

# Regions: Statistical yearbook 2006

Data 2000-2004

## Chapter 10



EUROPEAN  
COMMISSION



THEME  
General and  
regional statistics

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# CONTENTS

■ INTRODUCTION . . . . .	9
Statistical data at the regional level . . . . .	10
Some highlights . . . . .	10
Regional classification . . . . .	10
Coverage . . . . .	10
Structure . . . . .	10
More regional information needed? . . . . .	11
Regional interest group on the web . . . . .	11
Closure date for the yearbook data . . . . .	11
■ 1. POPULATION . . . . .	13
Introduction . . . . .	15
A changing population... . . . .	15
... and a shifting age structure. . . . .	19
What will the future bring? . . . . .	20
<i>Methodological notes</i> . . . . .	22
■ 2. REGIONAL GROSS DOMESTIC PRODUCT . . . . .	25
What is regional gross domestic product? . . . . .	27
Regional GDP in 2003 . . . . .	27
Major regional differences even within the countries themselves . . . . .	29
Catching-up process in the new Member States is not successful everywhere . . . . .	31
Different trends even within the countries themselves . . . . .	33
Summary . . . . .	33
<i>Purchasing power parities and international volume comparisons</i> . . . . .	35
■ 3. HOUSEHOLD ACCOUNTS . . . . .	37
Introduction: Measuring wealth . . . . .	39
Private household income . . . . .	39
Results for 2003 . . . . .	39
Primary income and disposable income . . . . .	40
Income and social benefits . . . . .	43
Not all the new Member States are catching up . . . . .	45
Summary . . . . .	48
<i>The measurement unit for regional comparisons</i> . . . . .	49
■ 4. REGIONAL LABOUR MARKET . . . . .	51
Introduction . . . . .	53
Methodology . . . . .	53
Employment – the 15-64 age group . . . . .	54
Regions with high employment rates . . . . .	54
Regions with employment rates immediately below the highest level . . . . .	54
Regions with low employment rates . . . . .	56
Employment in Bulgaria and Romania . . . . .	57
Employment – the 55-64 age group . . . . .	58
High employment rates for persons aged 55 to 64 . . . . .	58

Low employment rates for persons aged 55 to 64 . . . . .	59
Employment rates for persons aged 55 to 64 in Bulgaria and Romania . . . . .	60
Unemployment . . . . .	60
Conclusion . . . . .	63
<i>Definitions</i> . . . . .	63
<b>■ 5. LABOUR PRODUCTIVITY</b> . . . . .	65
Introduction . . . . .	67
Marked differences in regional labour productivity . . . . .	67
Productivity growth rates: the new Member States are catching up . . . . .	70
Labour productivity in terms of hours worked . . . . .	72
Conclusion . . . . .	74
<i>Methodological notes</i> . . . . .	75
<b>■ 6. URBAN STATISTICS</b> . . . . .	77
What is the Urban Audit? . . . . .	79
Spatial units . . . . .	79
Indicators . . . . .	79
Time . . . . .	80
Urban competitiveness . . . . .	81
Outputs . . . . .	81
Inputs . . . . .	83
Outcomes . . . . .	87
Outlook . . . . .	89
<b>■ 7. SCIENCE, TECHNOLOGY AND INNOVATION</b> . . . . .	91
Introduction . . . . .	93
Research and development . . . . .	93
Human resources in science and technology . . . . .	96
Patents . . . . .	98
High-tech industries and knowledge-intensive services . . . . .	101
Conclusion . . . . .	101
<i>Methodological notes</i> . . . . .	103
<b>■ 8. STRUCTURAL BUSINESS STATISTICS</b> . . . . .	105
Introduction . . . . .	107
Lowest business diversification in small tourist regions and capital regions . . . . .	107
Retail trade the main activity in more than half the regions . . . . .	109
Many regions are highly specialised in a specific activity . . . . .	110
High-tech intensive regions relatively evenly distributed across the Member States . . . . .	110
Large differences in average wage costs among the high-tech intensive regions . . . . .	111
Highest investment rate in high-tech activities in Brussels . . . . .	114
Conclusion . . . . .	116
<i>Methodological notes</i> . . . . .	117
<b>■ 9. HEALTH</b> . . . . .	119
Introduction . . . . .	121
Mortality in EU regions . . . . .	121
Ischaemic heart diseases . . . . .	122
Accidents . . . . .	122

