

# Eurostat yearbook 2004

The statistical guide to Europe

**Data 1992-2002**

## Chapter 6



EUROPEAN  
COMMISSION



THEME 1  
General  
statistics

1

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## Statisticians for Europe

Eurostat's service . . . . .	9	<b>In the spotlight: sustainable development.</b> . . . . .	25
<b>The European Union in the global context</b> . . . . .	15		

1

## People in Europe

<b>Population</b> . . . . .	39	<b>Labour market</b> . . . . .	85
<b>Health</b> . . . . .	57	<b>Households and welfare</b> . . . . .	93
<b>Education and training</b> . . . . .	73		

2

## The economy

<b>National accounts</b> . . . . .	117	<b>Balance of payments.</b> . . . . .	149
<b>Prices and wages</b> . . . . .	137	<b>International trade in goods.</b> . . . . .	161

3

## The environment

<b>Environment</b> . . . . .	167
------------------------------	-----

4

## Science and technology

<b>Research and development.</b> . . . . .	181
<b>Information society</b> . . . . .	189

5

## Sectors and enterprises

<b>Business structures at a glance</b> . . . . .	199	<b>Transport</b> . . . . .	211
<b>Industry and construction</b> . . . . .	203	<b>Tourism.</b> . . . . .	219
<b>Distributive trades</b> . . . . .	205	<b>Energy</b> . . . . .	223
<b>Financial markets</b> . . . . .	207		

6

## Agriculture, forestry and fisheries

<b>Agriculture</b> . . . . .	233
<b>Forestry</b> . . . . .	245
<b>Fisheries</b> . . . . .	247

7

## Annexes

<b>Glossary</b> . . . . .	253	<b>Classification of commodities, SITC Rev. 3</b> . . . . .	271
<b>Geonomenclature 2004.</b> . . . . .	268	<b>Abbreviations and acronyms.</b> . . . . .	273
<b>Classification of economic activities in the European Community, NACE Rev. 1.1.</b> . . . . .	270	<b>CD-ROM instructions.</b> . . . . .	280

8

### The Eurostat yearbook as a combined product

The Eurostat yearbook 2004 is a combined product consisting of a book and a CD-ROM. The CD-ROM contains the complete statistical information of the Eurostat yearbook 2004, a selection of which is presented in the book.

The CD-ROM is in three languages (English, French, German). It contains the following:

- The PDF files of the paper version.
- More than 1 000 statistical tables and graphs. All data can be easily extracted from the tables. The graphs can be generated dynamically according to the wishes of the reader.
- All the statistical background information about 'In the spotlight: sustainable development'.
- Links to the Eurostat Internet site to find more information, for example on further publications or on more up-to-date data. On its website, Eurostat provides access to a range of statistical information that can be consulted online or downloaded free of charge.

### The Eurostat yearbook is easy to use

- Introductory texts for each section explain the main features and the relevance of the information presented and give an idea of what other data on the subject Eurostat has on offer.
- A glossary clarifies the statistical terms and concepts used.
- The abbreviations and acronyms used are spelled out on the bookmark to the yearbook.

### Date of data extraction

The statistical data presented in this yearbook were extracted on 10 May 2004 and represent the data availability at that time.

### Order and coding of countries

The order of the EU Member States used in the Eurostat yearbook is their order of protocol. It follows the alphabetical order of the countries' short names in their respective native languages.

Generally, the countries are identified in the Eurostat yearbook 2004 by using the shortest official designation. If codes are used, these are the two-digit ISO codes, except for Greece and the United Kingdom for which EL and UK, respectively, are used.

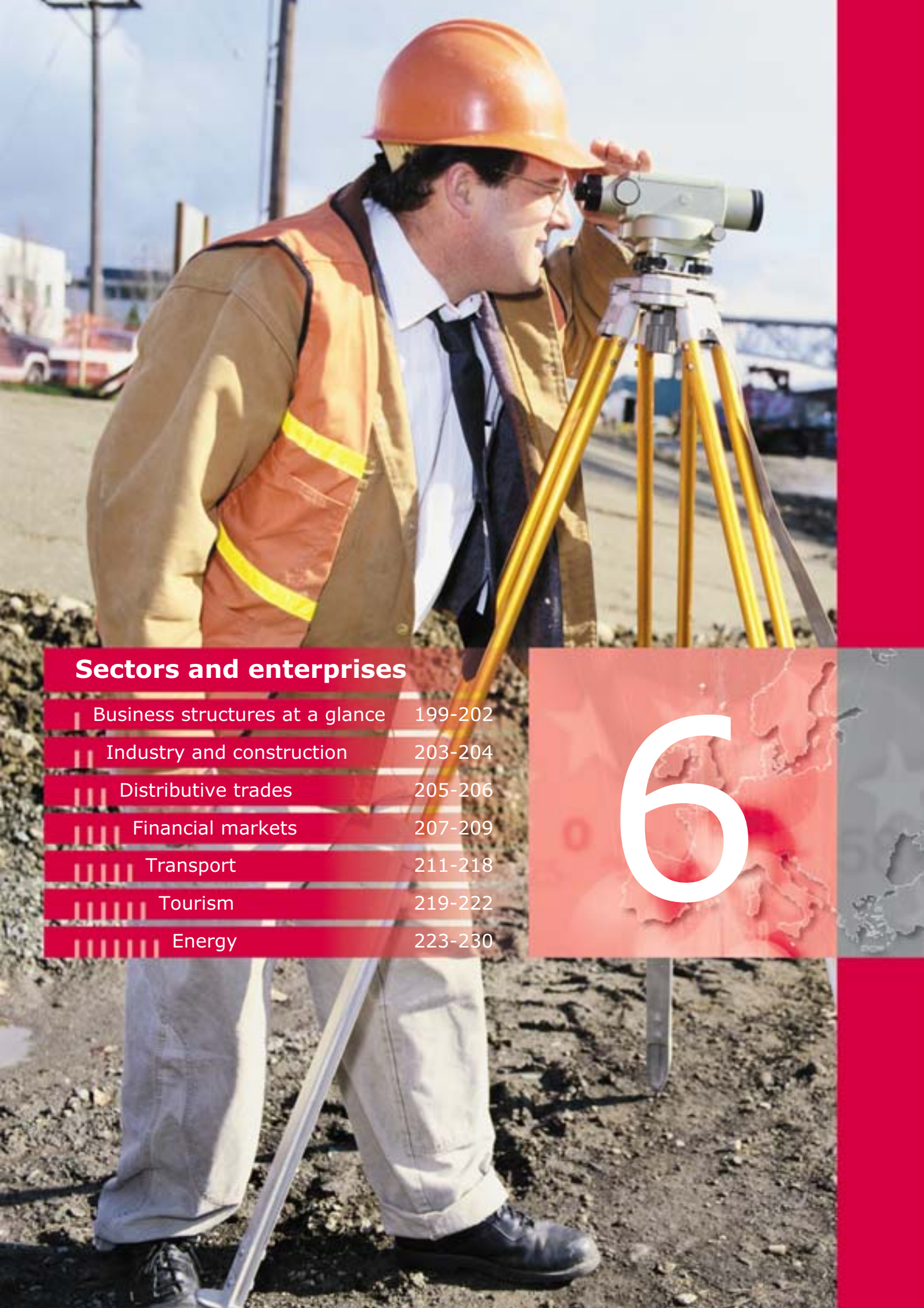
A complete list of ISO codes can be found at:

<http://www.iso.org/iso/en/prods-services/iso3166ma/index.html>

### Symbols and codes in the tables

- "Not applicable" or "real zero" or "zero by default"
- 0 Less than half of the unit used
- : not available
- p Provisional value
- e Estimated value
- s Eurostat estimate
- r Revised value
- f Forecast
- u Unreliable or uncertain data (see explanatory texts)
- :u Extremely unreliable data
- :c Confidential
- :n Not significant
- b Break in series (see explanatory texts)
- i see footnote

€ zone stands for Euro-zone. "€ zone", which is not an official symbol, is used for practical reasons.



## Sectors and enterprises

Business structures at a glance	199-202
Industry and construction	203-204
Distributive trades	205-206
Financial markets	207-209
Transport	211-218
Tourism	219-222
Energy	223-230

6

# Business structures at a glance

## Eurostat data

Eurostat provides a wide range of data on:

- Turnover
- Gross value added
- Employed persons
- Personnel costs
- Investment
- Sectors of the economy
- Small and medium-sized enterprises

## The background for doing business

Eurostat draws a comprehensive picture of the structure of the European business world and thus of the framework for entrepreneurial activity. Its data on business structures show developments in specific activities as well as structural changes of the economy as a whole. Without this information, short-term data on the economic cycle would lack background and be hard to interpret. Enterprises that want to



determine their opportunities in a new market or put their performance into perspective use these data, as do business associations, trade unions, market researchers, administrators and politicians.

## Production and labour

Structural business statistics describe the economy by observing the activity of units engaged in an economic activity. They answer questions like: How much wealth is created in an activity? How many workforces are needed to create this wealth? How is this activity developing? Is this activity participating in the growth of the economy? Are investments made in this activity?

Principally, the structural information presented in the Eurostat yearbook relates to production or to employment. Among a number of variables describing the input and output sides of business activity, a selection of basic indicators is presented.

- **Turnover** corresponds to the total of all sales (excluding VAT) of goods and services carried out by the enterprises of a sector during the reference year.
- **Gross value added** at factor cost corresponds to the difference between the value of what is produced and intermediate consumption entering the production, corrected for subsidies on production and costs, and assimilated taxes and levies. It can be interpreted as the wealth created by the enterprises of a sector and which is used to re-

munerate the production factors (capital in the form of the gross operating surplus, and labour in the form of the personnel costs).

- **Personnel costs** are defined as the total amounts paid by the enterprises of a sector to remunerate the work of the enterprises' employees during the reference year. They cover wages and salaries and the social contributions paid by the employers.
- The number of **persons employed** is defined as the total number of persons who work for the enterprises of the sector, whether or not they are paid. This total, however, excludes borrowed staff and agency workers.

### The SBS database

The data are taken from the SBS database, Eurostat's reference database on structural business statistics (SBS). It presents the data

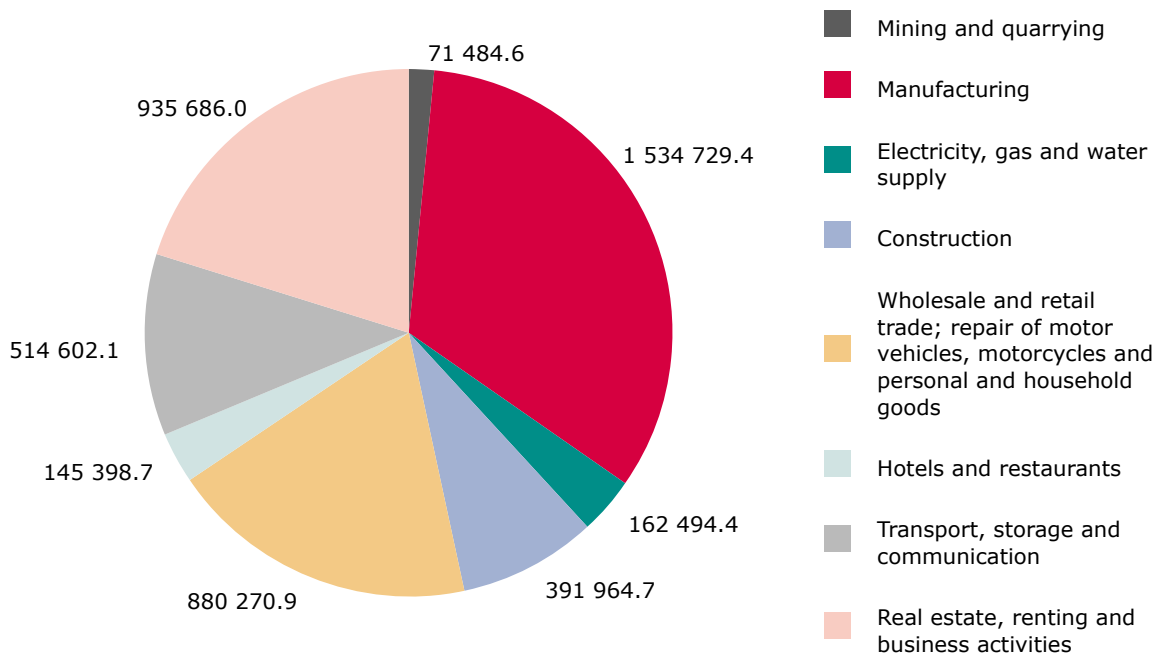
in absolute values and in the form of some basic ratios that make it possible, for example, to compare levels between countries or to calculate the share of an industry in a total.

### A harmonised legal framework

The Council regulation on structural business statistics provides a harmonised legal framework for the annual collection of structural data from businesses in the European Union. It defines the nomenclatures (NACE Rev. 1.1, NUTS) and the statistical units to be used, the coverage (without size threshold), the common deadlines and the quality criteria to be fulfilled.

The regulation covers all market activities (excluding agriculture) normally included in the industry, construction, distributive trades and service sectors (Sections C to K of NACE Rev. 1). In the SBS domain of NewCronos, a much higher level of detail is available than in the Eurostat yearbook.

**Value added (1) in the EU-25 in 2001**  
In million EUR



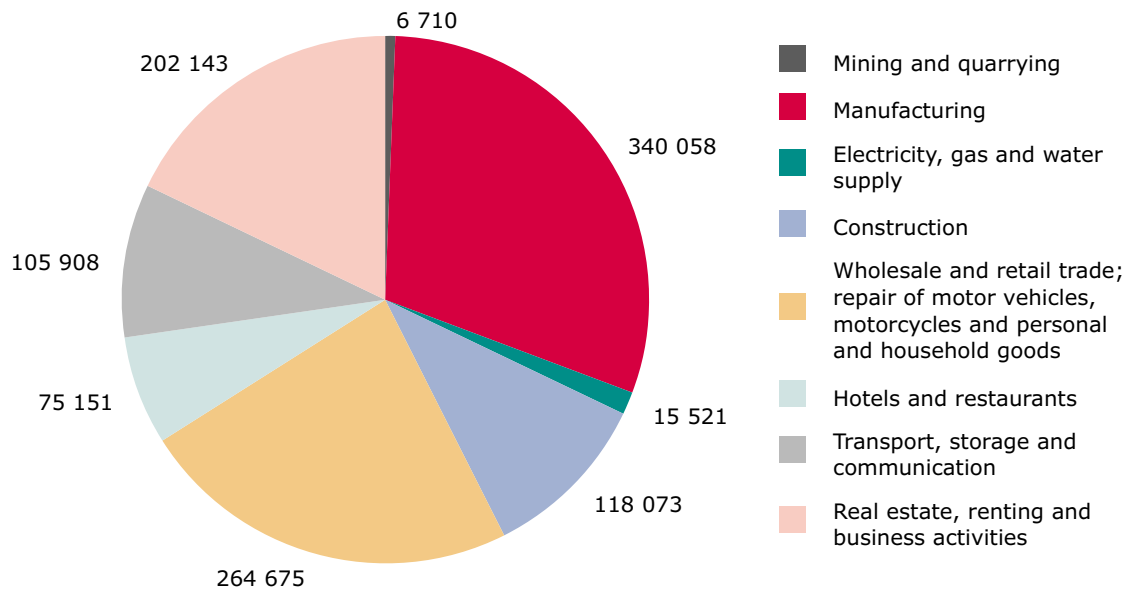
(1) At factor cost.

