13.2 | 10.0 | 90.0 | 72.8 | 0.6 | 13.0 | 10.3 | 89.7 | 0.5 | 30.7 | 100 |



Notes: (*) Excluding International Bunkers (international traffic departing from the EU).
 (**) Including International Bunkers and Indirect CO₂ but excluding LULUCF.
 (***) Excluding indirect emissions from electricity consumption.
 (****) Combustion emissions from all remaining transport activities including pipeline transportation, ground activities in airports and harbours, and off-road activities.
 (*****) Total transport share in total emissions.

CO₂ Emissions from Transport – 2014

BY MODE (MILLION TONNES)

INCLUDING INTERNATIONAL BUNKERS

| | TOTAL CIVIL AVIATION | Civil Aviation (domestic) (*) | International Bunkers – Aviation | ROAD TRANSPORTATION | RAILWAYS | TOTAL NAVIGATION | Navigation (domestic) (*) | International Bunkers – Maritime Transport | OTHER TRANSPORTATION | TOTAL TRANSPORT | TOTAL EMISSIONS (**) |
|-------|----------------------|-------------------------------|----------------------------------|---------------------|----------|------------------|---------------------------|--------------------------------------------|----------------------|-----------------|----------------------|
| EU-28 | 151.0 | 15.1 | 135.8 | 835.4 | 6.5 | 149.2 | 15.4 | 133.8 | 5.9 | 1147.9 | 3737.5 |
| BE | 4.1 | 0.0 | 4.1 | 24.3 | 0.1 | 18.1 | 0.4 | 17.7 | 0.1 | 46.7 | 118.1 |
| BG | 0.5 | 0.0 | 0.5 | 7.9 | 0.0 | 0.3 | 0.0 | 0.3 | 0.4 | 9.2 | 45.8 |
| CZ | 0.9 | 0.0 | 0.9 | 16.1 | 0.3 | 0.0 | 0.0 | | 0.1 | 17.4 | 104.3 |
| DK | 2.8 | 0.1 | 2.7 | 11.2 | 0.3 | 2.6 | 0.4 | 2.2 | | 16.9 | 42.9 |
| DE | 26.5 | 2.2 | 24.3 | 153.2 | 1.0 | 8.5 | 1.9 | 6.6 | 1.2 | 190.4 | 823.8 |
| EE | 0.1 | 0.0 | 0.1 | 2.1 | 0.1 | 1.0 | 0.0 | 1.0 | | 3.3 | 20.0 |
| IE | 2.2 | 0.0 | 2.2 | 10.7 | 0.1 | 0.6 | 0.2 | 0.4 | 0.1 | 13.9 | 39.3 |