Health Care resources in EU regions . . . . .	125
Hospital discharges . . . . .	125
Dentists . . . . .	127
Conclusion . . . . .	128
<i>Methodological notes</i> . . . . .	129
<b>■ 10. TRANSPORT</b> . . . . .	131
Introduction . . . . .	133
Road network . . . . .	133
Vehicle stock . . . . .	135
Safety . . . . .	135
Maritime transport. . . . .	138
Aviation passengers . . . . .	140
Conclusion . . . . .	140
<i>Methodological notes</i> . . . . .	143
<b>■ 11. AGRICULTURE</b> . . . . .	145
Introduction . . . . .	147
Methodological notes . . . . .	147
Structure of the agricultural holdings . . . . .	148
Environmental aspects . . . . .	152
Rural development statistics. . . . .	154
The OECD concept . . . . .	156
The Eurostat “degree of urbanisation” concept . . . . .	156
Conclusion . . . . .	161
<b>■ EUROPEAN UNION: NUTS 2 regions</b> . . . . .	163
<b>■ CANDIDATE COUNTRIES: Statistical regions at level 2</b> . . . . .	165

# Introduction



# Statistical data at the regional level

The Structural Funds for the period 2007 to 2013 were decided in December 2005. This decision was based on the objective regional statistics compiled by Eurostat, thus highlighting the importance of our effort to produce a wide range of comparable regional information.

This yearbook shows many aspects of this regional data and suggests in the various chapters some of the analyses which can be made with them. But we also invite you the reader to yourself continue the analyses of the regional data supplied in each of the different themes presented here. We also hope that this publication will make you keen to further investigate Eurostat's statistical databases (available free of charge on the internet).

In keeping with the traditions of the Regional yearbook, we try to renew the publication a little each year, but also to keep its structure basically unchanged. In this way, many subjects reappear from year to year, but the theme or focus of the subject is always slightly different. This year we again have one theme that is totally new for the Regional Yearbook, namely "labour productivity", which combines statistics on GDP with labour market statistics in a very interesting way. This kind of cross-cutting of different statistical domains could of course also be conducted with other statistical themes, but we will for the moment leave that to a future edition of the yearbook.

## Some highlights

We will not present here the content of all chapters of this Regional Yearbook. Here, however, are some hints to whet your appetite to read it carefully:

- The population chapter this year focuses on old and young dependency ratios in the coming decades, highlighting the drastic changes of society we will have to cope with.
- The chapter on regional GDP centres its attention on growth rates between 1999 and 2003, giving interesting insights into regional differences.

- The Urban Audit chapter concentrates on the competitiveness of cities, analysing various facets of benchmarking cities that compete against each other.
- The chapter on the Structural Business Survey focuses on specialised regions in different industrial and service activities. This highlights the heterogeneity of European regions in terms of the production process and skills.

## Regional classification

All regional analysis in this yearbook is based on NUTS 2003. In the meantime, the ten new Member States have also been formally integrated into the new regional classification in the form of an amendment to the NUTS Regulation. The texts of the Regulation and the amendment are available on the CD-ROM – as is the annex, which lists the regions making up the nomenclature in each country.

## Coverage

No distinction is made in the yearbook between the old Member States, the countries that became Member States in 2004 and those due to join in 2007 or 2008: wherever data are available for Bulgaria and Romania, these of course also feature in the maps and commentaries. In the case of Turkey and Croatia, there are still too few regional data to justify including them in the analyses.

## Structure

In each chapter, regional distributions are highlighted by colour maps and graphs which are then evaluated by expert authors in text commentaries. In keeping with the traditions of the yearbook, an effort has been made to focus on aspects not recently covered.

In order to assist the understanding of the maps, the data series used for the maps in the yearbook are provided as Excel files on the CD-ROM.