Value added represents the difference between the value of what is produced and intermediate consumption entering the production, less subsidies on production and costs, taxes and levies.



**Employed persons in the EU-25 in 2001**

In 100

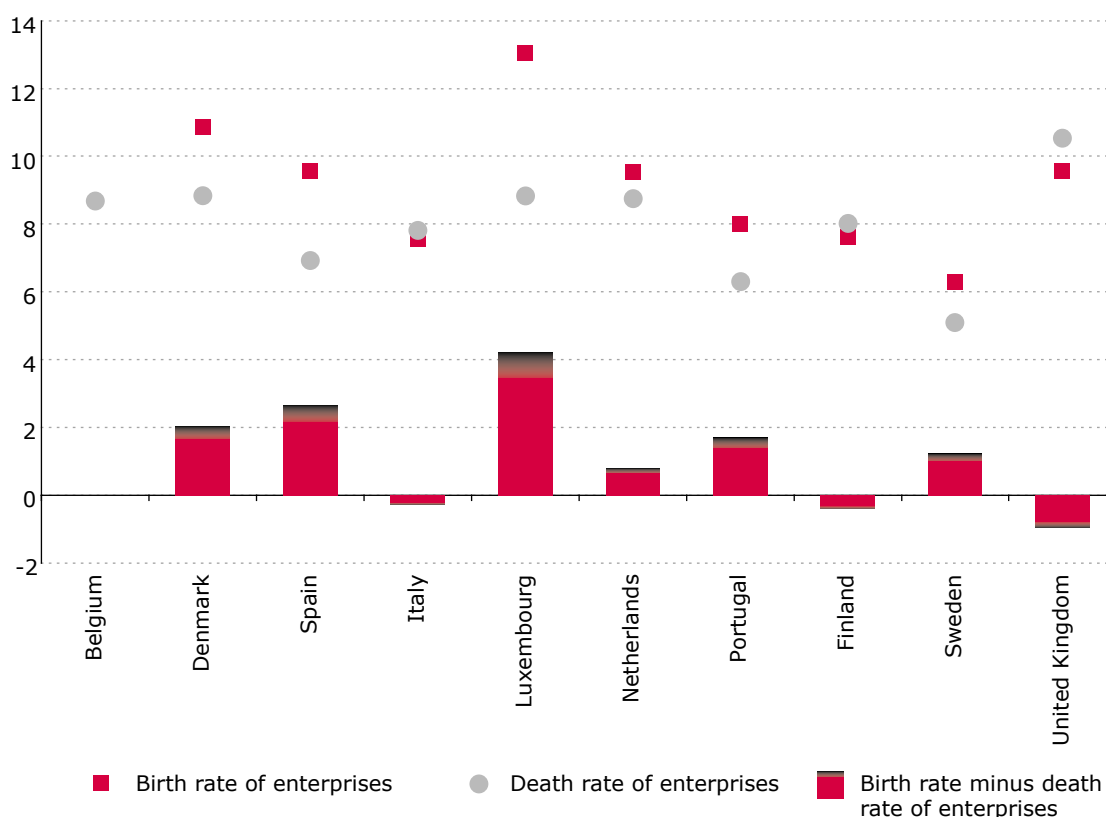
**Some results**

In 2001 and the 25 countries of today's European Union, about one third of the total value added in industry, construction, distributive trades and services has been generated in manufacturing (33 %) where about 30 % of the

employees worked; 18 % of the personnel worked in the sector 'real estate, renting and business activities' that generated 20 % of the value added. The trade and repair business is equally labour intensive with 23 % of the employees generating 19 % of the value added.



**Business demography in 1999**  
Birth and death rates of enterprises in %



No data for Germany, Greece, France, Ireland, Austria.

A birth amounts to the creation of a combination of production factors with the restriction that no other enterprises are involved in the event. Births do not include entries into the population due to mergers, break-ups, split-off or restructuring of a set of enterprises. It does not include entries into a sub-population resulting only from a change of activity. A birth occurs when an enterprise starts from scratch and actually starts activity. An enterprise creation can be considered an enterprise birth if new production factors, in particular new jobs, are created. If a dormant unit is reactivated within two years, this event is not considered a birth.

A death amounts to the dissolution of a combination of production factors with the restriction that no other enterprises are involved in the event. Deaths do not include exits from the population due to mergers, takeovers, break-ups or restructuring of a set of enterprises. It does not include exits from a sub-population resulting only from a change of activity. An enterprise is included in the count of deaths only if it is not reactivated within two years. Equally, a reactivation within two years is not counted as a birth.

6

Eurostat reports data on the business demography, i.e. on the coming into being and the discontinuation of enterprises. The 'newborn' and 'disappearing' enterprises are put in relation to all enterprises that were active during the respective year. For 1999, this measurement was only possible for some countries. However, the results show that behind the absolute number of enterprises there are impres-

sive movements that reflect the innovation and competition within the economies in Europe. The example of the Netherlands demonstrates that the growth in the total number of enterprises of about 0.8 % is a result of about 8.8 % of enterprises closing shop and 9.6 % 'newborn' enterprises more than offsetting this negative effect.

# Industry and construction

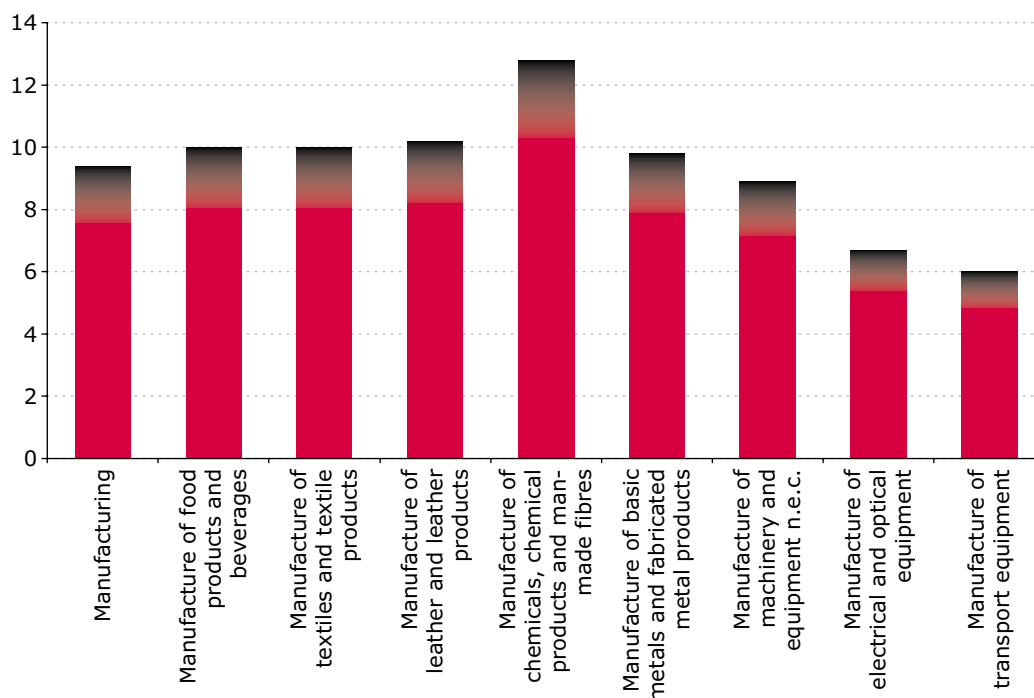
## Eurostat data

Eurostat provides a wide range of data on:

- Production index for industry
- Employment index in industry
- Labour productivity
- Gross operating surplus
- Personnel costs
- Value added
- Producer prices index
- Research and development expenditure

## Share of gross operating surplus in turnover in the EU-25 in 2001

In %



Value added is used to remunerate the production factors: capital in the form of the gross operating surplus, and labour in the form of the personnel costs. The share of the gross operating surplus in the value added varies from sector to sector: The more capital-intensive the sector, the higher the share of gross operating surplus in value added.

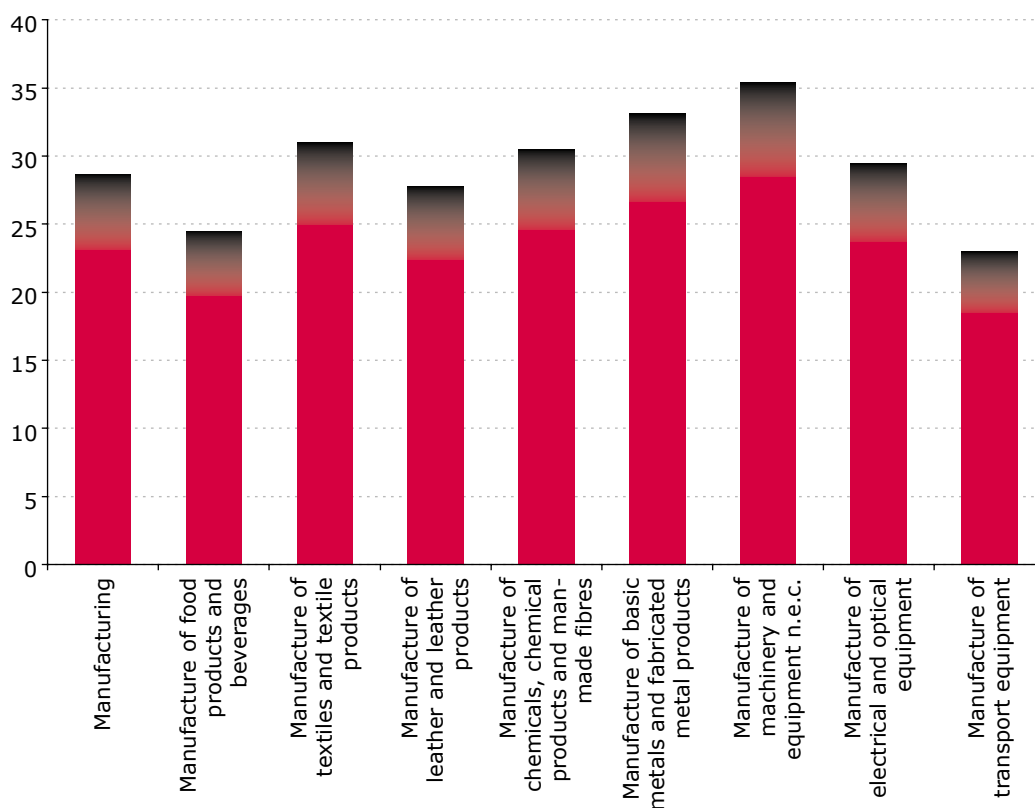
## Statistics on industry and construction: some indicators

**Share of the gross operating surplus in turnover:** turnover is used to remunerate the production factors: capital in the form of the gross operating surplus, and labour in the form of

the personnel costs. The share of the gross operating surplus in turnover varies from sector to sector: the more capital-intensive the sector, the higher the share of gross operating surplus in turnover. In EU-25 in 2001, the indicator was close to 13 % in the chemical industry, and about 6 % in the manufacture of transport equipment.

**Share of value added in production in the EU-25 in 2001**

In %

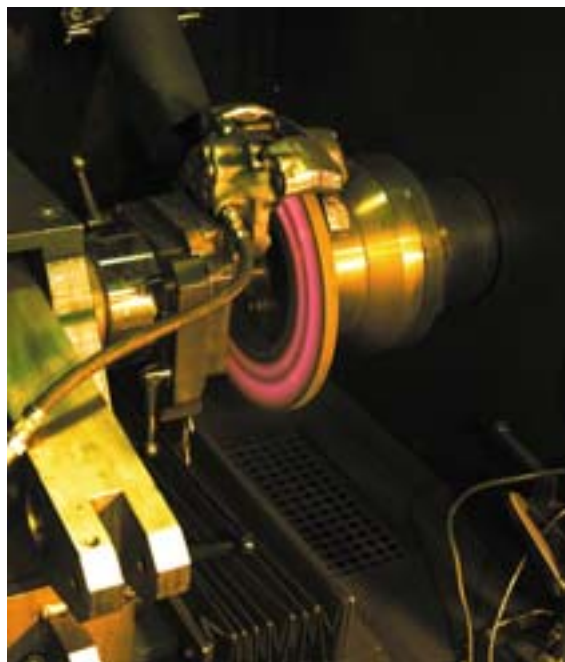


1990: estimated values.

The share of value added in production is an indicator of the degree of integration of a sector's enterprises: a low ratio for a particular sector reflects a production process there that makes up for only a small share in the total transformation of the products; this indicates a high interaction of different enterprises. The ratio is rather stable over time; the variation for different activities is more distinct.

6

**Value added in production:** this relates the value added to the value of production. It is an indicator of the degree of integration of a sector's enterprises: a low ratio for a particular sector reflects a production process there that makes up for only a small share in the total transformation of the products; this indicates a high interaction of different enterprises. The ratio is rather stable over time (EU-25 in 2001: 28.7 %). The variation for different activities is more distinct: in manufacturing of machinery it stood at 35.4 %, in manufacturing of food and beverage products at 24.5 % and of transport equipment even at 23.0 %.



## Distributive trades

### Eurostat data

Eurostat provides a wide range of data on:

- Retail trade
- Wholesale trade
- Sale of motor vehicles
- Turnover
- Employment

### Structural as well as short-term data

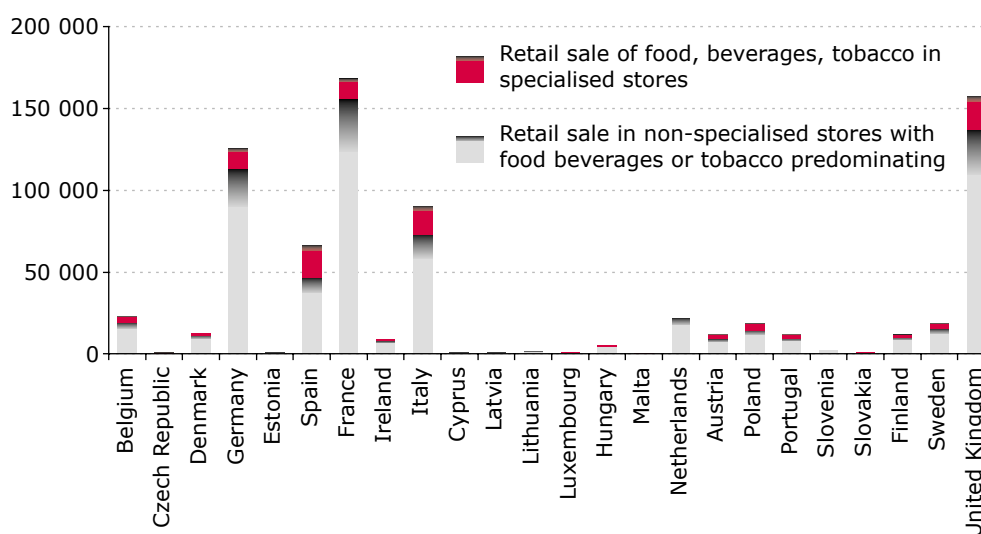
Since 1995, structural business statistics have been collected in the area of distributive trades according to the SBS regulation's harmonised framework. Short-term indicators have been collected at EU level in this area since reference year 1998.

The retail sale of food is carried out either in specialised or non-specialised stores. In EU-15 as a whole, about 86 % of food products are sold in non-specialised stores such as super-

markets. This turnover share is lowest in Spain (70 %) and highest in France (93 %).

One of the basic sets of information provided by structural business statistics is on the relative size of industries. This size is measured here in terms of both turnover and employment. While retail trade provides more than half of the jobs in distributive trades, it accounts for less than one third of turnover. This shows that the turnover per capita is lower in retail trade than in distributive trades in general. The opposite situation is found in the highly concentrated productive activity of wholesale trade.

