

**Transport**

10





Transport policy is at the heart of efforts to reduce regional inequality and improve cohesion within the [European Union \(EU\)](#). The aim of regional transport statistics is to quantify the flows of goods and passengers between, within and through regions. Regional transport statistics show patterns of variation across regions, where transport-related variables are often closely related to levels of economic activity.

This chapter is divided into three main sections. The first deals with passenger transport by road, studying the motorisation rate (passenger cars per inhabitant) and the role played by public transport vehicles (such as buses, trolleybuses and motor coaches). The second examines the stock of freight vehicles and their equipment rates (number of vehicles per inhabitant). The third section reviews the top 20 regions in terms of passenger and freight transport by air.

Coastal regions are very important for transport in many EU Member States, and a specific focus on maritime transport in these regions is included in Chapter 13, which provides a focus on coastal regions.

## Main statistical findings

### Motorway networks

The motorway network in the EU-27 exceeded 67 000 km in 2008, which gave a density around 15.7 km per 1 000 km<sup>2</sup> of land area. From the regional perspective, an extensive network of road, motorway and railway links is a prerequisite for economic development and interregional competitiveness. In absolute terms, the longest motorway networks at the NUTS level 2 were recorded in three Spanish regions: Andalucía (2 379 km), Castilla y León (2 158 km) and Castilla-La Mancha (1 636 km).

Map 10.1 shows the density of the motorway network in 2009. In general, this was closely related to population density and, thus, with the degree of urbanisation. The densest motorway networks were therefore found around capital cities and other big cities, in large industrial conurbations and around major seaports. The motorway infrastructure in these regions may be the result of regional development or could have facilitated such development. Major urban, industrial and port areas with a high motorway density include:

- the German city-state regions of Bremen, Hamburg and Berlin (186 km, 107 km and 86 km per 1 000 km<sup>2</sup> respectively) and Düsseldorf (121 km per 1 000 km<sup>2</sup>);
- the north-western part of England (138 km per 1 000 km<sup>2</sup> in Greater Manchester and 100 km per 1 000 km<sup>2</sup> in Merseyside) and the West Midlands (90 km per 1 000 km<sup>2</sup>);
- the Randstad of West-Nederland (reaching 128 km and 125 km per 1 000 km<sup>2</sup> in Utrecht and Zuid-Holland) as well as Limburg and Noord-Brabant (102 km and 98 km per 1 000 km<sup>2</sup> respectively) in Zuid-Nederland.

Many capital cities are surrounded by a ring of motorways in order to meet the high demand for road transport in these metropolitan areas; for example, Lisboa (222 km per 1 000 km<sup>2</sup>, note data are from 2004), Wien (109 km per 1 000 km<sup>2</sup>), and the Comunidad de Madrid (95 km per 1 000 km<sup>2</sup>). Since motorways close to capital cities are often concentrated in a ring the reported density may be influenced by the overall size of the region: in very small capital city regions the motorway ring may be concentrated in surrounding regions rather than the capital city region itself (for example, there are no motorways in Inner London (United Kingdom)); conversely, in capital city regions that have a considerable area of land outside the confines of the city, the density of the motorway network may be low — even when there is an extensive motorway network — simply because of the large area.

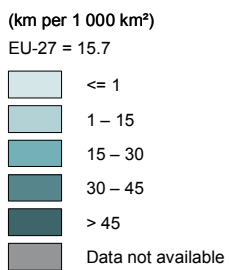
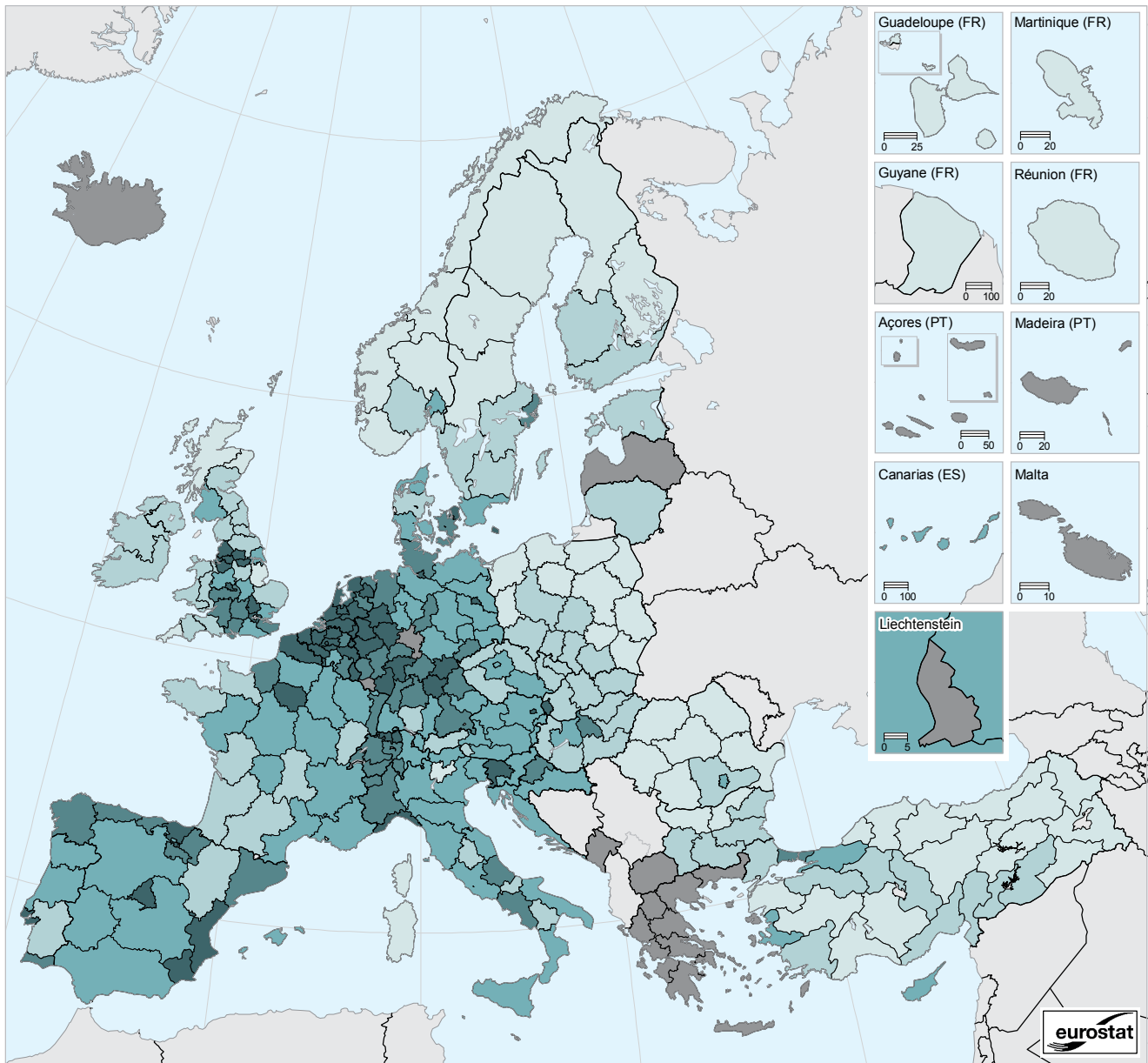
In southern Europe a small number of regions (other than capital city regions) were among the regions with the densest motorway networks, and these can often be attributed to seaports or coastal tourism. For example, this was the case for the País Vasco in Spain (73 km per 1 000 km<sup>2</sup>) and for Liguria in Italy (70 km per 1 000 km<sup>2</sup>), the two peripheral coastal regions with the densest motorway networks. Unsurprisingly, the density of motorways on island regions was generally low, since most islands cannot be reached directly by road but rely on sea or air for access. Nevertheless, the motorway density of the Canarias (Spain), Cyprus and Sicilia (Italy) were still relatively high at 29 km, 28 km and 26 km per 1 000 km<sup>2</sup> respectively.