In the maps, the statistics are presented at NUTS level 2. A map giving the code numbers of the regions can be found in the sleeve of this publication. At the end of the publication there is a list of all the NUTS-2 regions in the European Union, together with a list of the level 2 statistical regions in Bulgaria and Romania. Full details of these national regional breakdowns, including lists of level 2 and level 3 regions and the appropriate maps, may be consulted on the RAMON server.<sup>1</sup>

## More regional information needed?

The public REGIO database on the Eurostat website contains more extensive time series (which may go back as far as 1970) and more detailed statistics than those given in this yearbook, such as population, death and birth by single years of age, detailed results of the Community labour-force survey, etc. Moreover, there is coverage in REGIO of a number of indicators at NUTS level 3 (such as area, population, births and deaths, gross domestic product, unemployment rates). This is important because there are no fewer than eight EU Member States (Cyprus, Denmark, Estonia, Latvia, Lithuania, Luxembourg, Malta and Slovenia) that do not have a level 2 breakdown.

For more detailed information on the contents of the REGIO database, please consult the Eurostat publication 'European regional and urban statistics — Reference Guide 2003', a copy of which is available in PDF format on the accompanying CD-ROM.

In addition, the reader is also invited to consult the web version of the "Portraits of the Regions", which give regional profiles of all individual regions across Europe.<sup>2</sup> These regional topical profiles describe the geography and history of the region, before going on to assess its strengths and weaknesses in terms of demographic, economic and cultural issues. Among the aspects examined are the labour market, education, infrastructure and resources.

## Regional interest group on the web

Eurostat's regional statistics team maintains a publicly accessible interest group on the web ('CIRCA site') with many useful links and documents.<sup>3</sup>

Among other resources, you will find:

- a list of all regional coordination officers in the Member States, the candidate countries and the EFTA countries;
- the latest edition of the "Regional and Urban Reference Guide";
- PowerPoint presentations of Eurostat's work concerning regional and urban statistics;
- the regional classification NUTS for the Member States and the regional classification of the candidate countries.

## Closure date for the yearbook data

The cut-off date for this issue was the 15<sup>th</sup> of May 2006.

<sup>1</sup> See [http://europa.eu.int/comm/eurostat/ramon/index.cfm?TargetUrl=DSP\\_PUB\\_WELC](http://europa.eu.int/comm/eurostat/ramon/index.cfm?TargetUrl=DSP_PUB_WELC)

<sup>2</sup> See <http://forum.europa.eu.int/irc/dsis/regportraits/info/data/en/index.htm>

<sup>3</sup> See <http://forum.europa.eu.int/Public/irc/dsis/regstat/information>



# Transport

# 10.



## Introduction

Like all EU policies, EU transport policy depends on having reliable, up-to-date transport statistics available. Growth in the transport sector is still closely correlated to general economic growth.

Transport links are often considered to be a key factor in regional economic development. This is why a significant portion of the Community's regional budgets has been, and is still, used for investment in transport infrastructure, including the transport component of the Trans-European Networks.

An efficient infrastructure is needed to cope with the challenges of increased mobility and flows of passengers and goods. At the same time, safety, sustainability and environmental impact are topics high up on the EU agenda. The noticeable increase in Short Sea Shipping, for example, is the result of European promotion to change from road to other transport modes.

The transport infrastructure reflects the differences in the regions in terms of size and type of economic activities, population density, degree of urbanisation and industrialisation, and the region's location within the EU.

Regional transport statistics aim to describe regions using a set of transport indicators, and also to quantify the flows of goods and passengers between, within and through regions. Such data help both to analyse the role of transport in relation to a region's economy, and to support new investments in transport infrastructure. They may also contribute to measuring and ultimately reducing congestion effects, as well as the environmental impact of transport.