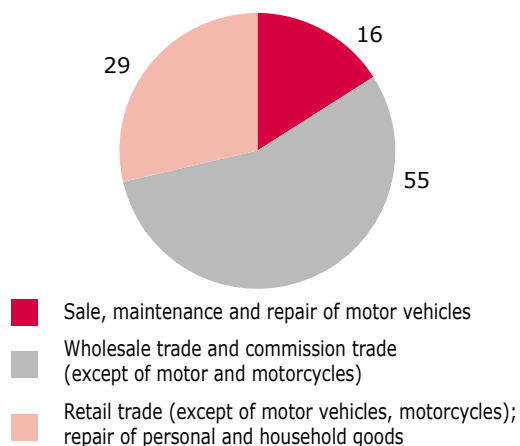
**Turnover in retail sale of food 2001, in specialised and non-specialised stores**  
In million EUR



Food products are sold on the retail market, either in non-specialised stores (hypermarkets, supermarkets) or in specialised stores (e.g. fruit and vegetable grocers). A greater proportion of sales in specialised stores is a sign for a more traditional trade pattern.

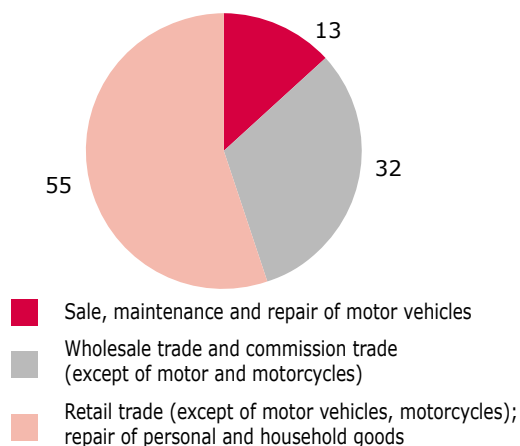
**Shares in total distributive trades in terms of turnover in the EU-25 in 2001**

In %



**Shares in total distributive trades in terms of employment in the EU-25 in 2001**

In %



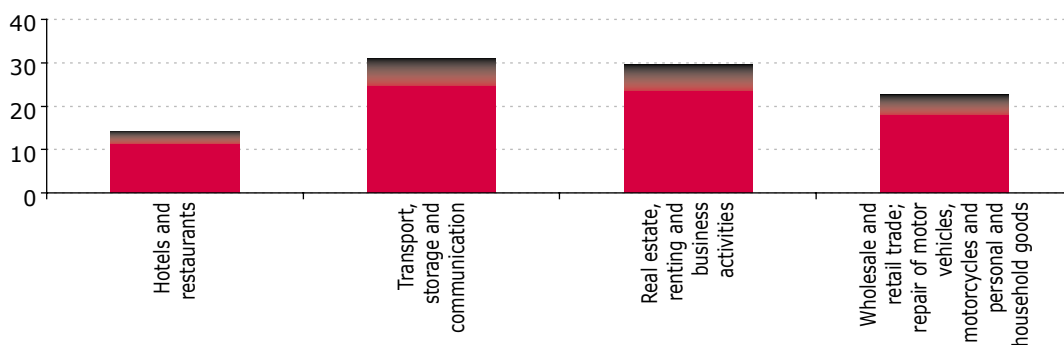
Retail sector consists of the wholesale trade, the sale of motor vehicles and the predominant sector of retail trade. Motor trades also comprise maintenance and repair of motor vehicles. Wholesale trade is at the heart of the business to business goods exchange channel and links producers and users in the broad sense. Retail trade includes sales in specialised and non-specialised stores (hypermarkets, supermarkets).

Retail sector consists of the wholesale trade, the sale of motor vehicles and the predominant sector of retail trade. Motor trades also comprise maintenance and repair of motor vehicles. Wholesale trade is at the heart of the business to business goods exchange channel and links producers and users in the broad sense. Retail trade includes sales in specialised and non-specialised stores (hypermarkets, supermarkets).



**Personnel cost per employee in services in the EU-25 in 2001**

In 1 000 ECU/EUR



The turnover per head is the average turnover produced by a person working in the considered sector. It serves as a productivity index. The service sector includes sectors with intensive workforce and low productivity (e.g. road freight) and sectors with intensive skilled workforce and high productivity such as communications.

# Financial markets

## Eurostat data

Eurostat provides a wide range of data on:

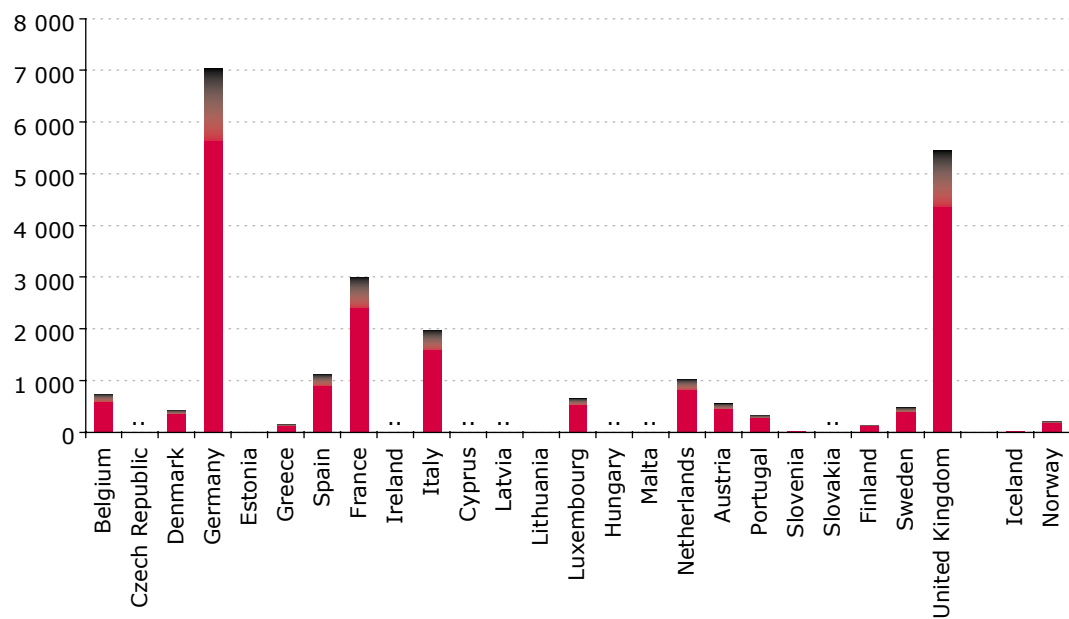
- Insurance (life and non-life insurance, reinsurance), credit institutions and pension funds
- Number of enterprises
- Persons employed
- Balance sheet
- Investment
- Pension funds



In the framework of structural business statistics, Eurostat also collects data on credit institutions, insurance services and pension funds. Detailed data on profit and loss accounts, balance-sheet items, geographical breakdowns and insurance products are available. The tables containing figures for the balance-sheet total of credit institutions and the table on the total investments of pension funds give an idea of the relative importance of these institutions.

**Balance sheet of credit institutions in 2000**

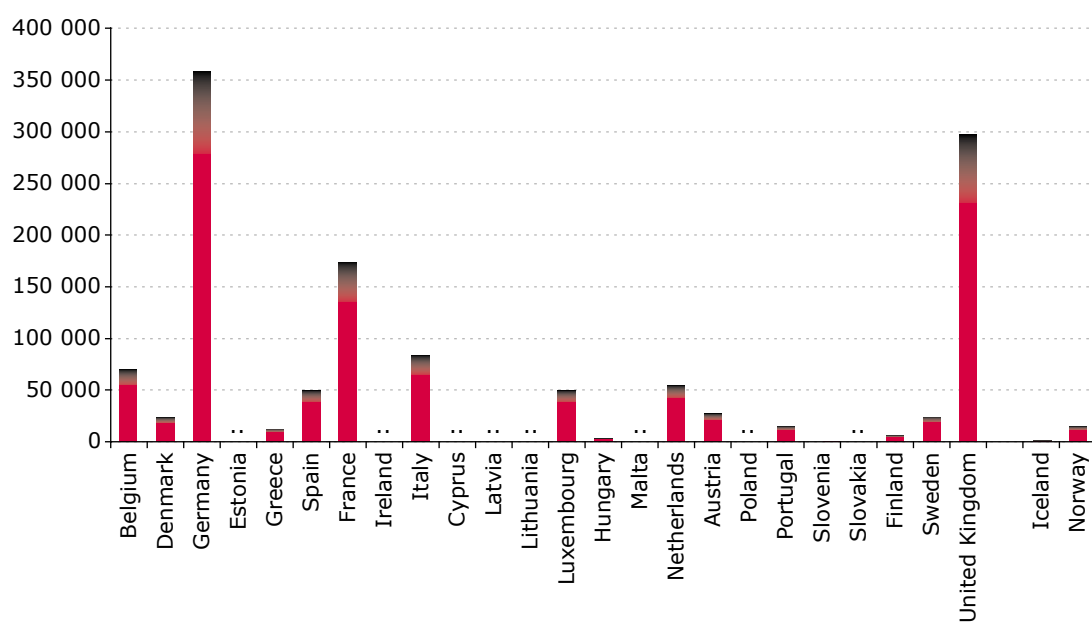
1 000 million EUR



This variable consists of the sum of all items of the assets side or the sum of all items of the liabilities side. This indicator gives an idea of the economic importance of credit institutions.

**Interest receivable and similar income of credit institutions in 2000**

In million EUR



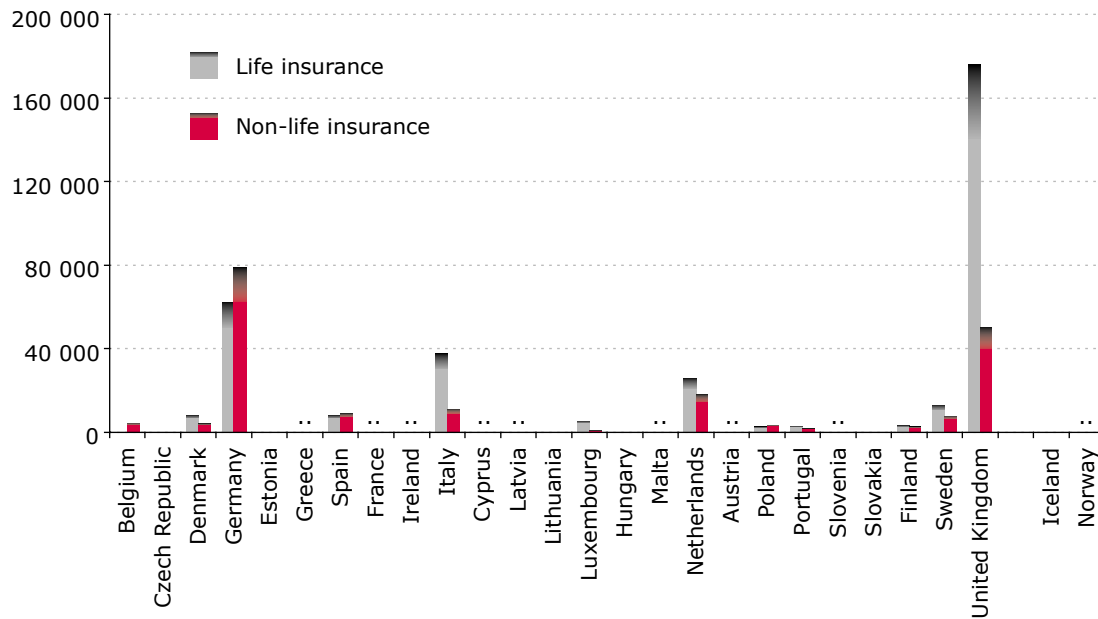
All income received by credit institutions from assets such as loans and advances, treasury bills, fixed income securities. It also includes fees and commissions similar in nature to interest and calculated on a time basis or by reference to the amount of the claim or liability.





### Gross premiums written of life and non-life insurance enterprises in 2000

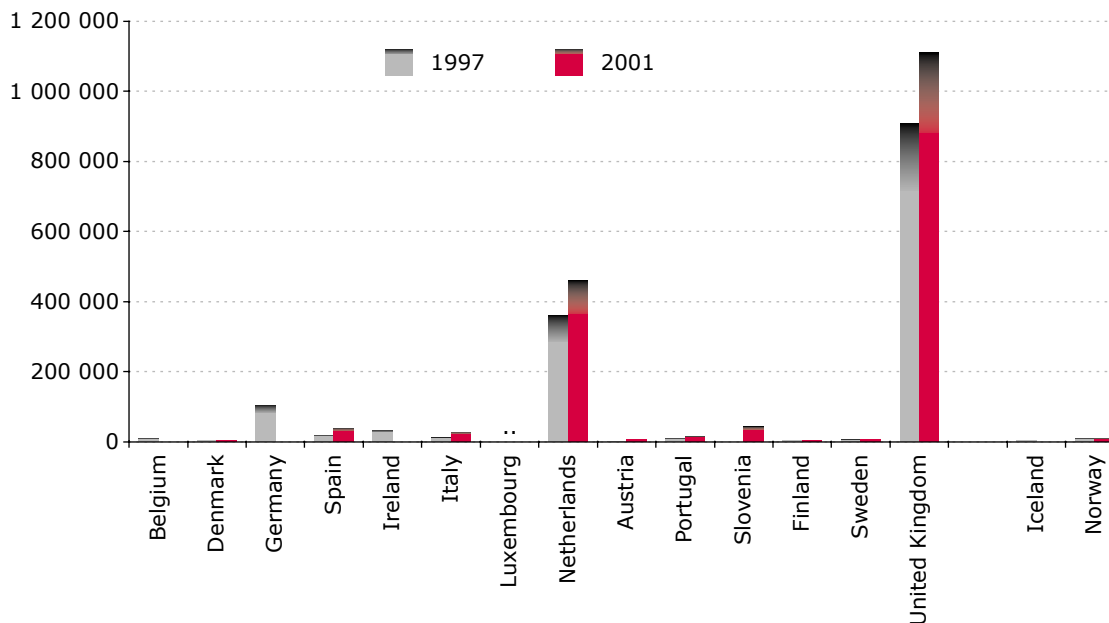
In million EUR



Gross premiums written shall comprise all amounts due during the financial year in respect of insurance contracts regardless of the fact that such amounts may relate in whole or in part to a later financial year, and shall include *inter alia* reinsurance premiums received from other insurance undertakings. The above amounts shall not include the amounts of taxes or charges levied with premiums.

### Total investments of pension funds

In million EUR



This variable is the sum of the following variables asset items: Land and buildings + investments in affiliated enterprises and participating interests + shares and other variable-yield securities + units in undertakings for collective investment in transferable securities + debt securities and other fixed-income securities + participation in investment pools + loans guaranteed by mortgages and other loans not covered elsewhere + other investments.

# Transport

## Eurostat data

Eurostat provides a wide range of data on:

- Transport infrastructure
- Transport equipment
- Enterprises and employment in transport
- Passenger transport
- Transport of goods
- Energy consumption and emissions by transport
- Transport safety

## A short trip from the past to the future

'Victory is the beautiful bright coloured flower. Transport is the stem without which it could never have blossomed' (Sir Winston Churchill).

The quotation equally characterises the success achieved in increasing the standard of living in Europe and one of the major reasons behind this success: transport.