| EL | 3.4 | 0.6 | 2.8 | 15.1 | 0.1 | 7.5 | 1.5 | 6.0 | 0.0 | 26.2 | 88.5 |
| ES | 16.3 | 2.6 | 13.6 | 74.8 | 0.2 | 25.8 | 1.0 | 24.8 | 0.3 | 117.4 | 291.9 |
| FR | 20.9 | 4.5 | 16.3 | 122.6 | 0.5 | 7.5 | 1.3 | 6.3 | 0.5 | 151.8 | 358.9 |
| HR | 0.4 | 0.1 | 0.3 | 5.3 | 0.1 | 0.1 | 0.1 | | | 5.9 | 18.4 |
| IT | 11.3 | 1.9 | 9.4 | 97.1 | 0.1 | 8.6 | 4.1 | 4.5 | 0.5 | 117.6 | 356.7 |
| CY | 0.8 | 0.0 | 0.8 | 1.8 | | 0.7 | 0.0 | 0.7 | | 3.3 | 8.4 |
| LV | 0.3 | 0.0 | 0.3 | 2.7 | 0.2 | 0.7 | 0.0 | 0.7 | | 4.0 | 8.3 |
| LT | 0.2 | 0.0 | 0.2 | 4.5 | 0.2 | 0.0 | 0.0 | 0.0 | 0.2 | 5.2 | 13.0 |
| LU | 1.2 | 0.0 | 1.2 | 6.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 7.3 | 11.1 |
| HU | 0.5 | 0.0 | 0.5 | 10.7 | 0.2 | 0.0 | 0.0 | | 0.1 | 11.5 | 44.1 |
| MT | 0.3 | 0.0 | 0.3 | 0.5 | | 4.1 | 0.1 | 4.0 | | 4.9 | 6.8 |
| NL | 10.9 | 0.0 | 10.8 | 29.0 | 0.1 | 42.7 | 1.0 | 41.7 | | 82.7 | 210.5 |
| AT | 2.0 | 0.0 | 2.0 | 21.3 | 0.1 | 0.1 | 0.0 | 0.1 | 0.5 | 24.0 | 66.3 |
| PL | 1.9 | 0.1 | 1.7 | 42.2 | 0.3 | 0.5 | 0.0 | 0.5 | 0.8 | 45.7 | 313.0 |
| PT | 3.3 | 0.3 | 3.0 | 15.0 | 0.0 | 2.2 | 0.2 | 2.0 | | 20.5 | 52.3 |
| RO | 0.7 | 0.1 | 0.6 | 14.8 | 0.3 | 0.4 | 0.1 | 0.2 | 0.0 | 16.2 | 74.2 |
| SI | 0.1 | 0.0 | 0.1 | 5.3 | 0.0 | 0.2 | | 0.2 | 0.0 | 5.6 | 13.7 |
| SK | 0.1 | 0.0 | 0.1 | 6.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.2 | 6.5 | 33.5 |
| FI | 2.1 | 0.2 | 1.9 | 10.2 | 0.1 | 0.7 | 0.4 | 0.3 | 0.0 | 13.1 | 49.9 |
| SE | 2.8 | 0.5 | 2.3 | 16.4 | 0.0 | 6.3 | 0.4 | 5.9 | 0.3 | 25.8 | 51.5 |
| UK | 34.2 | 1.6 | 32.6 | 108.0 | 2.0 | 10.0 | 2.3 | 7.7 | 0.5 | 154.6 | 472.3 |
| MK | | | | | | | | | | | |
| TR | | | | | | | | | | | |
| IS | 0.6 | 0.0 | 0.6 | 0.8 | | 0.2 | 0.0 | 0.2 | | 1.6 | 4.1 |
| NO | | | | | | | | | | | |
| CH | | | | | | | | | | | |