## Road network

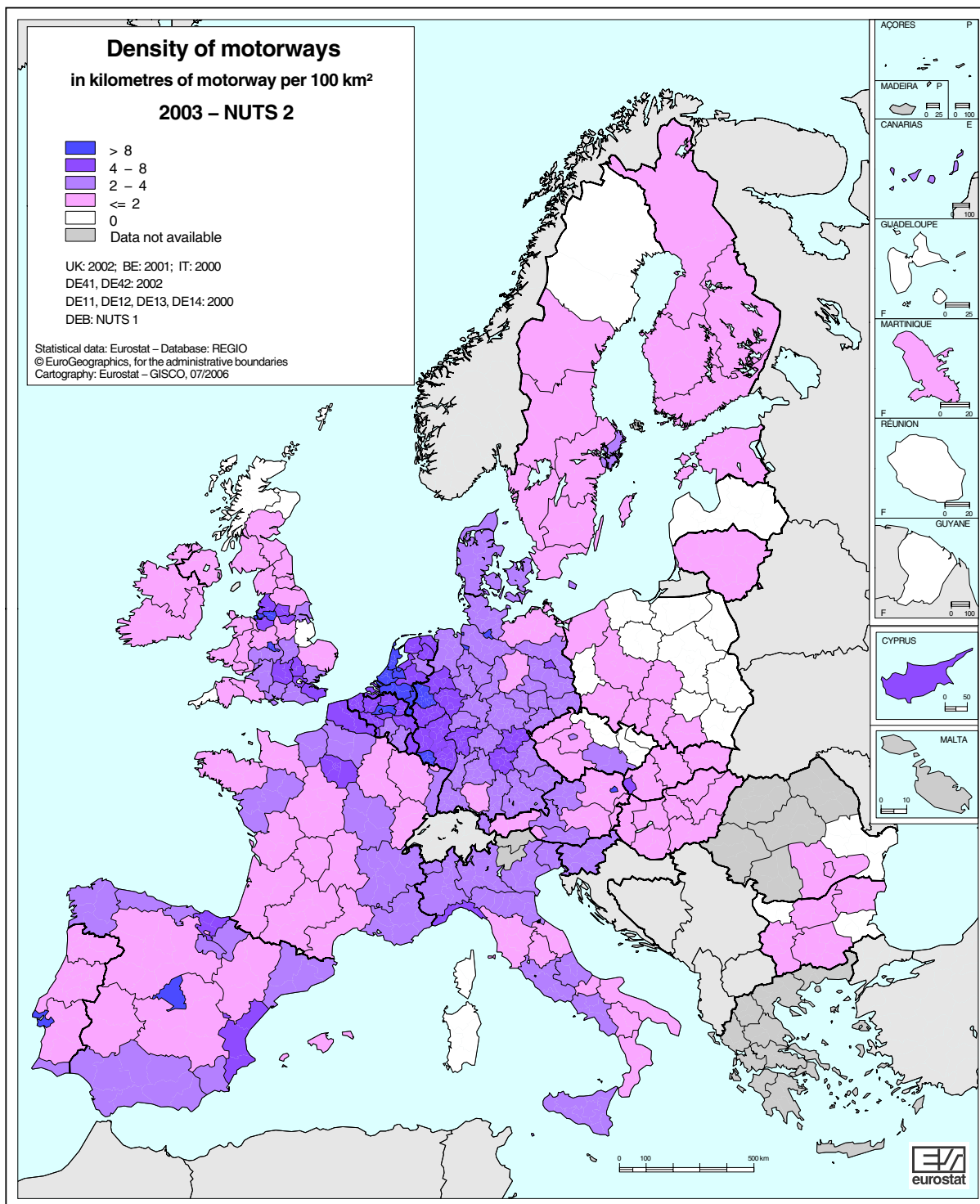
This section focuses on road infrastructure and vehicle stock. Information on these items can be found in Eurostat's reference database at NUTS 2 level. Road infrastructure is grouped into two categories: motorways and roads. Vehicle stock data are broken down into cars, buses, trucks, trailers, tractors and motorcycles.

Overall, the EU has an extensive road network that is continuously expanding as a result of increasing demand for both passenger and goods transport services.

Regions with a highly developed road infrastructure of motorways and major roads have generally a competitive advantage over others, which helps to boost development. Map 10.1 shows the density of the motorway network in the NUTS 2 regions in 2003, expressed as kilometres of motorway per 100 km<sup>2</sup>. Certain white areas on the map, such as the north and west of the United Kingdom have some dual carriageway roads, but these do not qualify as motorways.

A belt of regions with a very dense motorway network is clearly noticeable, going from the south-east of United Kingdom over Nord-Pas-de-Calais in France, the north of Belgium, the south and central regions of the Netherlands until the western regions in Germany. These are regions with high degrees of urbanisation and economic activity.

Regions comprising major conurbations generally have high motorway densities. These are frequently regions with substantial commuter activities. Examples include Wien in Austria, Lisboa (including Lisbon) in Portugal or Comunidad de Madrid in Spain. In the new Member States,



**Map 10.1**

this feature is recognisable in Praha (Czech Republic) and in Bratislava (Slovakia).

Countries with regions that have major ports present extensive motorway networks to support the logistic chain of which the port is a node. Examples are Liguria in Italy, Antwerpen, West-Vlaanderen and Oost-Vlaanderen in Belgium, Zuid-Holland and Noord-Holland in the Netherlands, Kent in United Kingdom, and Barcelona in Spain.