During the last 100 years, the shares between the modes of transport have changed and the volumes have increased tremendously. Waterways and railways still play an important role, but the dominating mode of transport today is definitely road transport. About 80 % of all tonnage transported (about 45 % of all tonne-kilometres) and of all passenger-kilometres are by road. Air transport is also increasing rapidly. In addition, the number of passenger cars has increased to more than 170 million. The disadvantage of this is that even though fatalities are decreasing, around 50 000 people each year are still killed in road accidents in EU-25.

## Transport statistics: spotting the movement

Eurostat's transport statistics describe the most important features of transport in the European Union not only in terms of the quantities of freight and passengers moved and the vehicles and infrastructure used, but also as part of the economy. Transport is not only a necessary support to personal life and economic activity, but also a major service industry: around 4 % of the total EU workforce.

The data collection for this publication as well as for the other Eurostat publications on transport is supported by several legal acts obliging the Member States to report statistical data. In addition to this, there are voluntary agreements to supply additional data. In some cases, outside sources are used.

## A transport policy for Europe's citizens

The European Commission's objective for the next 10 years is to focus Europe's transport policy on the demands and needs of its citizens. In adopting the White Paper 'European transport policy for 2010: time to decide', the European Commission places users' needs at the heart of its strategy and proposes 60 measures to meet this challenge. The first of these measures is designed to shift the balance between modes of transport by 2010 by revitalising the railways, promoting maritime and inland waterway transport and linking up the different modes of transport. The European Commission wants to ensure that the development of transport in Europe goes hand in hand with an efficient, high-quality and safe service for citizens. This White Paper and the proposals it contains also constitute the first practical contribution to the sustainable development strategy.

With its new transport policy White Paper, the Commission proposes an action plan aimed at bringing substantial improvements in the quality and efficiency of transport in Europe. It also proposes a strategy designed to gradually break the link between constant transport growth and economic growth in order to reduce the pressure on the environment and prevent

**Total length of motorways**

In km

	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
EU-25	:	:	:	:	47 497	48 658	50 016	51 796	53 432	54 434	55 641
Belgium	1 650	1 667	1 686	1 665	1 666	1 674	1 679	1 682	1 691	1 702	1 727
Czech Republic	:	:	:	:	414	423	485	499	499	499	517
Denmark	653	696	737	786	796	832	855	873	892	953	971
Germany	10 955	11 013	11 080	11 143	11 190	11 246	11 309	11 427	11 515	11 712	11 786
Estonia	:	:	:	:	64	66	68	74	87	93	93
Greece	225	280	330	380	420	470	500	500	500	707	742
Spain	5 235	6 486	6 577	6 485	6 962	7 295	7 750	8 269	8 893	9 049	9 571
France	7 080	7 408	7 614	9 000	8 275	8 596	8 864	9 303	9 626	9 766	9 934
Ireland	32	32	50	56	72	80	94	103	103	103	125
Italy	6 301	6 289	6 401	6 401	6 435	6 465	6 469	6 478	6 478	6 478	6 478
Cyprus	:	:	:	:	168	194	199	204	216	240	257
Latvia	-	-	-	-	-	-	-	-	-	-	-
Lithuania	:	:	:	:	394	404	410	417	417	417	417
Luxembourg	78	95	100	121	115	115	115	115	115	115	115
Hungary	:	:	:	:	335	365	381	448	448	448	448
Malta	-	-	-	-	-	-	-	-	-	-	-
Netherlands	2 118	2 134	2 167	2 200	2 208	2 208	2 336	2 225	2 291	2 289	2 291
Austria	1 532	1 554	1 567	1 589	1 596	1 607	1 613	1 613	1 634	1 633	1 645
Poland	:	:	:	:	246	258	264	268	317	358	398
Portugal	474	520	579	587	687	710	797	1 252	1 441	1 482	1 659
Slovenia	:	:	:	:	293	310	330	369	399	427	435
Slovakia	:	:	:	:	198	215	219	292	295	296	296
Finland	249	318	337	388	394	431	444	473	512	549	602
Sweden	968	1 005	1 061	1 142	1 262	1 350	1 423	1 439	1 484	1 506	1 529
United Kingdom	3 211	3 246	3 252	3 286	3 307	3 344	3 412	3 473	3 579	3 612	3 605
Iceland	-	-	-	-	-	-	-	-	-	-	-
Liechtenstein	-	-	-	-	-	-	-	-	-	-	-
Norway	:	:	:	94	107	106	109	128	144	143	173
Canada	15 983	16 571	:	:	16 571	:	:	:	:	:	:
Japan	:	5 054	5 410	5 568	5 700	5 900	:	:	:	:	:
United States	85 258	86 818	87 447	8 814	88 035	88 588	88 704	88 892	89 232	89 426	:

Source: Eurostat/Energy and Transport DG

congestion while maintaining the EU's economic competitiveness.

Although motorways constitute only a small part of the entire road network, their length has more than tripled over the last 30 years. In 2001, the most extensive motorway network within EU-25 could be found in Germany, followed by France and Spain.





### Total length of railway lines In km

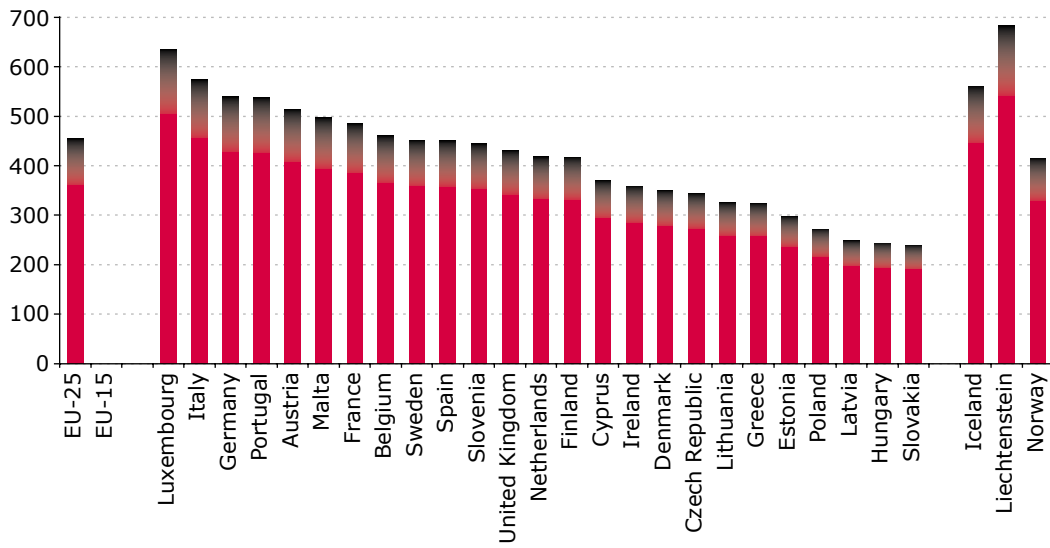
	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
EU-25	:	:	:	:	207 894	206 418	203 716	202 982	202 473	201 010	199 147
EU-15	159 521	157 912	155 876	156 764	160 450	159 044	157 291	159 784	156 542	156 353	:
Belgium	3 466	3 432	3 410	3 396	3 368	3 380	3 422	3 470	3 472	3 471	3 454
Czech Republic	:	:	:	:	9 430	9 430	9 430	9 430	9 444	9 444	9 523
Denmark	2 344	2 344	2 349	2 349	2 349	2 349	2 248	2 264	2 756	2 768	2 768
Germany	41 113	40 815	40 397	41 401	41 718	40 826	38 385	38 126	37 525	36 588	35 986
Estonia	:	:	:	:	1 021	1 020	1 018	968	968	968	967
Greece	2 484	2 484	2 474	2 474	2 474	2 474	2 503	2 299	2 299	2 385	2 377
Spain	12 570	13 041	12 601	12 646	12 280	12 284	12 303	12 303	12 319	12 310	12 310
France	33 990	33 555	32 579	32 275	31 940	31 852	31 821	31 770	31 735	31 397	31 385
Ireland	1 944	1 944	1 944	1 944	1 945	1 954	1 908	1 909	1 919	1 919	1 919
Italy	16 066	16 112	15 942	16 002	16 005	16 014	16 030	16 080	16 092	16 147	16 035
Cyprus	-	-	-	-	-	-	-	-	-	-	-
Latvia	:	:	:	:	2 413	2 413	2 413	2 413	2 413	2 413	2 413
Lithuania	:	:	:	:	2 002	1 997	1 997	1 997	1 905	1 905	1 696
Luxembourg	271	275	275	275	275	274	274	274	274	274	274
Hungary	:	:	:	:	7 632	7 619	7 593	7 642	7 651	7 668	7 680
Malta	-	-	-	-	-	-	-	-	-	-	-
Netherlands	2 780	2 753	2 757	2 757	2 813	2 813	2 805	2 808	2 808	2 802	2 809
Austria	5 623	5 605	5 600	5 636	5 672	5 672	5 672	5 643	5 618	5 563	5 980
Poland	:	:	:	:	23 986	23 420	23 328	23 210	22 891	22 560	21 119
Portugal	3 117	3 054	3 063	3 070	3 065	3 071	3 038	2 794	2 814	2 814	2 814
Slovenia	:	:	:	:	1 201	1 201	1 201	1 201	1 201	1 201	1 229
Slovakia	:	:	:	:	3 665	3 673	3 673	3 665	3 665	3 665	3 665
Finland	5 874	5 874	5 885	5 880	5 859	5 860	5 865	5 867	5 836	5 854	5 850
Sweden	10 970	9 781	9 746	9 661	9 782	9 821	9 798	9 855	9 884	9 900	9 900
United Kingdom	16 909	16 843	16 854	16 998	16 999	17 001	16 991	16 994	16 984	16 994	16 994
Iceland	-	-	-	-	-	-	-	-	-	-	-
Liechtenstein	19	19	19	19	19	19	19	19	19	19	19
Norway	4 027	4 027	4 023	4 023	4 023	4 021	4 021	4 021	4 021	4 179	4 178
Canada	85 563	85 191	84 648	83 351	90 326	:	:	:	:	:	:
Japan	:	30 201	30 190	30 178	30 178	:	:	:	:	:	:
United States	187 691	:	177 712	175 953	174 234	170 304	164 426	161 917	160 082	159 792	:

Source: Eurostat/Energy and Transport DG

During the last decade, the transport infrastructures in the European Union have been extended for all inland transport modes, with the

exception of the length of railway lines and inland waterways which has decreased slightly.

**Passenger cars in 2001**  
Per 1 000 inhabitants

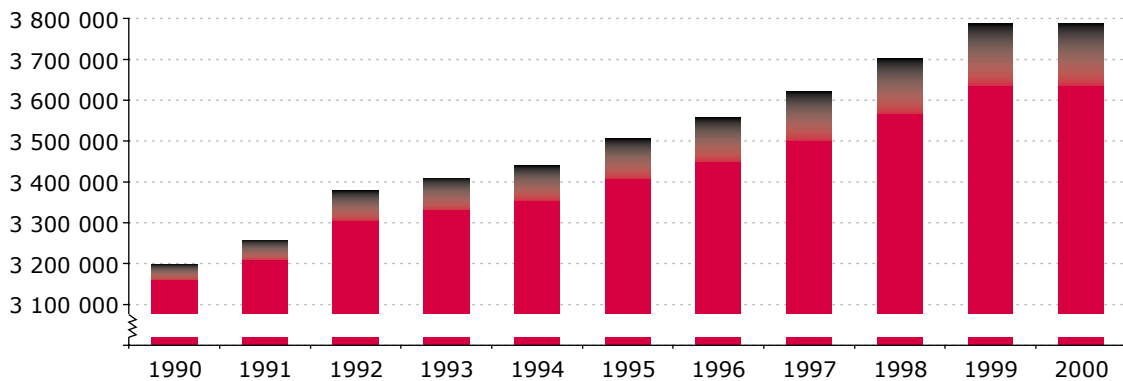


Source: Eurostat/Energy and Transport DG

The car density in the EU has doubled in the last 25 years to reach 454 cars per 1 000 inhabitants in the 25 countries of today's EU in 2001. It is much below the car density in the United States. The number of passenger cars per 1 000 inhab-

itants has sometimes been interpreted as an indicator for the standard of living. On the flip side of the coin are the negative impact on the environment and the close to 50 000 persons killed each year in road accidents in the EU-25.

**Passenger car transport in the EU-15**  
In million passenger-km



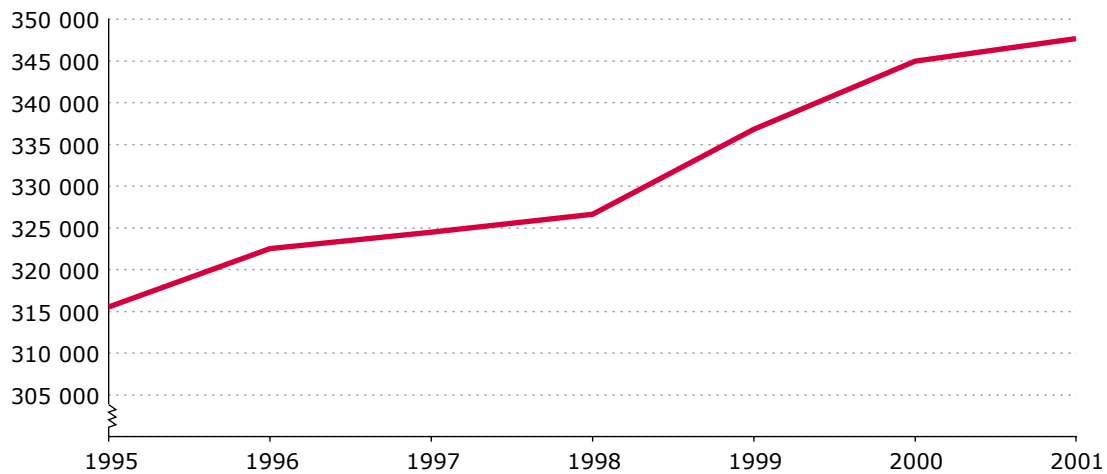
Source: Eurostat/Energy and Transport DG

The increased mobility demand has mainly been satisfied by passenger cars, used for roughly three quarters of all trips.



### Rail transport of passengers in the EU-25

In million passenger-km



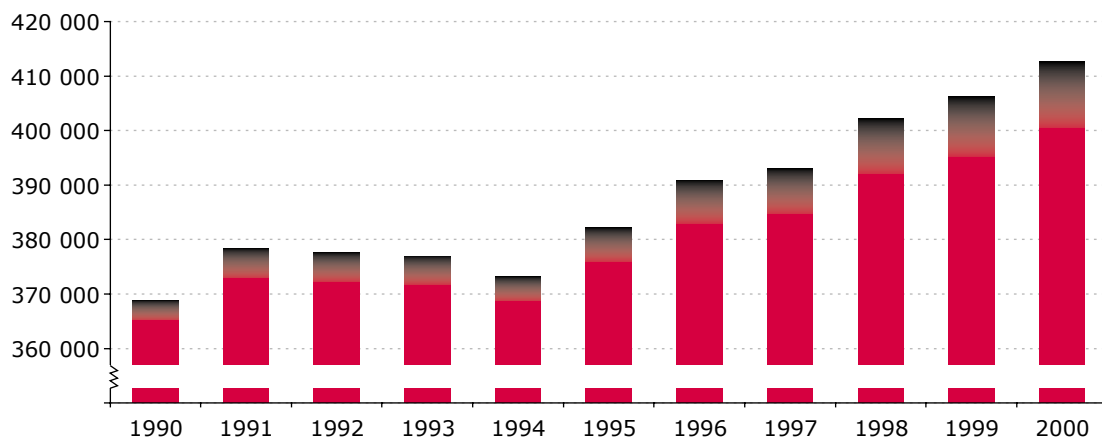
Source: Eurostat/Energy and Transport DG

Compared with the other modes, the transport performance of rail has improved at a modest pace. Since the early 1990s, growth has been slow in most countries, and in some a decrease has been observed. Still, the EU average of

kilometres travelled per person per day is above two. The fact that the increase was in spite of a shrinking network and less rolling stock indicates increased efficiency.