### Stock of passenger cars, buses and coaches

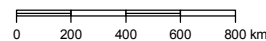
There are clear differences in the number of passenger cars per inhabitant (known as the motorisation rate) within the regions of the EU. Generally, the figures show an east–west divide, with more passenger cars per inhabitant registered in western European regions than in the regions of central and eastern Europe — see Map 10.2. Overall, the EU-27 motorisation rate in 2009 was estimated at 473 passenger cars per 1 000 inhabitants. Among the regions of the EU-15 Member States there were several Greek regions with relatively low motorisation rates, most notably the Peloponnisos, Sterea Ellada and Dytiki Ellada which, along with Inner London, were the only regions within the EU-15 Member States with a rate under 300 passenger cars per 1 000 inhabitants. Within the western part of Europe the capital city regions of Germany (Berlin) and Denmark (Hovedstaden) also had relatively low motorisation rates, both under 350 vehicles per 1 000 inhabitants. The Nord-Est region of Romania had the lowest motorisation rate in the whole of the EU-27, with 109 passenger cars per 1 000 inhabitants. Furthermore, Romanian regions accounted for the seven lowest motorisation rates across the EU-27 regions, with each of these regions reporting rates under 200 passenger cars per 1 000 inhabitants.



**Map 10.1:** Density of motorway networks, by NUTS 2 regions, 2009 <sup>(1)</sup>  
(km per 1 000 km<sup>2</sup>)



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Cartography: Eurostat — GISCO, 04/2012