Similarly, regions which host important industrial areas have a very dense network of motorways: Greater Manchester (including Manchester), Merseyside (including Liverpool) and West Midlands in the United Kingdom.

The regions in the periphery of the European Union generally display low motorway densities, such as Cornwall (United Kingdom), Bretagne (France) and Puglia (Italy).

Generally, regions in the new Member States have a low motorway density. They perform on the same level as those regions in the old Member States with a low degree of urbanisation and economic activity, such as the central regions in France, Ireland, Portugal and a number of regions in Spain. It will be interesting to see how these regions evolve in the coming years. In Slovenia, Bratislavský kraj (Slovakia), Śląskie (Poland) or Észak-Magyarország (Hungary), for example, motorway density has already increased considerably between 1999 and 2003.

### Vehicle stock

Map 10.2 shows private car ownership by NUTS 2 region and its evolution between 1998 and 2003. Private car ownership is a mobility indicator, expressed in terms of numbers of cars per 10 inhabitants.

The map illustrates the continuously growing trend which ties in closely in many cases with the level of a region's economic development.

The increase in private car ownership is in many cases related to the economic development of a region. Good examples are Greece, a number of regions in south and central Spain, Ireland, Poland, Hungary, Latvia and Lithuania and, among the Candidate countries, Bulgaria. While in all these regions, car ownership is still low (fewer than 4 cars per 10 inhabitants), the increase is very high (more than 15%, with all Greek regions showing values above 40%), in line with economic growth.

Regions which have a high degree of economic activity and display high GDP show both a high rate of private car ownership and a large increase in the latter. Many regions in Germany, Belgium, the Netherlands and in the centre/south of the United Kingdom display this trend. Noticeable is the very high increase in many regions of France and Germany (more than 15%) compared with most of the regions in Belgium and the Netherlands that are showing a modest increase. Within Germany, an important discrepancy can be noted: the increase in car ownership is considerably lower in Sachsen and Thüringen, compared with the other regions, which reflects the present economic situation.

In general, larger city core regions have an extensive local public transport network and the number of cars in these regions tends to be

relatively low. The age and social structure of the urban population may also have an impact. Concentration of students, immigrants and other low-income groups are perhaps also reasons for a relatively low car ownership. Examples are Berlin (Germany), Praha (Czech Republic) or London (United Kingdom).

At the same time, car density is in many cases relatively high in regions around large cities, reflecting the amount of commuter traffic and dependency on cars to get to work in these cities. This is the case in Haute-Normandie in France and Utrecht in the Netherlands. These regions are also characterised by an increase above 15%. Alternatively, a lower car ownership around this core may indicate extensive commuter use of public transport, such as in Outer London (United Kingdom).

Only in a few regions did the car density decrease between 1998 and 2003. This was the case for all the regions of Sweden except Stockholm, the Highlands and Islands region in the north of the United Kingdom, Champagne-Ardenne in France and Estonia. Also noteworthy are Denmark and the region Île-de-France (including Paris), that show both a low private car ownership density and only a small increase in this rate.

### Safety

Map 10.3 focuses on road traffic deaths and shows two indicators: the death rate due to road accidents and its change between 1998 and 2003.

The death rate, expressed as the number of deaths per million inhabitants, is used to remove the variation in absolute numbers due to the greater population of some regions. This death rate does not take into account other relevant factors such as the number of vehicles or the distance travelled.

The standard definition of a road accident death includes deaths within a 30-day period after the accident. When comparing results across countries, the reader should be aware that some countries use a shorter period, so that the comparable death rate in these countries might be higher than indicated.