### Bus transport of passengers in the EU-15

In million passenger-km



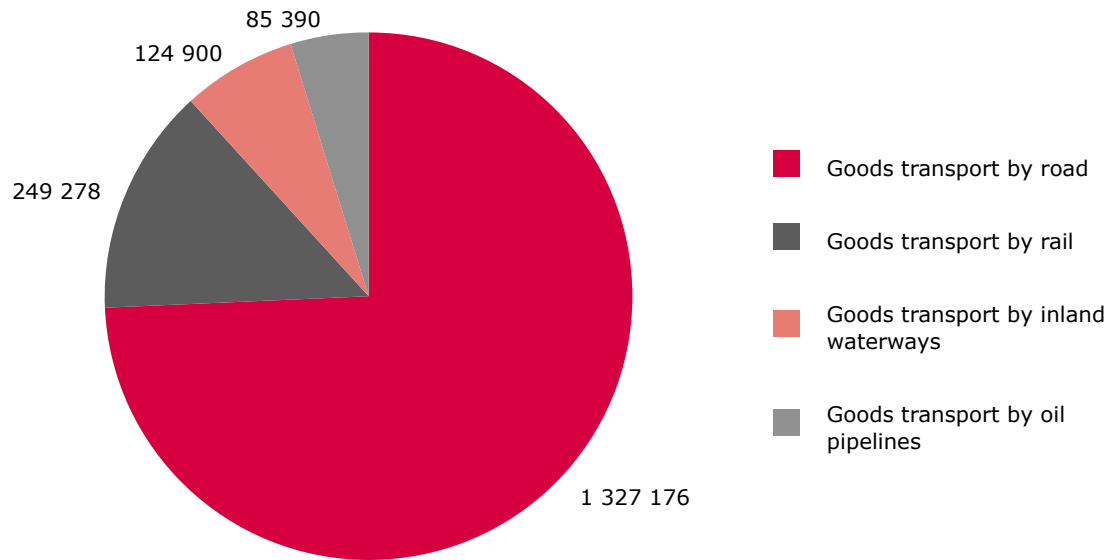
Source: Eurostat/Energy and Transport DG

Between 1970 and 2000, the average transport by bus and coach in EU-15 increased by around 50 %, reaching a total of more than 412 billion passenger-kilometres. With more than 94 billion passenger-kilometres, Italy has the high-

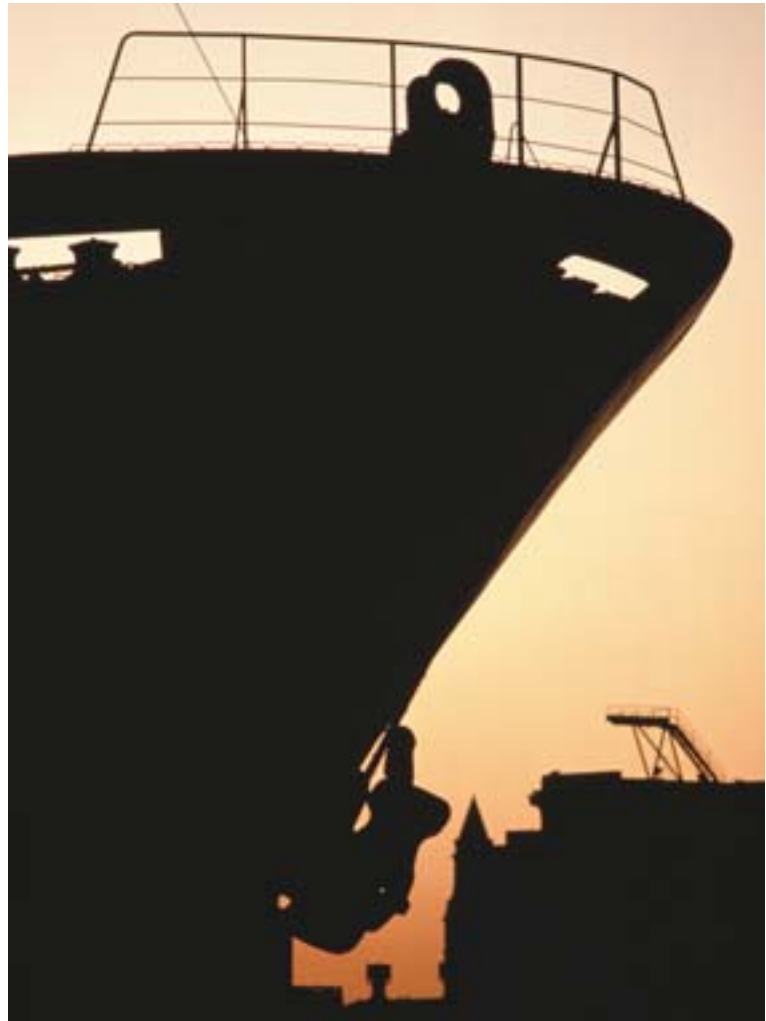
est figure in the EU in absolute terms. However, the populations of Denmark, Luxembourg and Greece travel most by bus and coach in EU-15, with between 5.5 and 6 km per person per day.

**Goods transport in the EU-15 in 2000**

In million tkm



Source: Eurostat/Energy and Transport DG





### Sea transport of goods

In million tonnes

	1997	1998	1999	2000	2001
EU-25	3 071	3 147	3 135	3 167	3 219
EU-15	2 911	2 984	2 969	:	:
Belgium	162	171	166	179	174
Czech Republic	-	-	-	-	-
Denmark	124	105	97	97	94
Germany	213	217	222	243	246
Estonia	23	27	34	40	41
Greece	101	111	113	128	113
Spain	271	280	296	235	315
France	305	319	315	337	318
Ireland	36	40	43	45	46
Italy	459	476	463	447	445
Cyprus	7	6	6	7	7
Latvia	51	52	49	52	57
Lithuania	16	15	16	23	22
Luxembourg	-	-	-	-	-
Hungary	-	-	-	-	-
Malta	3	4	4	4	7
Netherlands	402	405	396	406	406
Austria	-	-	-	-	-
Poland	51	51	50	48	48
Portugal	55	58	59	56	56
Slovenia	7	8	8	9	9
Slovakia	-	-	-	-	-
Finland	75	77	77	81	96
Sweden	150	156	156	159	153
United Kingdom	558	568	565	573	566
Iceland	5(e)	:	:	:	:
Liechtenstein	-	-	-	-	-
Norway	270(e)	:	:	:	:

Source: Eurostat/Energy and Transport DG

Given that tonne-kilometre figures are not available, the performance of sea transport of goods is not easily comparable to those of the other modes. However, the data still show the total volume of goods handled in all the major maritime ports of the EU. The total volume of

goods handled in 2001 can be estimated at over 3 200 million tonnes of goods. A large part of the increase over the years can be attributed to the increase in the import of oil and oil products.



**Air transport of goods**

In 1 000 tonnes

	1997	1998	1999	2000	2001	2002
Belgium	518	585	:	:	584	:
Czech Republic	:	:	:	:	36	34
Denmark	:	:	:	:	12	10
Germany	2 019	1 948	2 054(b)	2 554	2 441	2 525
Estonia	:	:	:	:	5	4
Greece	106	101	105(b)	156	:	:
Spain	309	309	340(b)	479	577	564
France	1 025	1 030	1 034(b)	1 282	1 535	1 643
Ireland	70	59	66(b)	86	79	49
Italy	454	446	413(b)	551	:	506
Cyprus	:	:	:	:	32	31
Latvia	:	:	:	:	5	7
Lithuania	:	:	:	:	15	14
Luxembourg	340	383	448(b)	501	510	550
Hungary	:	:	:	:	45	46
Malta	:	:	:	:	12e	12
Netherlands	1 163	1 174	1 182(b)	1 268	1 217	1 279
Austria	109	111	122(b)	130	115	127
Poland	:	:	:	:	43	:
Portugal	105e	:	:	178	152	149
Slovenia	:	:	:	:	7	7
Slovakia	:	:	:	:	5	7
Finland	92	94	88(b)	111	96	96
Sweden	227e	:	:	:	:	:
United Kingdom	1847	1 990	2 091(b)	2 336	2 153	2 203
Iceland	4e	:	:	:	:	:
Liechtenstein	-	-	-	-	-	-
Norway	44	47	46	133	127	:

Source: Eurostat/Energy and Transport DG

Compared with maritime transport, the volumes of freight and mail transport by air are obviously low. However, even though the volumes are small compared with the other modes

of transport, the average value of air-transported goods is mostly much higher than for the other modes of transport. EU air transport has increased substantially.

**Worldwide commercial space launches**

	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
Total	12	14	11	15	23	24	38	41	39	35	16
United States	6	6	5	5	12	11	17	22	15	7	3
European Space Agency	6	6	6	8	8	9	11	9	8	12	8
Russian Federation	-	-	-	-	-	2	7	5	13	13	3
China	-	2	-	2	3	2	3	4	1	-	-
Ukraine	-	-	-	-	-	-	-	1	-	-	-
Sea launches	-	-	-	-	-	-	-	-	2	3	2

Source: US Department of Transportation

The data Eurostat presents for worldwide commercial space launches give an overview of the commercial international competed (non-captive), satellite launches in the medium-to-large vehicle class. This means that several launches are not counted. According to the US National

Aeronautics and Space Administration (NASA), there were altogether 70 successful launches in 1999, compared with the 39 commercial launches listed here. Nevertheless, the data give an idea of Europe's role in the space industry.

# Tourism

## Eurostat data

Eurostat provides a wide range of data on:

- Accommodation establishments
- Number of bed places in the establishments
- Tourists
- Trips
- Nights spent in the accommodation establishments
- Mode of transport used by tourists
- Tourism expenditure

## Europe: top tourism region in a competitive world

Europe remains the major tourism region in the world; its tourism has developed dynamically over the past few years. As worldwide competition to attract tourists intensifies, the awareness of the role of tourism increases. Tourism has an impact on the economy and employment, and also has social and environmental implications. This creates the need for statistics which are harmonised, available at regular intervals and sufficiently detailed.

## What is tourism and how to measure it?

Tourism can be defined as the activities serving persons travelling to and staying in places outside their usual environment for not more than one consecutive year, for leisure or business

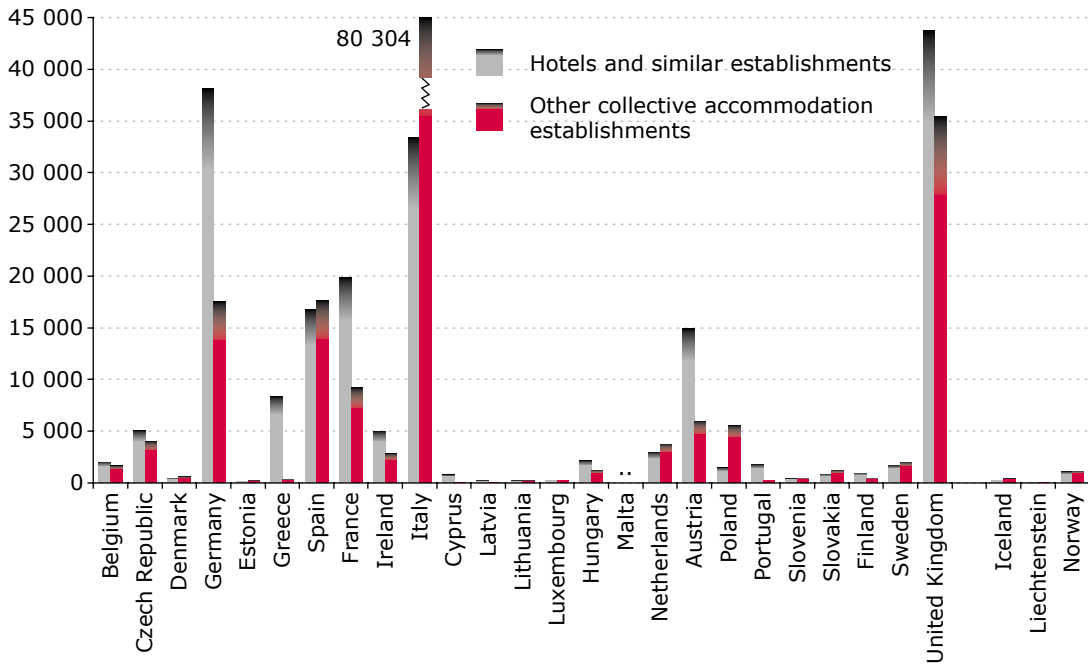
purposes. On the supply side, tourism relies on enterprises from a variety of sectors, which can be summarised as the provision of accommodation, food and drink, transport facilities and services, and entertainment.

Accommodation services are covered by two NACE groups: 55.1 which includes the provision of lodging in hotels, motels and inns, excluding the rental of long-stay accommodation and time-share operations, and 55.2 which covers campsites and other short-stay accommodation, including self-catering holiday chalets or cottages.

Travel services are carried out by enterprises that are engaged in arranging transport, accommodation and catering on behalf of travellers. NACE group 63.3 encompasses enterprises furnishing: travel information; advice and planning; made-to-measure tours; accommodation and transportation for travellers and tourists; tickets; the sale of packaged tours; and the activities of tour operators and tourist guides.



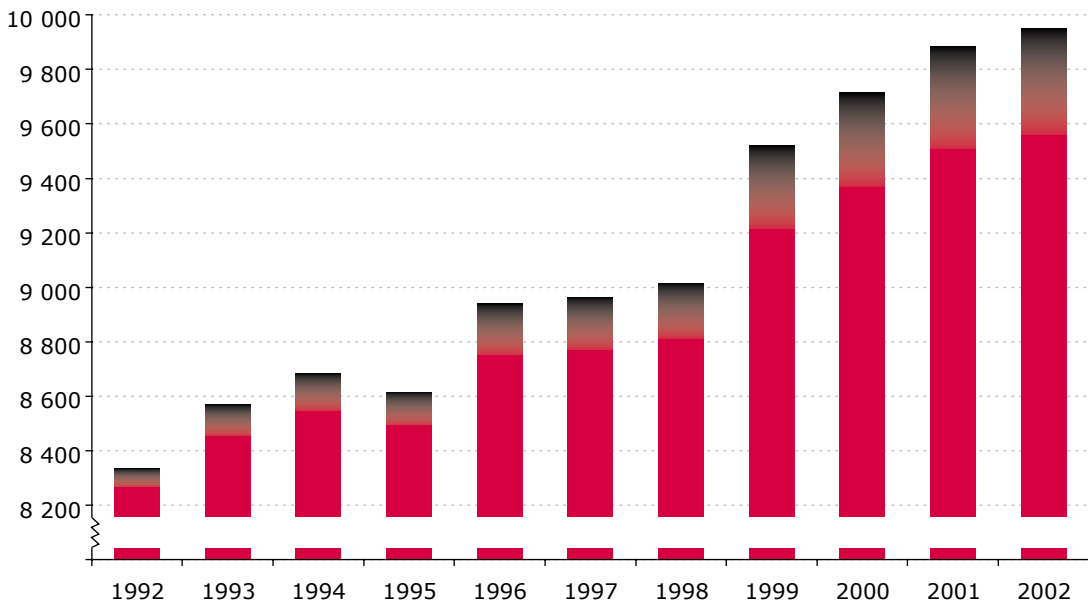
### Accommodation establishments in 2002



The number of bed places in an establishment is the number of persons who can stay overnight in the beds set up in the establishment, ignoring any extra beds that may have been set up on customer request. Other collective accommodation establishments include holiday dwellings, tourist campsites, youth hostels, tourist dormitories, group accommodation, school dormitories and other similar accommodation.