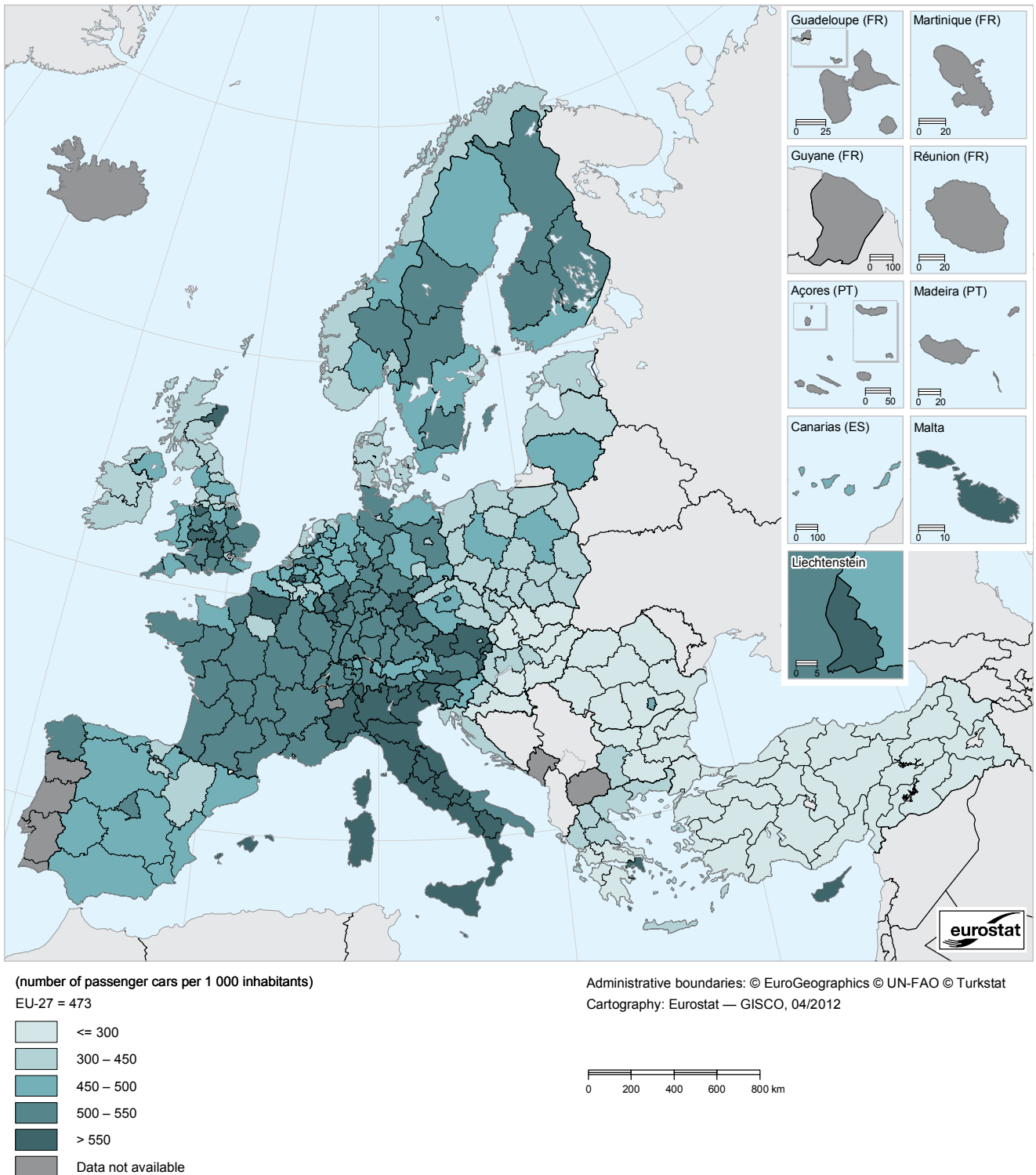


<sup>(1)</sup> EU-27, Denmark, Germany, Ireland, France, Italy, Hungary, Romania, Slovenia, the United Kingdom and Norway, 2008; Bulgaria, 2007; Cyprus and Poland, 2006; Portugal, 2004.  
Source: Eurostat (online data code: [tran\\_r\\_net](#))





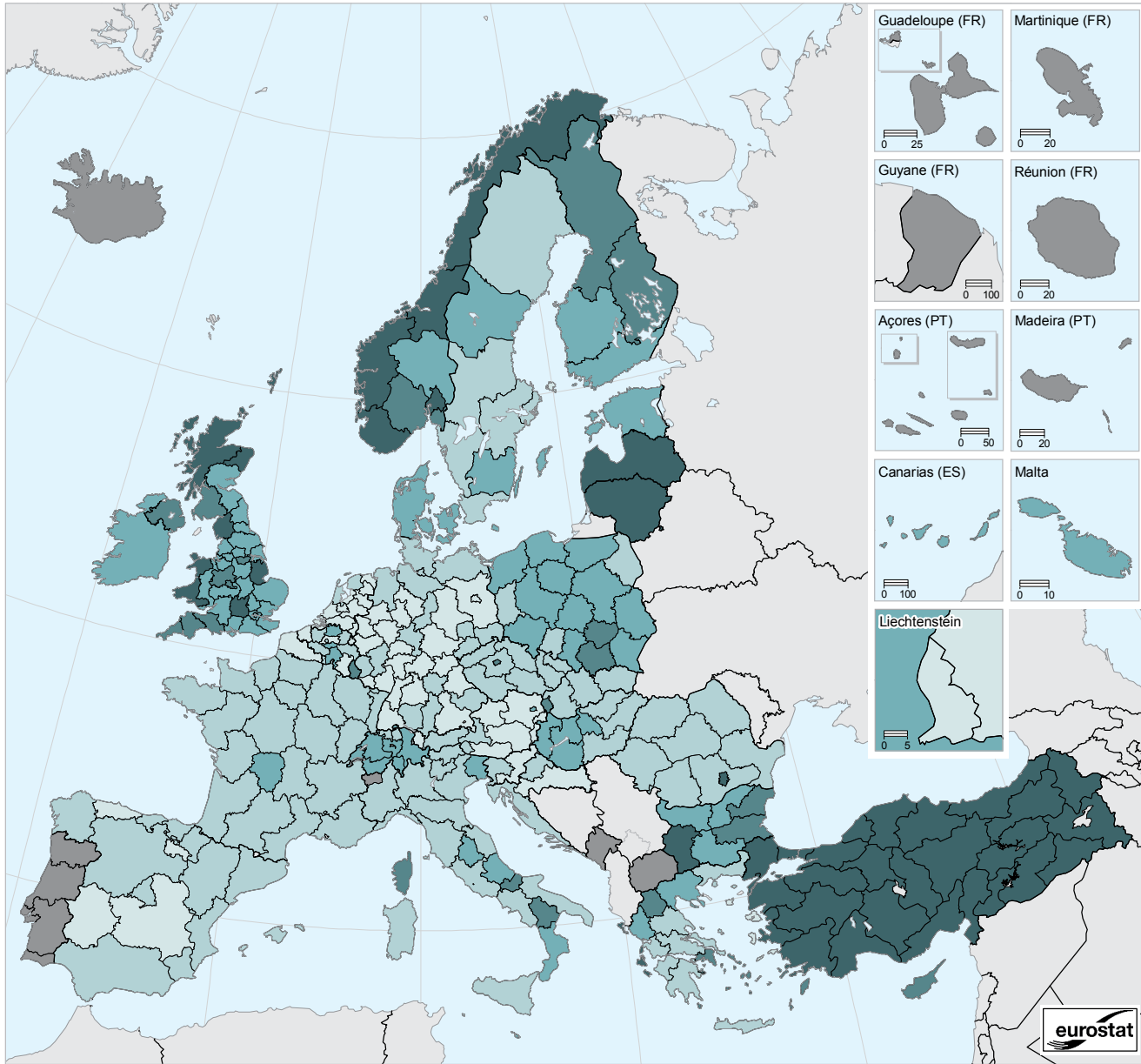
**Map 10.2:** Motorisation rate, by NUTS 2 regions, 2008 <sup>(1)</sup>  
(number of passenger cars per 1 000 inhabitants)