Notes: (*) Excluding International Bunkers (international traffic departing from the EU).
(**) Including International Bunkers and Indirect CO₂ but excluding LULUCF.

CO₂ Emissions from Transport – 2014 BY MODE (SHARES %)

INCLUDING INTERNATIONAL BUNKERS

| | TOTAL CIVIL AVIATION | Civil Aviation (domestic) (*) | International Bunkers – Aviation | ROAD TRANSPORTATION | RAILWAYS | TOTAL NAVIGATION | Navigation (domestic) (*) | International Bunkers – Maritime Transport | OTHER TRANSPORTATION | TOTAL TRANSPORT (**) | TOTAL EMISSIONS (**) |
|--------------|----------------------|-------------------------------|----------------------------------|---------------------|----------|------------------|---------------------------|--------------------------------------------|----------------------|----------------------|----------------------|
| EU-28 | 13.2 | 10.0 | 90.0 | 72.8 | 0.6 | 13.0 | 10.3 | 89.7 | 0.5 | 30.7 | 100 |
| BE | 8.7 | 0.7 | 99.3 | 52.0 | 0.2 | 38.8 | 2.3 | 97.7 | 0.3 | 39.6 | 100 |
| BG | 5.9 | 5.2 | 94.8 | 86.6 | 0.4 | 2.9 | 3.3 | 96.7 | 4.2 | 20.0 | 100 |
| CZ | 5.1 | 0.8 | 99.2 | 92.8 | 1.6 | 0.1 | 100.0 | | 0.5 | 16.7 | 100 |
| DK | 16.7 | 4.9 | 95.1 | 66.4 | 1.5 | 15.4 | 14.0 | 86.0 | | 39.5 | 100 |
| DE | 13.9 | 8.3 | 91.7 | 80.4 | 0.5 | 4.5 | 22.0 | 78.0 | 0.6 | 23.1 | 100 |
| EE | 3.8 | 1.0 | 99.0 | 64.1 | 1.8 | 30.3 | 3.1 | 96.9 | | 16.7 | 100 |
| IE | 16.2 | 0.4 | 99.6 | 77.4 | 0.8 | 4.6 | 35.0 | 65.0 | 1.1 | 35.3 | 100 |
| EL | 12.9 | 16.3 | 83.7 | 57.9 | 0.5 | 28.7 | 19.4 | 80.6 | 0.0 | 29.6 | 100 |
| ES | 13.9 | 16.2 | 83.8 | 63.7 | 0.2 | 21.9 | 3.9 | 96.1 | 0.3 | 40.2 | 100 |
| FR | 13.7 | 21.7 | 78.3 | 80.7 | 0.3 | 4.9 | 16.7 | 83.3 | 0.3 | 42.3 | 100 |
| HR | 6.7 | 26.7 | 73.3 | 89.9 | 1.1 | 2.3 | 100.0 | | | 32.2 | 100 |
| IT | 9.6 | 17.0 | 83.0 | 82.6 | 0.0 | 7.3 | 47.5 | 52.5 | 0.4 | 33.0 | 100 |
| CY | 23.8 | 0.1 | 99.9 | 53.8 | | 22.5 | 0.2 | 99.8 | | 39.0 | 100 |
| LV | 8.5 | 1.0 | 99.0 | 67.2 | 5.4 | 18.9 | 1.7 | 98.3 | | 47.9 | 100 |
| LT | 4.5 | 0.8 | 99.2 | 86.7 | 3.3 | 1.0 | 29.1 | 70.9 | 4.5 | 40.3 | 100 |
| LU | 17.1 | 0.0 | 100.0 | 82.8 | 0.1 | 0.0 | 91.3 | 8.7 | | 65.8 | 100 |
| HU | 4.5 | 0.2 | 99.8 | 93.2 | 1.4 | 0.2 | 100.0 | | 0.8 | 26.1 | 100 |
| MT | 6.8 | 1.2 | 98.8 | 10.8 | | 82.4 | 2.4 | 97.6 | | 72.8 | 100 |
| NL | 13.1 | 0.4 | 99.6 | 35.1 | 0.1 | 51.7 | 2.4 | 97.6 | | 39.3 | 100 |
| AT | 8.4 | 2.5 | 97.5 | 88.7 | 0.5 | 0.3 | 15.1 | 84.9 | 2.1 | 36.2 | 100 |
| PL | 4.1 | 7.4 | 92.6 | 92.3 | 0.7 | 1.0 | 3.2 | 96.8 | 1.9 | 14.6 | 100 |
| PT | 16.1 | 10.2 | 89.8 | 73.0 | 0.2 | 10.7 | 7.6 | 92.4 | | 39.3 | 100 |
| RO | 4.3 | 10.5 | 89.5 | 91.3 | 2.1 | 2.2 | 32.0 | 68.0 | 0.1 | 21.9 | 100 |
| SI | 1.3 | 2.0 | 98.0 | 94.6 | 0.7 | 3.3 | | 100.0 | 0.0 | 40.6 | 100 |
| SK | 1.9 | 3.3 | 96.7 | 93.9 | 1.2 | 0.3 | 23.5 | 76.5 | 2.7 | 19.6 | 100 |
| FI | 16.1 | 9.1 | 90.9 | 78.0 | 0.6 | 5.1 | 61.3 | 38.7 | 0.1 | 26.3 | 100 |
| SE | 10.8 | 18.5 | 81.5 | 63.6 | 0.2 | 24.2 | 6.4 | 93.6 | 1.2 | 50.2 | 100 |
| UK | 22.1 | 4.6 | 95.4 | 69.8 | 1.3 | 6.4 | 22.7 | 77.3 | 0.3 | 32.7 | 100 |
| MK | | | | | | | | | | | |
| TR | | | | | | | | | | | |
| IS | 36.9 | 6.7 | 93.3 | 47.6 | | 15.5 | 8.1 | 91.9 | | 39.6 | 100 |
| NO | | | | | | | | | | | |
| CH | | | | | | | | | | | |

Notes: (*) Excluding International Bunkers (international traffic departing from the EU).
 (**) Including International Bunkers and Indirect CO₂ but excluding LULUCF.
 (***) Total transport share in total emissions.