### Number of bed places in hotels and similar establishments in the EU-15

In 1 000



1992, 1993: estimates



### Tourists In 1 000

	1994	1995	1996	1997	1998	1999	2000	2001	2002
Belgium	:	:	5 216	:	4 364	3 430	:	3 517	3 476
Denmark	:	:	3 180	2 944	2 706	2 903	3 307	2 711	2 671
Germany	:	:	:	56 700	62 800	50 700	53 490	55 236	46 665(p)
Estonia	:	:	:	:	:	:	:	:	295
Greece	3 334	3 449	6 878	5 813	5 160	2 320	:	:	:
Spain	:	:	:	:	:	21 658	27 988	15 930	17 825
France	:	:	:	29 088	29 011	28 992	28 556	28 573	:
Ireland	:	:	:	:	2 291	:	:	:	27 569
Italy	:	:	:	22 719	21 965	21 508	22 834	23 730	24 199
Luxembourg	:	:	:	340	387	396	412	425	430
Netherlands	:	:	:	:	8 801	8 835	8 768	8 841	8 892
Austria	:	:	3 116	:	3 132	3 214	3 605	3 479	3 104
Portugal	:	:	:	:	:	2 657	2 626	2 863	2 875
Finland	2 114	2 066	1 970	2 241	2 114	2 156	2 216	2 297	2 308
Sweden	:	:	:	5 624	:	:	:	:	:
United Kingdom	:	:	27 540	28 070	35 410	29 010	21 609	21 703	30 690
Norway	:	:	:	:	:	2 551	2 525	2 568	2 527

Number of visitors (residents) who stay at least one night in a collective or private accommodation in the place/country visited.

### Nights spent in hotels and similar establishments: Nights spent by residents In 1 000

	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
EU-15	:	:	:	587 164	587 074	601 624	608 823	660 744	733 539	:	:	:
Euro-zone	:	:	:	468 230	467 128	474 129	494 718	533 658	559 698	:	:	:
Belgium	2 593	2 648	2861	3 054	3 140	3 338	3 498	3 652	4 045	4 057	4 091	4 062(p)
Czech Republic	3 773	4 103	5386	6 952	9 908	10 737	9 919	10 608	12 358	8 515(p)	10 476(p)	9 779(p)
Denmark	5 378	5 655	6038	3 908	4 200	4 171	4 339	4 417	4 599	4 589	4 743	4 631
Germany	146 118	142 491	141307	145 147	144 747	144 497	147 274	154 419	163 429	164 197	157 391	156 673(p)
Estonia	:	188	282	325	292	333	413	439	459	489	450	536(p)
Greece	12 001	11 931	11701	11 908	12 178	13 609	13 029	13 477	13 656	:	:	:
Spain	54 363	54 971	56876	58 281	58 043	61 298	66 552	81 504	83 382	85 261	86 549	91 037(p)
France	91 604	90 160	89501	90 349	90 721	92 666	96 696	108 774	114 059	115 576	114 454	115 559(p)
Ireland	:	:	:	6 698	5 647	5 583	6 667	6 938	6 786	7 792	7 395(s)	:
Italy	129 000	122 000	124943	123 467	122 918	122 223	126 178	128 238	136 392	138 559	133 295	134 708(p)
Cyprus	294	391	356	346	480	524	570	585	597	727	868	:
Latvia	:	:	:	600	544	580	551	583	669	638	674	666(p)
Lithuania	:	371	363	331	293	322	364	319	303	293	331	:
Luxembourg	105	118	97	89	91	83	81	67	67	72	78	80
Hungary	:	3 213	3853	3 972	4 135	4 334	4 714	5 196	5 479	5 321	5 574	:
Malta	:	:	:	:	:	:	:	:	:	:	:	:
Netherlands	6 787	7 640	7912	8 798	9 074	10 739	12 622	13 829	14 027	13 608	13 593	:
Austria	16 162	15 954	16090	16 302	15 892	16 088	16 491	17 241	18 031	18 468	18 356	18 667
Poland	5 097	:	:	4 038	4 633	9 359	10 169	7 674	9 353	8 297	8 382	8 813(p)
Portugal	7 437	7 424	7361	7 580	8 101	8 499	9 164	9 397	9 693	9 985	9 983	10 409(p)
Slovenia	1 844	2 016	2019	2 066	2 004	1 787	1 728	1 852	1 860	1 715	1 714	1 725
Slovakia	1 713	1 460	2038	2 180	3 103	2 205	2 830	2 997	2 843	2 953	3 953	3 796(p)
Finland	7 539	7 686	7943	8 464	8 755	9 115	9 494	9 600	9 786	9 882	9 552	9 511(p)
Sweden	11 345	11 890	13898	14 771	14 668	14 815	15 643	16 192	16 586	16 737	16 143	16 253(p)
United Kingdom	77 978	73 407	81381	88 346	88 900	94 900	81 093	93 000	139 000	134 420	130 560	126 780(p)
Iceland	226	217	229	246	260	290	309	321	291	274	290	:
Liechtenstein	1	1	1	1	2	3	3	3	3	3	2	:
Norway	9 023	9 447	9643	9 862	10 261	10 680	11 252	11 319	11 398	11 599	11 482	11 262

A night spent by a resident or a non-resident person (overnight stay) is each night that a guest actually spends (sleeps or stays) or is registered (his/her physical presence there is not necessary) in a hotel or similar establishment.

### Nights spent in hotels and similar establishments: Nights spent by non-residents

In 1 000

	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
EU-15	:	:	494 067	477 215	481 892	500 542	516 665	567 992	582 767	:	:	:
Euro-zone	:	:	365 962	376 451	380 873	393 418	413 575	462 139	478 367	:	:	:
Belgium	7 415	7 324	7 879	7 900	8 695	9 267	9 483	9 749	10 184	10 011	10 410	10 176(p)
Czech Republic	4 815	5 562	6 597	8 386	10 858	11 726	11 547	11 921	12 811	13 647(p)	13 327(p)	13 688(p)
Denmark	6 178	5 913	5 932	4 146	4 473	4 505	4 462	4 350	4 611	4 551	4 483	4 507
Germany	28 378	26 069	26 368	27 184	27 435	28 608	29 735	30 913	34 641	32 876	32 580	33 294(p)
Estonia	:	506	573	608	693	835	926	1 045	1 253	1 423	1 887	2 027(p)
Greece	36 900	36 547	40 331	37 474	35 102	40 220	38 354	41 408	41 979	:	:	:
Spain	77 341	83 132	97 792	101 000	100 000	105 435	111 803	149 036	143 762	143 421	136 122	13 6834(p)
France	59 635	55 454	57 143	54 339	54 994	60 624	66 330	71 768	77 014	75 652	77 602	69 338(p)
Ireland	9 333	9 556	10 018	11 348	12 978	13 220	13 712	14 327	17 374	17 475	17 321	:
Italy	63 415	64 574	76 173	84 566	87 905	85 377	87 192	90 236	97 221	100 322	97 837	93 567(p)
Cyprus	14 114	12 192	14 265	14 181	12 689	13 148	14 430	16 110	16 790	18 066	15 235	:
Latvia	:	:	637	662	675	744	725	718	691	837	:	954(p)
Lithuania	:	714	474	418	492	536	639	600	579	672	719	:
Luxembourg	1 007	1 065	1 017	1 051	947	1 026	1 089	1 163	1 196	1 174	1 167	1 144
Hungary	:	6 387	6 887	6 894	7 449	7 619	7 714	7 539	8 062	8 405	8 260	:
Malta	8 030	8 230	8 600	7 632	7 328	7 694	8 079	8 235	7 016	7 475	:	:
Netherlands	8 424	7 973	8 733	9 581	9 923	12 444	14 262	15 224	15 695	14 955	14 922	:
Austria	64 189	61 996	59 126	56 198	55 126	53 396	53 503	53 123	53 617	54 086	55 167	55 200
Poland	4 581	:	:	3 161	3 391	5 595	5 325	3 973	4 945	4 918	4 999	5 450(p)
Portugal	17 877	16 176	18 785	20 357	19 962	20 851	23 241	23 331	24 102	23 578	22 437	23 349(p)
Slovenia	1 697	1 706	2 089	2 059	2 167	2 500	2 478	2 267	2 758	2 879	3 049	3 166
Slovakia	884	1 327	1 836	2 340	2 446	2 144	2 401	2 557	2 761	3 101	3 572	3 560(p)
Finland	2 243	2 503	2 928	2 926	2 907	3 171	3 226	3 271	3 562	3 675	3 721	3 707(p)
Sweden	2 804	2 984	3 320	3 694	3 930	4 051	4 409	4 516	4 679	4 927	4 868	4 847(p)
United Kingdom	66 284	71 033	78 522	55 451	57 514	58 347	55 865	55 580	53 131	49 781	48 377	51 704(p)
Iceland	437	444	516	598	636	702	791	862	895	907	970	:
Liechtenstein	147	133	128	127	118	117	120	122	131	120	106	:
Norway	4 275	4 557	5 041	4 985	5 050	5 039	5 168	5 208	4 967	4 817	4 706	4 375

A night spent by a resident or a non-resident person (overnight stay) is each night that a guest actually spends (sleeps or stays) or is registered (his/her physical presence there is not necessary) in a hotel or similar establishment.

# Energy

## Eurostat data

Eurostat provides a wide range of data on:

- Annual data on crude oil, oil products, natural gas, electricity, solid fuels and renewables covering the full spectrum of the energy balance positions from supply through transformation to final energy consumption by sector and fuel type
- Monthly data on crude oil, oil products, natural gas, electricity and solid fuels covering mainly the supply side
- Half-yearly data on electricity and natural gas prices both for industrial end-users and for households; also, pump prices of premium unleaded gasoline 95 RON and diesel oil
- Selected energy indicators belonging to major collections such as the 'Structural indicators' and the 'Euroindicators'

## Powering everyday life

Energy is the 'force' behind industry, transport and heating. There is hardly an aspect of daily life which is not in one way or another accompanied by the use of energy. Energy shortages and fluctuations of its price have repercussions in the whole economy. How we use energy has a significant impact on the state of the environment. For these reasons, energy policy is one of the priorities of the European Union.

The major challenges with which the Union is confronted in the energy field are:

- the significant dependence on outside supplies, as the European Union is producing only about half of the energy it consumes (security of supplies);
- the growing need to ensure competitive energy prices in the context of the globalisation of economies, notably by means of liberalisation of the electricity and gas markets and the development of the trans-European energy networks (liberalisation of network industries);
- the pressing need to make the energy sector more compatible with environmental objectives, particularly in the light of the commitments made by the European Union under the Kyoto Protocol (climate change).

## Energy monitoring

In order to meet the increasing requirements of energy monitoring and to quantify the components that are influencing energy policies, Eurostat has developed a coherent and harmonised system of energy statistics.

The Eurostat yearbook presents a representative selection of tables and graphs that give an insight into the broad spectrum of energy statistics.

## Data coverage in the Eurostat yearbook

In general, annual data collections cover the full spectrum of the 25 Member States of the



European Union, the European Economic Area countries Iceland and Norway, and the candidate countries Bulgaria, Romania and Turkey, with time series reaching back to 1985 (for some new Member States and candidate countries only back to 1990).

The same geographical coverage applies to monthly quantities data.

### Total production of primary energy In 1 000 toe

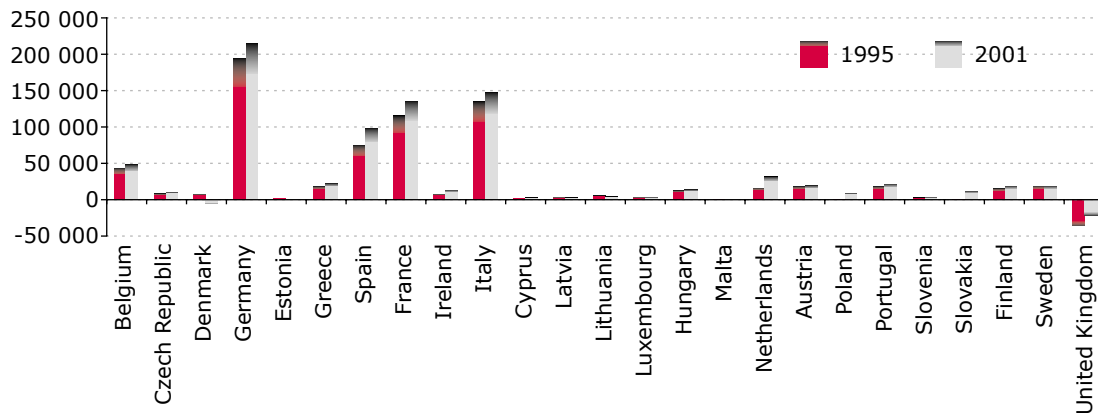
	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
EU-25	874 199	867 633	858 721	865 621	875 301	891 770	921 990	912 762	892 473	899 809	891 762	892 826
EU-15	705 353	705 923	700 817	707 200	720 409	734 696	760 426	754 225	748 021	762 043	756 118	753 890
Euro-zone	451 168	442 869	438 399	436 234	426 658	428 806	439 671	430 474	415 696	418 803	420 123	435 284
Belgium	11 971	11 753	11 531	10 948	10 706	10 939	11 275	12 552	12 033	13 274	13 065	12 637
Czech Republic	38 321	36 301	35 538	35 017	32 475	31 477	32 184	32 308	30 421	27 619	29 452	30 090
Denmark	10 673	12 524	13 527	14 500	15 218	15 741	17 689	20 172	20 322	23 697	27 607	27 025
Germany	185 839	164 921	159 669	148 137	141 338	140 233	138 328	138 377	131 597	134 535	132 095	131 363
Estonia	5 470	4 825	4 515	3 346	3 476	3 350	3 720	3 632	3 243	2 976	3 168	3 420
Greece	9 152	9 060	8 972	8 797	9 146	9 702	10 136	9 924	10 038	9 463	9 946	9 942
Spain	33 648	33 347	32 293	32 156	31 903	31 207	31 962	30 651	31 289	30 305	31 245	32 860
France	107 996	114 387	114 777	121 873	119 324	122 699	125 632	123 910	120 716	122 845	130 561	131 293
Ireland	3 474	3 294	3 082	3 470	3 628	4 256	3 614	2 843	2 479	2 611	2 111	1 730
Italy	25 463	26 096	27 313	28 378	29 617	29 273	30 137	30 220	30 058	28 914	26 780	25 649
Cyprus	6	6	6	5	12	12	11	9	9	44	45	44
Latvia	437	341	298	314	373	318	238	332	383	1 497	1 259	1 718
Lithuania	4 482	4 526	3 982	3 363	2 202	3 288	3 834	3 387	4 434	3 482	3 161	4 118
Luxembourg	47	46	48	47	51	47	40	47	50	46	57	50
Hungary	13 638	13 390	12 834	12 633	12 380	12 844	12 632	12 281	11 467	11 378	11 127	10 751
Malta	-	-	-	-	-	-	-	-	-	-	-	-
Netherlands	60 257	67 117	67 054	68 209	66 111	65 909	73 717	65 520	62 684	59 209	56 912	60 634
Austria	7 928	8 150	8 325	8 566	8 173	8 492	8 370	8 502	8 629	9 255	9 380	10 165
Poland	98 460	94 699	93 328	96 359	96 086	97 990	101 318	99 081	86 775	82 829	78 441	79 362
Portugal	2 808	2 774	2 302	2 629	2 819	2 602	3 157	3 045	3 036	2 656	3 109	3 895
Slovenia	2 902	2 928	3 038	2 870	2 968	3 020	2 963	2 962	3 036	2 861	3 036	3 105
Slovakia	5 130	4 694	4 365	4 513	4 919	4 776	4 663	4 546	4 683	5 078	5 953	6 327
Finland	11 737	10 984	12 005	11 821	12 989	13 150	13 440	14 805	13 125	15 153	14 809	15 065
Sweden	29 723	31 476	29 252	29 129	30 907	31 512	31 637	32 170	33 178	33 257	30 144	33 685
United Kingdom	204 637	209 994	210 666	218 540	238 480	248 934	261 292	261 484	268 787	276 823	268 299	257 896
Iceland	1 456	1 359	1 369	1 404	1 369	1 390	1 616	1 682	1 814	2 191	2 306	2 451
Norway	120 053	130 405	146 355	154 070	170 114	181 635	207 610	212 181	206 141	209 145	224 491	227 959

Any kind of extraction of energy products from natural sources to a usable form is called primary production. Primary production takes place when the natural sources are exploited, for example in coal mines, crude oil fields, hydro power plants or fabrication of biofuels. Transformation of energy from one form to another, like electricity or heat generation in thermal power plants or coke production in coke ovens is not primary production.