<sup>(1)</sup> EU-27, Ireland, France (except Île de France (FR10)) and Italy, 2009; the United Kingdom, 2007; Greece, provisional; Brandenburg (DE4), by NUTS 1 region.  
Source: Eurostat (online data code: [tran\\_r\\_vehst](#))

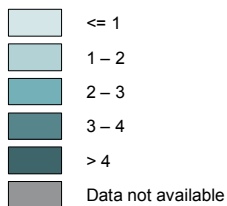


**Map 10.3:** Equipment rate for public transport vehicles (motor coaches, buses and trolleybuses), by NUTS 2 regions, 31 December 2009 <sup>(1)</sup>  
(number of public transport vehicles per 1 000 inhabitants)

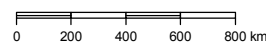


(number of public transport vehicles per 1 000 inhabitants)

EU-27 = 1.8



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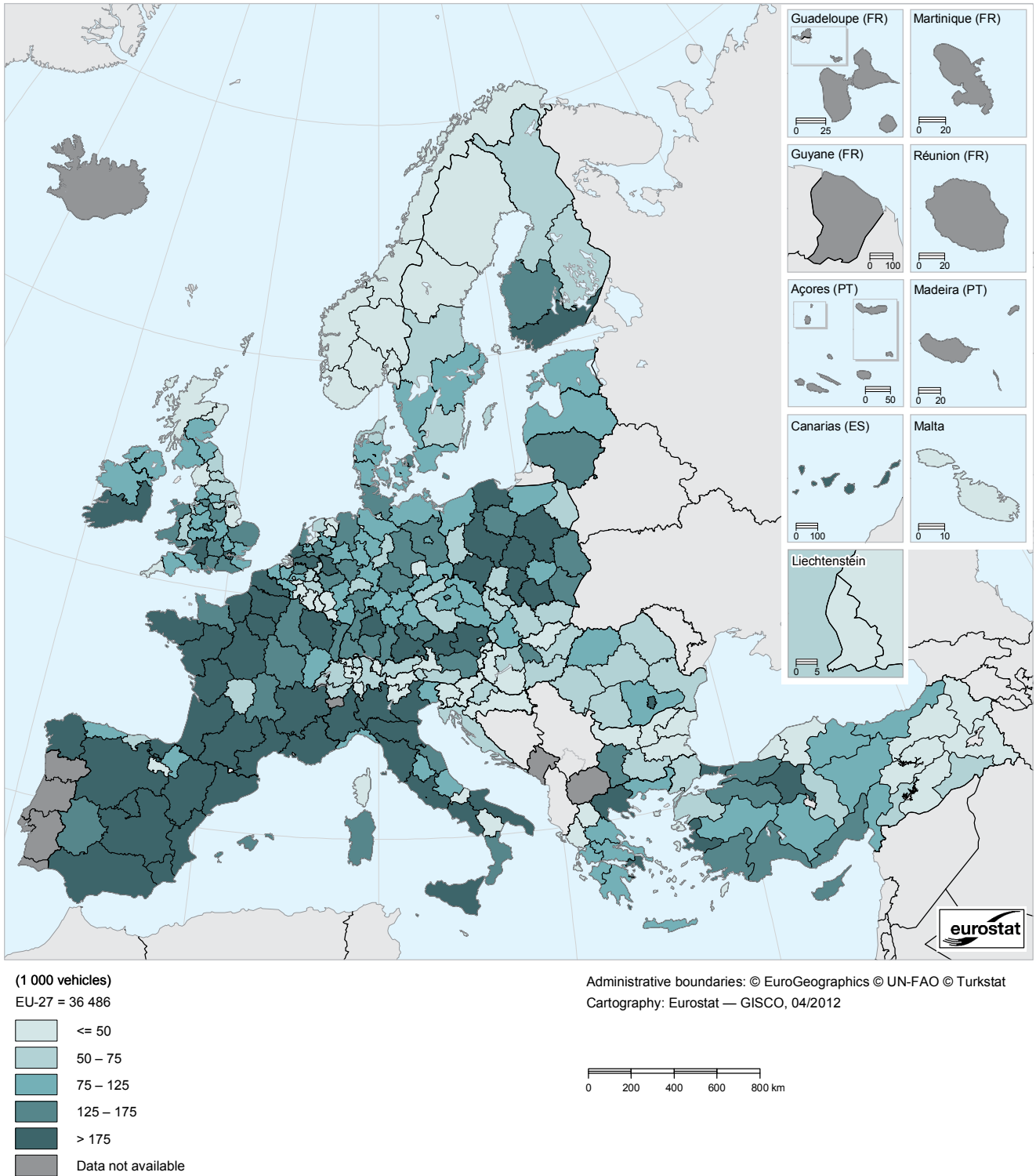


<sup>(1)</sup> Denmark, 31 December 2008; Northern Ireland (UKN0), 31 December 2007; Switzerland, 31 December 2006; Greece, provisional; Brandenburg (DE4), by NUTS 1 region; Denmark and Ireland, national level.

Source: Eurostat (online data code: [tran\\_r\\_vehst](#) and [demo\\_r\\_d2jan](#))



**Map 10.4:** Number of road freight vehicles, by NUTS 2 regions, 31 December 2009 <sup>(1)</sup>  
(1 000 vehicles)



<sup>(1)</sup> Denmark, 31 December 2008; Northern Ireland (UKN0), 31 December 2005; Brandenburg (DE4), by NUTS 1 region.  
Source: Eurostat (online data code: [tran\\_r\\_vehst](#))



The highest regional motorisation rate within the whole of the EU-27 was in the Flevoland region of the Netherlands, 783 passenger cars per 1 000 inhabitants — this was approximately seven times as high as in the Nord-Est region of Romania.