Oil Spills at Sea

NUMBER OF OIL SPILLS, TOTAL AMOUNT SPILT

| PERIOD | | Number of 7 to 700 tonnes | Number of over 700 tonnes | Tonnes of oil spilt |
|-----------|---------|------------------------------|------------------------------|------------------------|
| 2015 | | 6 | 2 | 7 000 |
| 2014 | | 4 | 1 | 4 000 |
| 2013 | | 5 | 3 | 7 000 |
| 2012 | | 7 | 0 | 1 000 |
| 2011 | | 4 | 1 | 2 000 |
| 2010 | | 5 | 4 | 12 000 |
| 2009 | | 7 | 2 | 3 000 |
| 2008 | | 7 | 1 | 2 000 |
| 2007 | | 12 | 3 | 15 000 |
| 2006 | | 12 | 4 | 12 000 |
| 2005 | | 22 | 3 | 15 000 |
| 2000 | | 21 | 4 | 14 000 |
| 1990–1999 | average | 28.1 | 7.7 | 113 300 |
| 1980–1989 | per | 36.0 | 9.4 | 117 400 |
| 1970–1979 | year | 54.3 | 24.5 | 319 200 |

SELECTED MAJOR OIL SPILLS – World outside Europe

| SHIP NAME | Year | Location | Oil lost (t) |
|---------------------|------|-----------------------------------|--------------|
| Atlantic Empress | 1979 | off Tobago, West Indies | 287 000 |
| ABT Summer | 1991 | 900 miles off Angola | 260 000 |
| Castillo de Bellver | 1983 | off Saldanha Bay, South Africa | 252 000 |
| Odyssey | 1988 | 700 miles off Nova Scotia, Canada | 132 000 |
| Sea Star | 1972 | Gulf of Oman | 115 000 |
| Hawaiian Patriot | 1977 | 300 miles off Honolulu | 95 000 |
| Khark 5 | 1989 | off Atlantic Coast of Morocco | 70 000 |
| Nova | 1985 | off Kharg Island, Gulf of Iran | 70 000 |
| Katina P | 1992 | Off Maputo, Mozambique | 67 000 |
| Exxon Valdez | 1989 | Prince William Sound, Alaska | 37 000 |
| Hebei Spirit | 2007 | Taeon, Republic of Korea | 11 000 |

SELECTED MAJOR OIL SPILLS – Europe

| SHIP NAME | Year | Location | Oil lost (t) |
|-----------------|------|----------------------------------|--------------|
| Amoco Cadiz | 1978 | off Brittany, France | 223 000 |
| Haven | 1991 | Genoa, Italy | 144 000 |
| Torrey Canyon | 1967 | Scilly Isles, United Kingdom | 119 000 |
| Irenes Serenade | 1980 | Navarino Bay, Greece | 100 000 |
| Urquiola | 1976 | La Coruna, Spain | 100 000 |
| Independenta | 1979 | Bosphorus, Turkey | 94 000 |
| Jakob Maersk | 1975 | Oporto, Portugal | 88 000 |
| Braer | 1993 | Shetland Islands, United Kingdom | 85 000 |
| Aegean Sea | 1992 | La Coruna, Spain | 74 000 |
| Sea Empress | 1996 | Milford Haven, United Kingdom | 72 000 |
| Prestige | 2002 | Cape Finistere, Spain | 63 000 |
| Erika | 1999 | Brittany, France | 20 000 |

Notes

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Notes

A series of horizontal dotted lines for taking notes.

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