### Net imports of primary energy

In 1 000 toe

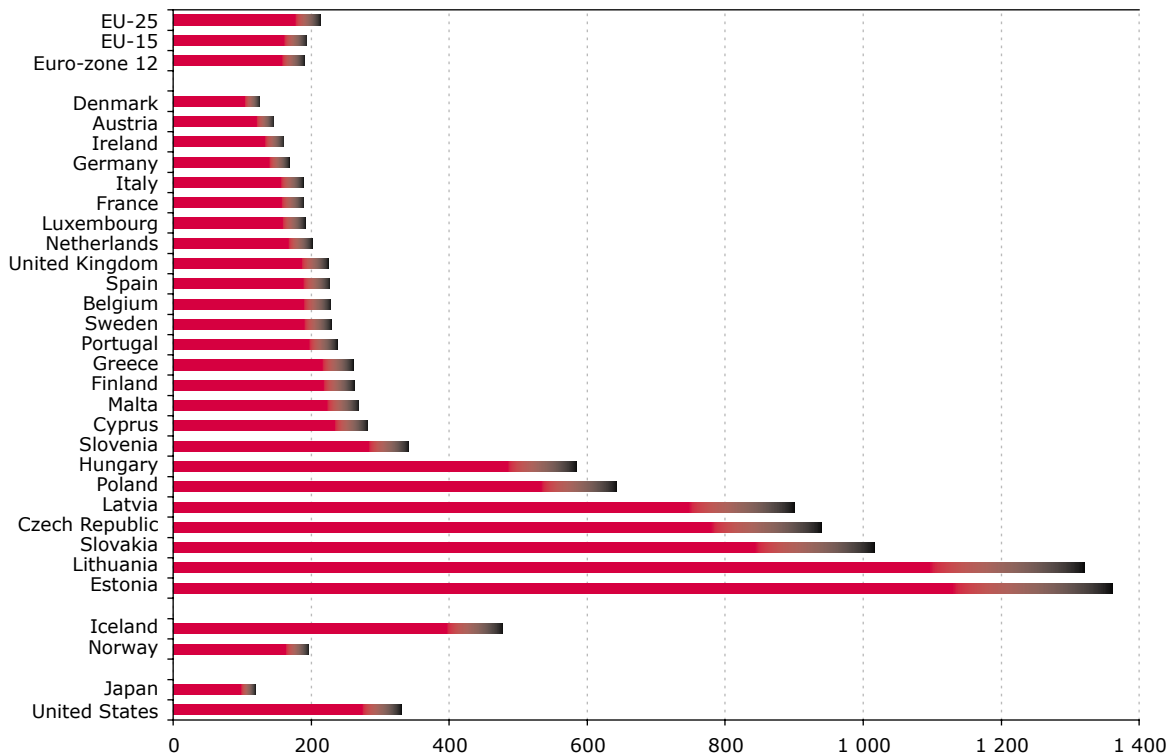


Net imports are calculated as imports minus exports. Imports represent all entries into the national territory excluding transit quantities (notably via gas and oil pipelines); electrical energy is an exception and its transit is always recorded under foreign trade. Exports similarly cover all quantities exported from the national territory.

Norway was a net exporter of primary energy: 157 Mio toe (1995); 202 Mio toe (2001).

### Energy intensity of the economy in 2001

In kgoe per 1 000 EUR



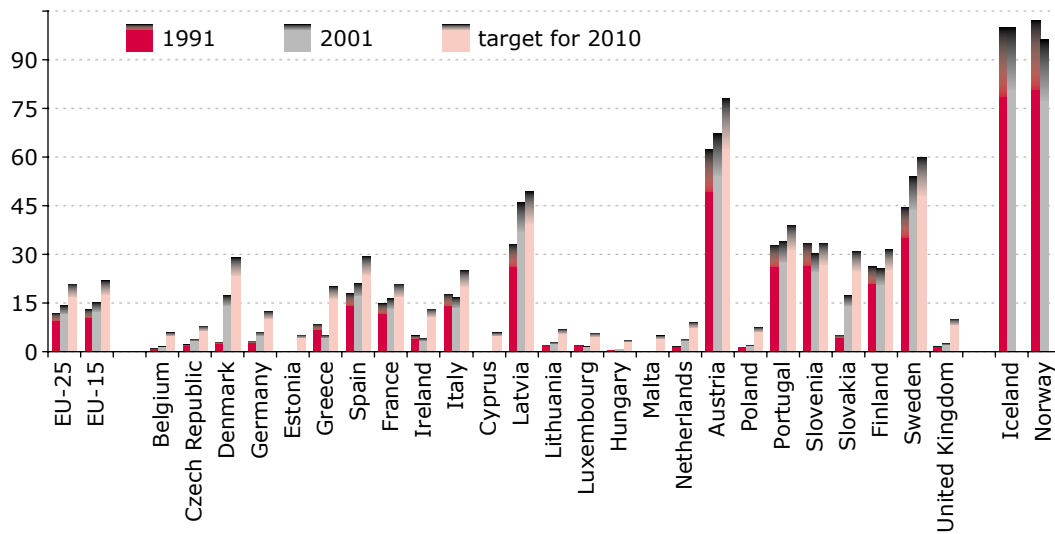
EU-25, EU-15, Euro-zone-12, Germany, Spain, Italy, the Netherlands: provisional data.

This indicator is the ratio between the gross inland consumption of energy and the gross domestic product (GDP) for a given calendar year. It measures the energy consumption of an economy and its overall energy efficiency. The gross inland consumption of energy is calculated as the sum of the gross inland consumption of five energy types: coal, electricity, oil, natural gas and renewable energy sources. The GDP figures are taken at constant prices to avoid the impact of the inflation, base year 1995 (ESA 95). The energy intensity ratio is determined by dividing the gross inland consumption by the GDP. Since gross inland consumption is measured in kgoe (kilogram of oil equivalent) and GDP in 1 000 EUR, this ratio is measured in kgoe per 1 000 EUR.



### Share of electricity form renewables

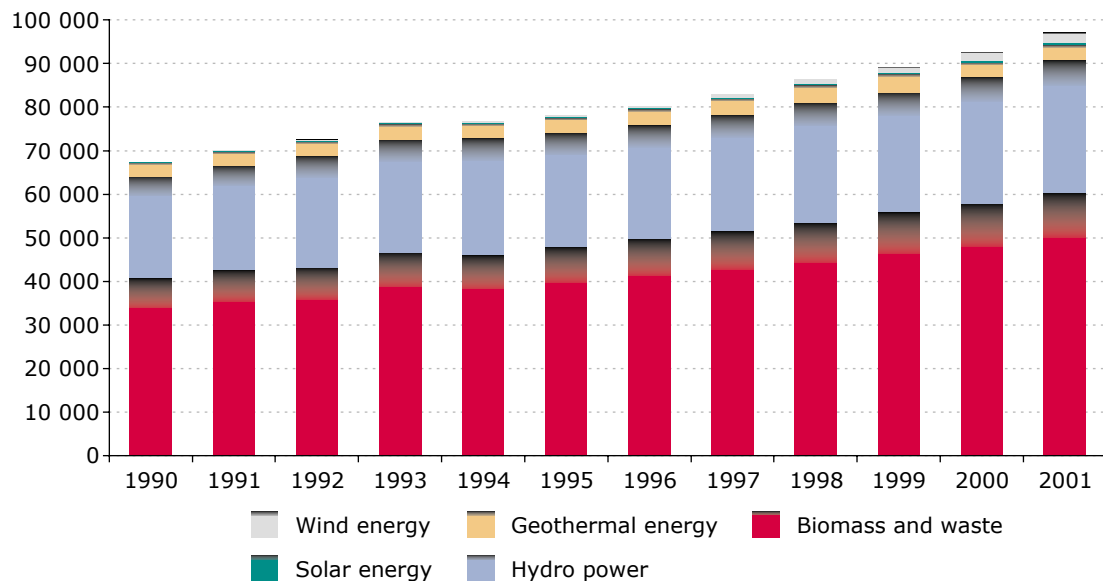
Including indicative targets for 2010; in %



This indicator is the ratio between the electricity produced from renewable energy sources and the gross national electricity consumption for a given calendar year. It measures the contribution of electricity produced from renewable energy sources to the national electricity consumption. Electricity produced from renewable energy sources comprises the electricity generation from hydro plants (excluding pumping), wind, solar, geothermal and electricity from biomass/wastes. Gross national electricity consumption comprises the total gross national electricity generation from all fuels (including autoproduction), plus electricity imports, minus exports.

### Renewable energy primary production: biomass, hydro, geothermal, wind and solar energy in the EU-25

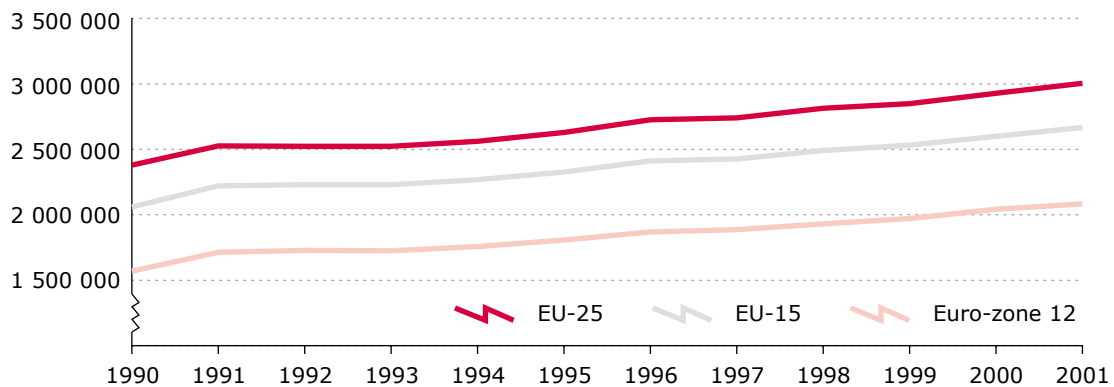
In 1 000 toe



Primary production: biomass; hydro (the electricity generated in pumped storage plants is not included); geothermal; wind; solar energy.

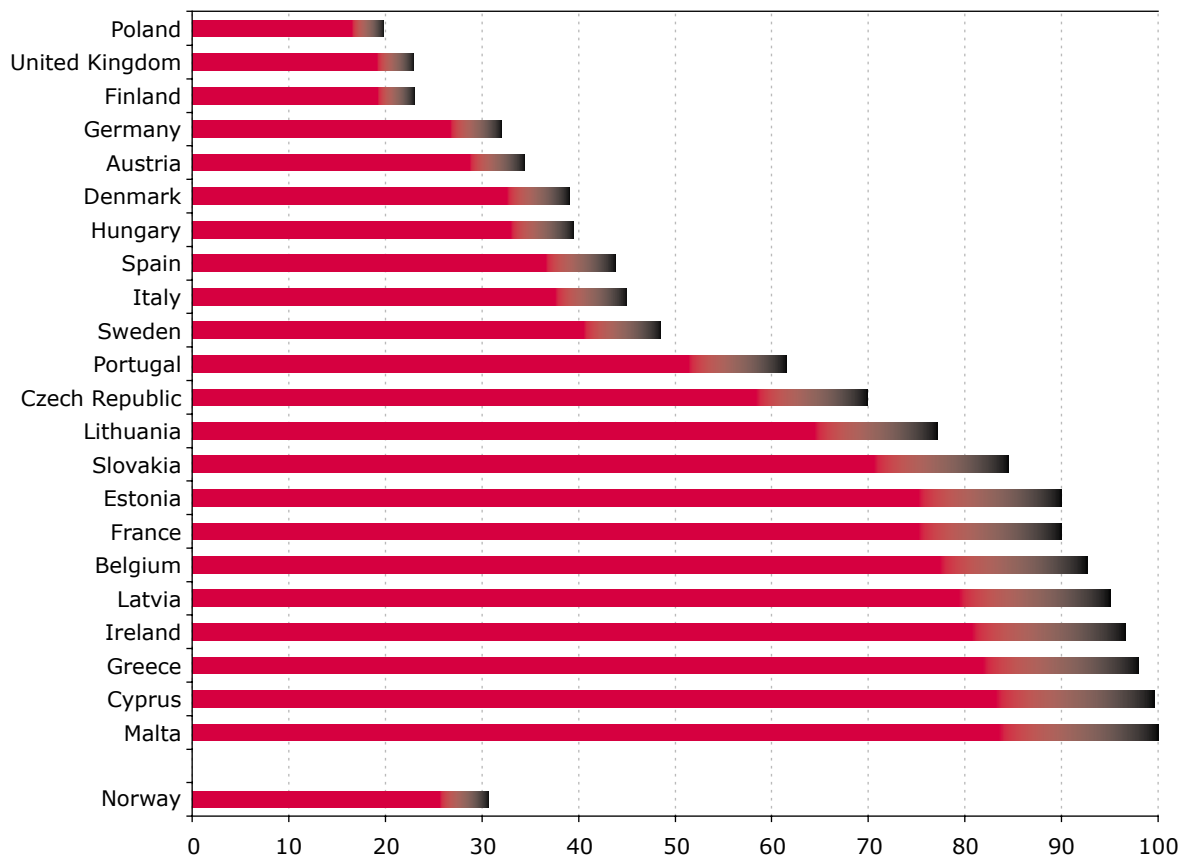


### Total gross electricity generation In GWh



Total gross electricity generation covers gross electricity generation in all types of power plants. The gross electricity generation at the plant level is defined as the electricity measured at the outlet of the main transformers, i.e. the consumption of electricity in the plant auxiliaries and in transformers are included.