Twelve of the top 20 regions with the highest motorisation rates in 2008 or 2009 were in Italy. A number of regions close to larger cities also reported high motorisation rates, suggesting a larger number of commuters. Examples of this included Flevoland in the Netherlands, Cheshire in the United Kingdom, Lazio in Italy and Attiki in Greece. Several island regions also have high motorisation rates, including Åland in Finland, the Illes Balears in Spain, Sicilia and Sardegna in Italy and Corse in France, as well as Malta and Cyprus, which had the highest motorisation rates of any regions within the Member States that joined the EU in 2004 or 2007. These relatively high figures for islands may in part be explained by a lack of alternative means for travelling within the island; for example, most of these islands have a relatively underdeveloped rail infrastructure or no rail services at all.

To a large extent the figures for public transport vehicles such as buses, trolleybuses and motor coaches are in contrast to those for passenger cars, with a relatively clear difference between regions in western Member States and those in more central and eastern Member States. Of the 51 regions in the EU-27 with one or fewer public transport vehicles per 1 000 inhabitants, all except one were located within EU-15 Member States: the one exception was in Slovenia. The 11 EU regions with more than four public transport vehicles per 1 000 inhabitants included the capital city regions in Romania and Bulgaria, the island region of Ionia Nisia in Greece, Latvia and Lithuania and six regions in the United Kingdom. The highest ratio was 4.9 public transport vehicles per 1 000 inhabitants in Bucureşti - Ilfov (Romania).

Among the EFTA countries, the Norwegian regions all had a high ratio of public transport vehicles to the size of the population, exceeding four vehicles per 1 000 inhabitants in five regions and reaching as high as 6.0 in Vestlandet. In the two candidate countries for which regional data are available, namely Croatia and Turkey, contrasting situations were observed. In Croatia, the number of public transport vehicles per inhabitant was highest in Jadranska Hrvatska at 1.4 and lowest in Središnja i Istočna (Panonska) Hrvatska at 0.8. In contrast, this ratio ranged in Turkey from 4.1 vehicles per 1 000 inhabitants in Mardin, Batman, Şırnak, Siirt to 12.7 in Trabzon, Ordu, Giresun, Rize, Artvin, Gümüşhane; in fact, in 24 of the 26 Turkish regions this ratio for the density of public transport vehicles was higher than in the region with the highest ratio in the EU.

## Stock of road freight vehicles

For road freight vehicles, no systematic differences can be seen between western and eastern regions of the EU. In total,

56 regions in the EU-27 had more than 175 000 road freight vehicles, and among these there were 23 regions with more than 300 000 such vehicles: eight of these regions were in Italy, seven in Spain, six in France and two in Poland. The distribution of freight transport vehicles reflects, at least to some degree, the size of each Member State and the distance between major cities and other transport hubs.

The two regions with by far the highest number of registered freight vehicles were both located in Spain, on the Mediterranean coast: Andalucía and Cataluña. These two regions play a key role in freight transport in the western Mediterranean, with direct ferry connections not only to the Spanish islands and Ceuta and Melilla, but also from Andalucía to Morocco and Algeria, and between Cataluña and Italy. The region with the third highest number of freight vehicles was the French capital city region of Île de France, while the fourth highest number of freight vehicles was recorded in the Italian region of Lombardia, which contains Milan and also lies at the heart of international freight corridors between Italy, France, Switzerland and Austria. The other regions registering more than half a million freight vehicles were also economic centres containing capital cities or other major cities: Rhône-Alpes (Lyon in France); Comunidad de Madrid and Comunidad Valenciana (both in Spain); and Mazowieckie (Warszawa in Poland).

Regional equipment rates for road freight vehicles (number of vehicles per inhabitant) depend on a number of different factors. These include the regional transport system and its infrastructure for different modes of freight transport, such as the capacity of motorways, railway lines, ports and airports. They also include the economic characteristics of the region, for example, whether the regional economy is driven by manufacturing or services, and whether the region is located on key European transport corridors.

Reflecting these fundamental differences, there are huge disparities in the regional freight vehicle equipment rates. The highest regional rates in 2009 were found in the Greek region of Kriti, where there were 201.1 road freight vehicles per 1 000 inhabitants. The 20 EU regions with the highest freight vehicle equipment rates were mainly registered in Greece, Spain and Austria, along with Cyprus and the island region of Åland (in Finland). Mirroring the rankings for passenger cars, the lowest ratio of road freight vehicles to population were generally recorded in Romanian regions and the capital city regions of the United Kingdom and Germany. In 41 EU regions there were less than 50 road freight vehicles per 1 000 inhabitants: 22 of these regions were in Member States that joined the EU in 2004 or 2007, 13 were in Germany, five were in the United Kingdom and one was in Austria (Wien).

Reflecting its mountainous terrain and reliance on short sea shipping, the equipment rate for freight vehicles was generally low in Norwegian regions. All seven Norwegian regions recorded rates lower than 24 vehicles per 1 000 inhabitants, ranking each of them below the third lowest rate recorded





among the EU regions; in fact, four Norwegian regions had equipment rates below the lowest ratio recorded in the EU. In Switzerland, the equipment rate was also generally low, below 50 vehicles per 1 000 inhabitants in all regions except for Ticino. Equally, most Turkish regions had low equipment rates, with only four out of 26 regions recording a rate above 50 vehicles per 1 000 inhabitants, and three (Van, Muş, Bitlis, Hakkari; Ağrı, Kars, Iğdır, Ardahan; and Şanlıurfa, Diyarbakır) recording rates below the lowest rate in any EU region. All three Croatian regions recorded equipment rates below 50 vehicles per 1 000 inhabitants.