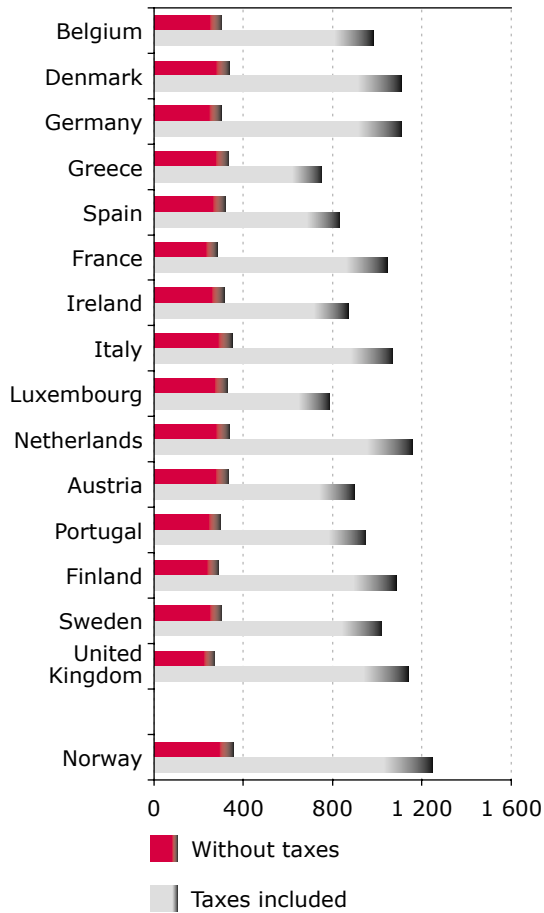
### Market share of the largest generator in the electricity market in 2001 In %



The indicator shows the market share of the largest electricity generator in each country. To calculate this indicator, the total net electricity production during each reference year is taken into account. It means that the electricity used by generators for their own consumption is not taken into account. Then, the net production of each generator during the same year is considered in order to calculate the corresponding market shares. Only the largest market share is reported under this indicator.

### Prices of premium unleaded gasoline 95 RON, January 2003

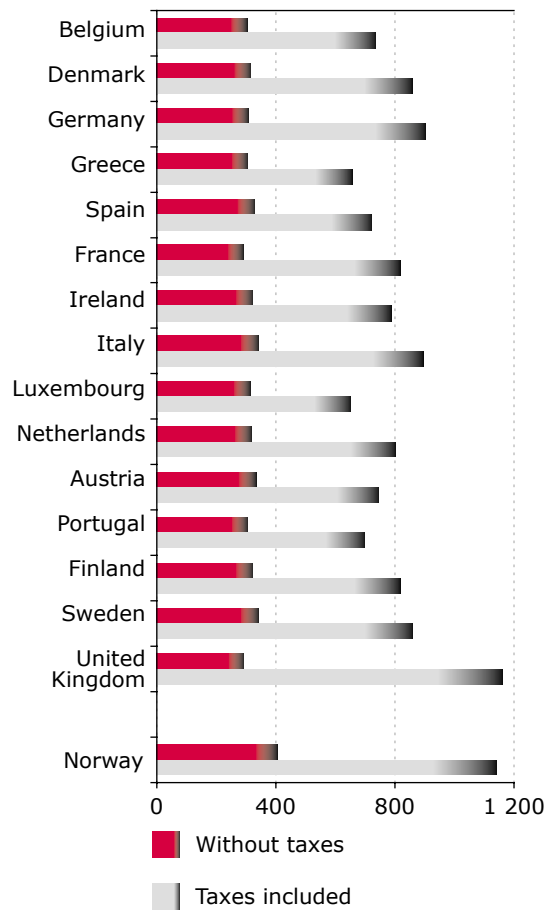
In EUR per 1 000 litres



This indicator presents the average unleaded gasoline (Euro-super 95) consumer prices at the pump. The prices are supplied to the Directorate-General of Transport and Energy of the Commission by the Member States as being the most frequently encountered at the 15th of each month.

### Prices of diesel oil, January 2003

In EUR per 1 000 litres



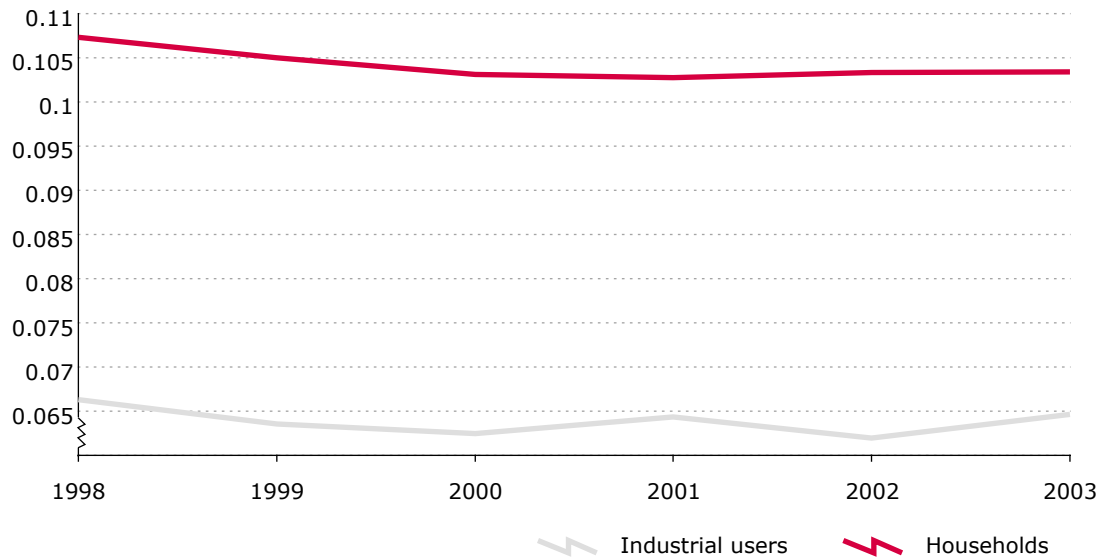
This indicator presents the average diesel oil consumer prices at the pump. The prices are supplied to the Directorate-General of Transport and Energy of the Commission by the Member States as being the most frequently encountered at the 15th of each month.





### Electricity prices in EU-15

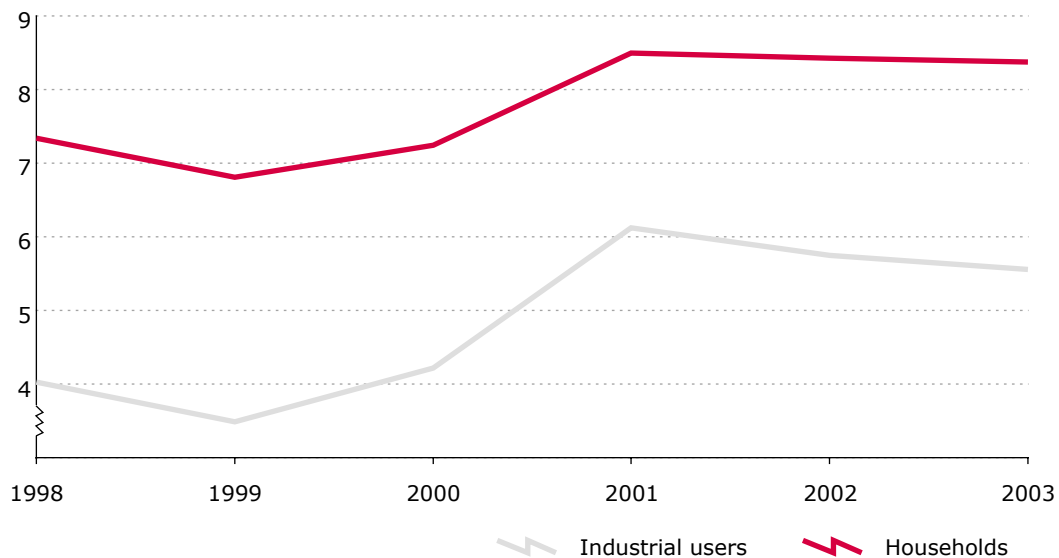
In EUR/kWh



Electricity prices for industrial users: this indicator presents electricity prices charged to final industrial consumers, which are defined as follows: annual consumption of 2 000 MWh, maximum demand of 500 kW and annual load of 4 000 hours. Prices are given in euro (without taxes) per kWh corresponding to prices applicable on 1 January each year. Electricity prices for households: this indicator presents electricity prices charged to final domestic consumers, which are defined as follows: annual consumption of 3 500 kWh of which 1 300 kWh is overnight (standard dwelling of 90m<sup>2</sup>). Prices are given in euro (without taxes) per kWh corresponding to prices applicable on 1 January each year.

### Gas prices in EU-15

In EUR/kWh



Gas prices for industrial users: this indicator presents the natural gas prices charged to final industrial consumers, which are defined as follows: annual consumption of 41 860 GJ, and load factor of 200 days (1 600 hours). Prices are given in euro (without taxes) per GJ corresponding to prices applicable on 1 January each year. Gas prices for households: this indicator presents the natural gas prices charged to final domestic consumers, which is defined as follows: annual consumption of 83.7 GJ (equipment: cooking, water heating and central heating). Prices are given in euro (without taxes) per GJ corresponding to prices applicable on 1 January each year.

## Final energy consumption

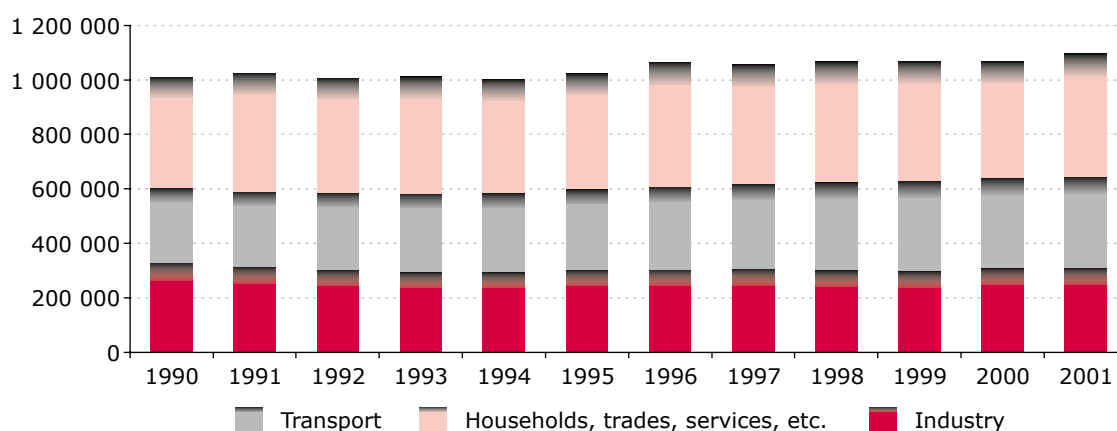
In 1 000 toe

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
EU-25	1 010 461	1 026 233	1 008 238	1 012 878	1 002 802	1 023 738	1 065 933	1 056 723	1 067 033(p)	1 069 111(p)	1 068 813(p)	1 096 888(p)
EU-15	858 585	879 771	873 496	880 850	874 519	895 915	933 634	926 089	942 185(p)	947 205(p)	950 157(p)	972 739(p)
Euro-zone	662 677	678 932	673 960	676 526	669 547	689 254	716 796	712 211	726 385(p)	729 154(p)	731 734(p)	771 867(p)
Belgium	31 277	33 030	33 769	33 102	33 889	34 489	36 383	36 529	37 092	36 931	36 922	37 211
Czech Republic	36 626	31 835	30 357	27 278	26 168	25 395	25 597	25 550	24 310	23 139	24 079	24 073
Denmark	13 796	14 115	13 990	14 441	14 395	14 729	15 319	14 941	14 984	14 912	14 560	14 992
Germany	227 142	224 161	218 413	219 341	215 457	222 342	230 895	226 131	224 450(p)	219 934(p)	213 270(p)	215 174(p)
Estonia	6 002	5 704	3 587	3 066	3 029	2 648	2 895	2 962	2 609	2 355	2 362	2 516
Greece	14 534	14 701	14 956	15 206	15 349	15 811	16 870	17 257	18 159	18 157	18 508	19 112
Spain	56 647	60 081	59 952	59 365	62 279	63 536	65 259	67 986	71 750	74 378	79 411(p)	83 221
France	136 003	142 477	143 103	143 430	137 481	141 243	148 621	145 654	150 829	150 760(p)	151 564	158 622
Ireland	7 113	7 096	7 155	7 207	7 795	7 748	8 266	8 658	9 306	9 858	10 463	10 675
Italy	107 096	110 007	110 311	110 446	108 845	113 695	114 401	115 309	118 622	122 998	123 036	125 990
Cyprus	1 271	1 120	1 289	1 303	1 345	1 387	1 436	1 439	1 508	1 575	1 644	1 689
Latvia	3 046	5 363	4 280	3 749	3 324	2 843	3 117	2 930	2 688	2 755	2 911(p)	3 640
Lithuania	9 865	9 307	6 098	4 898	4 566	4 357	4 124	4 050	4 450	3 996	3 640	3 778
Luxembourg	3 325	3 561	3 552	3 618	3 551	3 148	3 235	3 224	3 183	3 341	3 544	3 689
Hungary	18 758	17 662	15 389	15 296	15 161	15 161	15 869	15 165	15 274	15 853	15 798	16 388
Malta	332	387	399	423	418	435	505	548	529	551	522(p)	445
Netherlands	42 632	45 566	44 853	46 474	45 761	47 431	51 413	49 103	49 307	48 470	49 745	50 775
Austria	18 599	20 103	19 573	19 757	19 405	20 353	21 982	21 581	22 251	21 864	22 287	24 590
Poland	59 554	60 041	59 015	64 306	61 902	63 414	66 199	65 277	60 377	58 843	55 573	56 196
Portugal	11 208	11 648	12 040	12 172	12 759	13 042	13 863	14 550	15 421	15 982	16 937	18 069
Slovenia	3 368	3 330	3 288	3 577	3 756	3 940	4 359	4 470	4 272	4 352	4 523	4 526
Slovakia	13 053	11 714	11 039	8 132	8 613	8 242	8 198	8 242	8 832	8 486	7 605	10 898
Finland	21 634	21 203	21 238	21 613	22 325	22 227	22 478	23 484	24 172	24 637	24 555	24 739
Sweden	30 514	30 830	30 746	32 406	32 966	33 685	34 621	34 143	34 215	34 065	34 534	33 134
United Kingdom	137 064	141 193	139 844	142 269	142 261	142 436	150 028	147 536	148 443	150 917	150 821	152 746
Iceland	1 602	1 564	1 607	1 662	1 662	1 660	1 726	1 753	1 819	1 953	2 057	2 113
Norway	16 087	15 838	15 717	16 170	16 698	16 854	17 669	17 466	18 187	18 659	18 087	18 561

Final energy consumption includes all energy delivered to the final consumer's door (in the industry, transport, households and other sectors) for all energy uses. It excludes deliveries for transformation and/or own use of the energy producing industries, as well as network losses.

## Final energy consumption in the EU-25

In 1 000 toe



Final energy consumption by industry covers all industrial sectors, e.g. iron and steel industry, chemical industry, food, drink and tobacco industry, textile, leather and clothing industry, paper and printing industry, etc., with the exception of transformation and/or own use of the energy producing industries. Final energy consumption by transport covers the consumption of energy products in all types of transportation, i.e. rail, road, international and domestic air transport and inland navigation/coastal shipping, with the exception of maritime shipping. Final energy consumption in households, trades, services, etc. covers all energy products consumed by private households, small-scale industry, crafts, commerce, administrative bodies, services with the exception of transportation, agriculture and fishing.