## Air transport

The rapid growth of air transport has been one of the most significant developments in the transport sector in recent years, both in the EU and all over the world. The liberalisation of the air transport market in the EU contributed to this development, most apparent in the expansion of low-cost airlines. This led to the rapid growth of several smaller regional airports, which are generally less congested and charge lower landing fees than large airports in the capital city regions. However, from 2008 to 2009 many airports experienced a sharp decline in passenger and freight transport, reflecting the fall in economic activity and international trade during the worldwide economic slowdown. In 2009, the total number of air transport passengers carried (including passengers on domestic flights as well as international flights) fell by 5.9%. In 2010, the number of passengers carried increased 3.4% to reach 776.9 million passengers, around 2.7% below its level from 2008.

Tables 10.2 and 10.3 show the top 20 regions with the highest number of air passengers in 2010, and the highest volume of air freight and mail in 2009: for each region the main airports for scheduled and/or charter airlines and for regular freight/mail flights are included.

The top-ranking regions in terms of the total number of air passengers tend to be capital city regions in western Europe. The list is headed by Île-de-France, with a total of 82.8 million passengers for Paris-Charles de Gaulle and Paris-Orly airports, followed by Outer London (Heathrow) with 65.9 million passengers, Darmstadt with Frankfurt airport (52.6 million), Comunidad de Madrid (47.9 million), Noord-Holland (Schiphol Amsterdam: 43.5 million) and Lazio with Roma Fiumicino and Roma Ciampino airports (38.2 million). The big airports in and around western Europe's capitals also serve as central hubs for intercontinental air traffic. This is especially true for Heathrow, Paris-Charles de Gaulle, Frankfurt and Schiphol airports.

All of the top 20 regions for air passenger transport recorded a fall in passenger numbers between 2008 and 2009: note that the data for German regions presented in Table 10.2 are for 2010, and in that year these regions recorded an increase in passenger numbers. Several of the top 20 regions for air

passenger transport faced losses of more than 10% in passenger numbers between 2008 and 2009, with the largest losses in Southern and Eastern Ireland (-12.6%) and the Canarias (-12.0%). Although not visible from Table 10.2, a significant number of smaller regional airports are among the fastest growing (in terms of passenger numbers), due to their use as destinations or hubs by low-cost carriers.

While the total quantity of air freight and mail is limited compared with the much higher quantities of freight transported by road, rail, inland waterways and especially sea, air freight is important and growing steadily for articles with high added value, perishable goods (especially food) and express parcels. Table 10.3 shows a ranking of airports based on their quantity of air freight and mail in 2009. Darmstadt was at the head of the top 20 European regions with 2.27 million tonnes (2010 data), followed in 2009 by Outer London (1.35 million tonnes), Noord-Holland (1.32 million tonnes) and Île-de-France (1.27 million tonnes). Quantities at other airports within the EU were significantly lower, indicating that the biggest airports serve as the main hubs within the EU for air freight and mail. Quantities of half a million tonnes or more were also observed in 2010 for Luxembourg (0.71 million tonnes), Köln (0.64 million tonnes) and Leipzig (0.64 million tonnes).

Air freight quantities fell even further than the number of air passengers from 2008 to 2009, down 12.2% in the EU-27. However, the quantity of freight rebounded 15.9% in 2010 to reach 13.4 million tonnes, which was 1.8% above the level for 2008. As for passenger transport, nearly all of the regions with high volumes of air freight recorded a decrease in their air freight traffic in 2009. Data for 2010 are available for the Finnish and German regions in the top 20, and each of these recorded increased freight in 2010; for example, there was 57.1% growth in the region of Koblenz (Germany). Note that the very high growth rate between 2007 and 2009 that is reported for the Danish region of Hovedstaden results from København/Kastrup airport not being covered by air freight statistics in 2007.

## Data sources and availability

Regional data on road and railway infrastructure, inland waterways, vehicle stocks and road accidents are currently collected by Member States and candidate countries on a voluntary basis. Data on road transport of goods, as well as air (and maritime) transport for passengers and goods, are derived directly from data collected under legal acts. Data on journeys made by vehicles are derived from a specific study of road transport data.

A motorway is a road that is especially designed and built for motor traffic, which does not serve properties bordering on it, and which: is provided, except at special points or





**Table 10.1:** Transport equipment rates, by NUTS 2 regions, 31 December 2009  
(number of vehicles per 1 000 inhabitants)

	Region with highest motorisation rate <sup>(1)</sup>		Region with highest public equipment rate <sup>(2)</sup>		Region with highest freight equipment rate <sup>(3)</sup>	
Belgium	Province/Provincie Vlaams-Brabant (BE24)	569	Province/Provincie Brabant Wallon (BE31)	2.6	Province/Provincie West-Vlaanderen (BE25)	91.4
Bulgaria	Yugozapaden (BG41)	400	Yugozapaden (BG41)	4.3	Yugozapaden (BG41)	63.4
Czech Republic	Praha (CZ01)	514	Praha (CZ01)	3.2	Praha (CZ01)	104.1
Denmark	Sjælland (DK02)	400	:	:	Nordjylland (DK05)	103.5
Germany <sup>(4)</sup>	Saarland (DEC0)	557	Trier (DEB2)	1.9	Niederbayern (DE22)	115.2
Estonia	-	412	-	3.0	-	64.9
Ireland	Southern and Eastern (IE02)	433	:	:	Border, Midland and Western (IE01)	92.2
Greece	Attiki (GR30)	647	Ionia Nisia (GR22)	4.3	Kriti (GR43)	201.1
Spain	Illes Balears (ES53)	609	Canarias (ES) (ES70)	2.9	Canarias (ES) (ES70)	182.0
France	Corse (FR83)	612	Corse (FR83)	3.2	Corse (FR83)	126.1
Italy	Lazio (ITE4)	673	Basilicata (ITF5)	3.4	Molise (ITF2)	99.9
Cyprus	-	557	-	3.7	-	180.5
Latvia	-	412	-	4.4	-	54.3
Lithuania	-	499	-	4.2	-	48.4
Luxembourg	-	664	-	4.0	-	73.7
Hungary	Közép-Magyarország (HU10)	350	Közép-Dunántúl (HU21)	2.7	Közép-Magyarország (HU10)	51.5
Malta	-	564	-	2.4	-	108.6
Netherlands	Flevoland (NL23)	783	Friesland (NL) (NL12)	1.5	Flevoland (NL23)	123.7
Austria	Burgenland (AT11)	587	Wien (AT13)	2.4	Burgenland (AT11)	169.0
Poland	Mazowieckie (PL12)	484	Świętokrzyskie (PL33)	3.1	Mazowieckie (PL12)	101.5
Portugal	:	:	:	:	:	:
Romania	București - Ilfov (RO32)	465	București - Ilfov (RO32)	4.9	București - Ilfov (RO32)	89.8
Slovenia	Zahodna Slovenija (SI02)	536	Zahodna Slovenija (SI02)	1.0	Zahodna Slovenija (SI02)	50.9
Slovakia	Bratislavský kraj (SK01)	434	Bratislavský kraj (SK01)	3.2	Bratislavský kraj (SK01)	114.0
Finland	Åland (FI20)	645	Pohjois-Suomi (FI1A)	3.1	Åland (FI20)	144.2
Sweden	Norra Mellansverige (SE31)	522	Mellersta Norrland (SE32)	2.7	Mellersta Norrland (SE32)	78.4
United Kingdom	Cheshire (UKD2)	657	Highlands and Islands (UKM6)	4.5	Cheshire (UKD2)	90.3
Liechtenstein	-	717	-	0.0	-	83.6
Norway	Hedmark og Oppland (NO02)	517	Vestlandet (NO05)	6.0	Hedmark og Oppland (NO02)	23.9
Switzerland	Ticino (CH07)	601	Ticino (CH07)	2.8	Ticino (CH07)	53.6
Croatia	Sjeverozapadna Hrvatska (HR01)	376	Jadranska Hrvatska (HR03)	1.4	Sjeverozapadna Hrvatska (HR01)	44.2
Turkey	Ankara (TR51)	188	Trabzon (TR90)	12.7	Antalya (TR61)	60.2

<sup>(1)</sup> Ireland, France (except Île de France (FR10)) and Italy, 2009; the United Kingdom, 2007; all other countries, 2008.

<sup>(2)</sup> Northern Ireland (UKN0), 31 December 2007; Switzerland, 31 December 2006.

<sup>(3)</sup> Denmark, 31 December 2008; Northern Ireland (UKN0), 31 December 2005.

<sup>(4)</sup> Brandenburg (DE4), by NUTS 1 region.

Source: Eurostat (online data codes: [tran\\_r\\_vehst](#) and [demo\\_r\\_d2jan](#))

**Table 10.2:** EU-27 regions with highest number of air passengers

Region	Main airports	Passengers, 2009 (1 000)	Rate of change, 2008–09 (%)	Average annual rate of change, 2007–09 (%)
Île de France (FR10)	Paris-Charles De Gaulle; Paris-Orly	82 776	-4.5	-1.9
Outer London (UKI2)	Heathrow	65 904	-1.5	-1.4
Darmstadt (DE71) (!)	Frankfurt	52 646	4.1	-0.8
Comunidad de Madrid (ES30)	Madrid-Barajas	47 944	-4.8	-3.2
Noord-Holland (NL32)	Schiphol (Amsterdam)	43 532	-8.2	-4.5
Lazio (ITE4)	Leonardo da Vinci (Roma Fiumicino); Giovanni Battista Pastine (Roma Ciampino)	38 172	-3.5	0.6
Oberbayern (DE21) (!)	München	34 520	6.0	0.7
Cataluña (ES51)	Barcelona El-Prat; Girona-Costa Brava; Reus	34 234	-7.8	-6.0
Lombardia (ITC4)	Malpensa; Orio Al Serio; Linate; Gabriele D'Annunzio (Brescia)	32 984	-5.6	-8.5
Surrey, East and West Sussex (UKJ2)	Gatwick	32 360	-5.3	-4.1
Illes Balears (ES53)	Palma De Mallorca; Ibiza; Menorca	27 515	-6.2	-4.2
Canarias (ES70)	Gran Canaria; Tenerife Sur; Lanzarote; Fuerteventura; Tenerife Norte; La Palma; El Hierro	26 223	-12.0	-6.9
Southern and Eastern (IE02)	Dublin; Cork; Shannon; Kerry	25 540	-12.6	-6.5
Düsseldorf (DEA1) (!)	Düsseldorf; Weeze (Niederrhein)	21 789	8.3	5.4
Essex (UKH3)	Stansted; Southend	19 953	-10.9	-8.5
Hovedstaden (DK01)	København; Bornholm	19 609	-9.6	-4.1
Greater Manchester (UKD3)	Manchester	18 630	-11.5	-7.7
Andalucía (ES61)	Málaga-Cosa del Sol; Sevilla; Jerez; Federico García Lorca Granada-Jaén; Almería	18 592	-10.4	-8.5
Niederösterreich (AT12)	Wien-Schwechat	18 045	-8.3	-1.8
Stockholm (SE11)	Stockholm Arlanda; Bromma Stockholm	18 031	-9.8	-4.4

(!) Latest data relate to 2010; rate of change to 2009-2010 and average annual rate of change to 2007-2010.

Source: Eurostat (online data code: [tran\\_r\\_avpa\\_nm](#))

**Table 10.3:** EU-27 regions with the highest quantity of air freight and mail

Region	Main airports	Freight and mail, 2009 (1 000 tonnes)	Rate of change, 2008–09 (%)	Average annual rate of change, 2007–09 (%)
Darmstadt (DE71) (¹)	Frankfurt	2 270	20.6	1.6
Outer London (UK12)	Heathrow	1 349	–9.0	–1.6
Noord-Holland (NL32)	Schiphol (Amsterdam)	1 317	–17.3	–10.7
Île de France (FR10)	Paris-Charles De Gaulle; Paris-Orly	1 266	–13.5	–8.5
Luxembourg (LU00) (¹)	Luxembourg	706	12.6	0.1
Köln (DEA2) (¹)	Köln Bonn	638	16.2	–3.5
Leipzig (DED3) (¹)	Leipzig Halle	638	25.3	95.0
Lombardia (ITC4)	Malpensa; Orio Al Serio; Linate; Gabriele D'Annunzio (Brescia)	496	–15.2	–14.7
Province/Provincie Liège (BE33)	Liège	402	5.2	5.1
Province/Provincie Vlaams-Brabant (BE24)	Brussels	364	–40.7	–29.6
Comunidad de Madrid (ES30)	Madrid-Barajas	330	–7.0	–1.8
Oberbayern (DE21) (¹)	München	291	24.4	3.2
Leicestershire, Rutland and North- amptonshire (UKF2)	East Midlands	287	–1.7	–5.0
Essex (UKH3)	Stansted; Southend	213	–7.4	–2.7
Niederösterreich (AT12)	Wien-Schwechat	198	–1.5	–1.7
Koblenz (DEB1) (¹)	Frankfurt-Hahn	165	57.1	13.8
Etelä-Suomi (FI18) (¹)	Helsinki-Vantaa; Turku; Lappeenranta	164	30.2	4.2
Lazio (ITE4)	Leonardo da Vinci (Roma Fiumicino); Giovan Battista Pastine (Roma Ciampino)	156	–9.8	–5.9
Hovedstaden (DK01)	København; Bornholm	152	–38.5	1 132.9
Southern and Eastern (IE02)	Dublin; Cork; Shannon; Kerry	112	–11.8	–8.2

(¹) Latest data relate to 2010; rate of change to 2009–10 and average annual rate of change to 2007–10.

Source: Eurostat (online data code: [tran\\_r\\_avgo\\_nm](#))





temporarily, with separate carriageways for traffic in two directions, separated from each other, either by a dividing strip not intended for traffic, or exceptionally by other means; has no crossings at the same level with any road, railway or tramway track, or footpath; is especially signposted as a motorway and is reserved for specific categories of road motor vehicles. Entry and exit lanes of motorways are included in the statistics on the length of motorways irrespective of the location of the signposts. Urban motorways are also included.

Passenger cars are road motor vehicles other than mopeds or motorcycles intended for the carriage of passengers and designed to seat no more than nine persons (including the driver). Included are: passenger cars, vans designed and used primarily for transport of passengers, taxis, hire cars, ambulances and motor homes. The number of passenger cars per inhabitant is calculated on the basis of the stock of vehicles as of 31 December and population figures as of 1 January of the following year. The equipment rate for public transport vehicles is calculated in the same manner, based on the stock of vehicles as of 31 December.

Regional air transport statistics show passenger and freight movements by NUTS level 2 region, measured in relation to the number of passengers and the quantity of freight in tonnes. Passenger data are divided into passengers embarking, disembarking and in transit, while freight statistics are divided into tonnes of freight and mail loaded and unloaded. The data are collected at the airport level and are aggregated to NUTS level 2 regions.

## Further information

For further information about transport statistics please consult Eurostat's website at <http://epp.eurostat.ec.europa.eu/portal/page/portal/transport/introduction>.

Precise definitions of all the variables used can be found in the *Illustrated glossary for transport statistics* (fourth edition) (<http://ec.europa.eu/eurostat/product?code=KS-RA-10-028&mode=view>).

## Context

An efficient and well-functioning passenger and freight transport system is vital for enterprises and inhabitants. The EU's transport policy aims to foster clean, safe and efficient travel throughout Europe, underpinning the internal market

for goods (transferring them between their place of production and their place of consumption) and the right of citizens to travel freely throughout the EU (for both work and pleasure).

The European Commission's Directorate-General for Mobility and Transport is responsible for developing transport policy within the EU. Its remit is to ensure mobility in a single European transport area, integrating the needs of the population, environmental policy and competitiveness. It aims to do so by:

- completing the European internal market: so as to ensure the seamless integration of all modes of transport into a single, competitive transport system, while protecting safety and security and improving the rights of passengers;
- developing an agenda for innovation: promoting the development of a new generation of sustainable transport technologies, in particular for integrated traffic management systems and low-carbon vehicles;
- building a trans-European network as the backbone of a multimodal, sustainable transport system capable of delivering fast, affordable and reliable transport solutions;
- projecting these mobility and transport objectives and defending EU political and industrial interests on the world stage, within international organisations and with strategic partners.

In March 2011 the European Commission adopted a White Paper 'Roadmap to a single European transport area — Towards a competitive and resource efficient transport system' (COM(2011) 144 final). This comprehensive strategy contains 40 specific initiatives for the next decade to build a competitive transport system that aims to increase mobility, remove major barriers in key areas and fuel growth and employment. The proposals also seek to reduce dramatically Europe's dependence on imported oil and to cut carbon emissions, with a set of goals to be achieved for 2050, including:

- no more conventionally-fuelled cars in cities;
- 40 % of the fuel being used in the aviation sector to come from sustainable low-carbon fuels;
- at least a 40 % reduction in shipping emissions;
- a 50 % shift in medium-distance inter-city passenger and freight journeys away from roads to either rail or waterborne transport;
- all of which should contribute to a 60 % cut in transport emissions by the middle of the century.