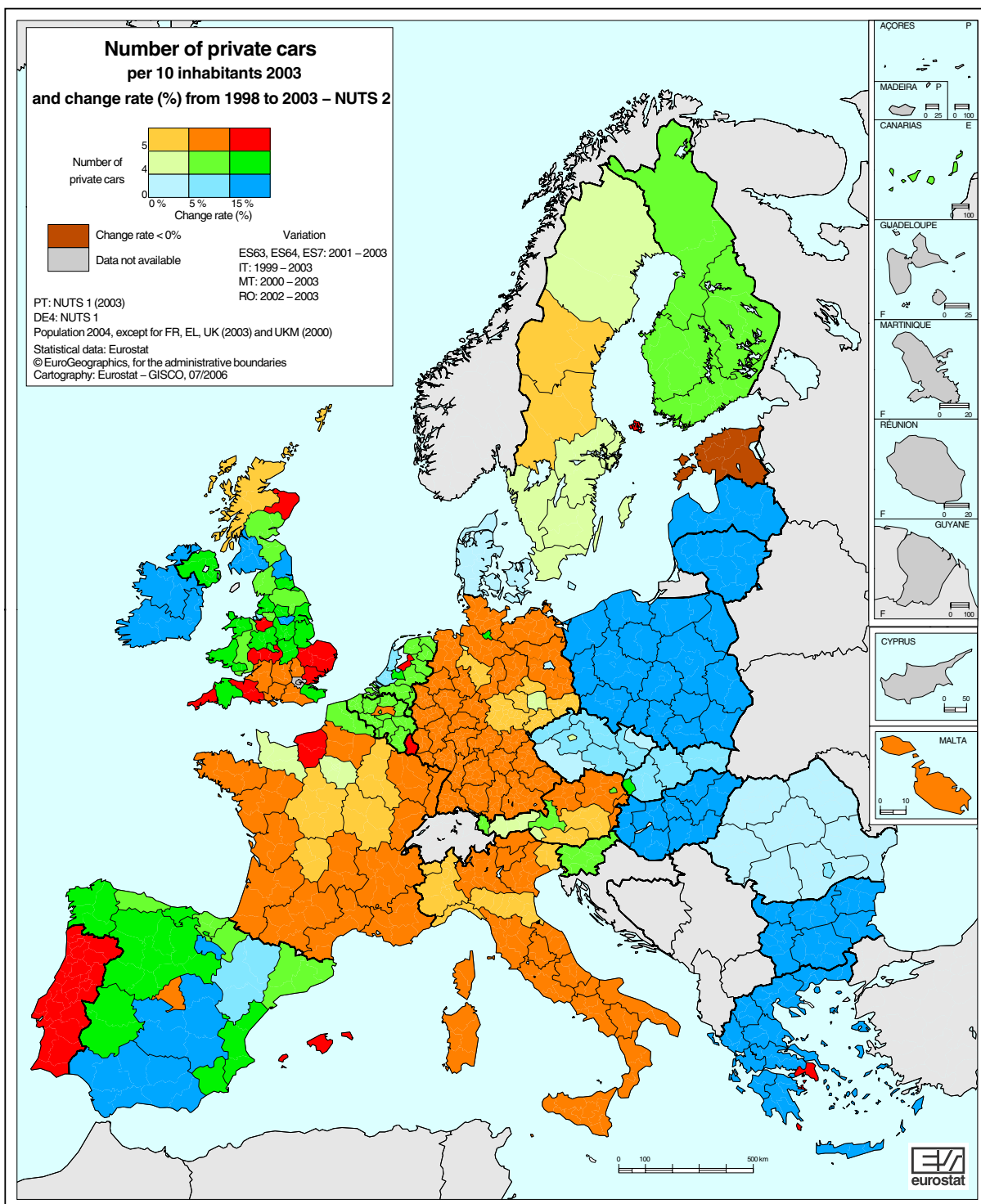
Death rates range from fewer than 30 deaths per million inhabitants in Hamburg and Wien, up to 318 deaths per million inhabitants in the Portuguese region of Algarve, while the evolution between 1998 and 2003 goes from a more-than-40% decrease in Bratislavský kraj (Slovak

Republic) to a more-than-40% increase in Mellersta Norrland (Sweden). Indeed, the map shows a mixed pattern of high and low death rates and evolution rates, indicating that road safety is a regional matter, influenced by regional prevention policies and appropriate infrastructure.

What is remarkable, for example, is the low and continuously decreasing death rate in the densely populated regions of the Netherlands (Zeeland,

Noord-Holland, Zuid-Holland, and Utrecht) or Nord-Pas-de-Calais (France), while a number of neighbouring regions in Belgium, such as Vlaams-Brabant, Oost-Vlaanderen, Liège or Hainaut with comparable population and traffic densities show significantly higher and increasing death rates.

Regions comprising major conurbations such as Berlin, London, Wien, Île-de-France (Paris),

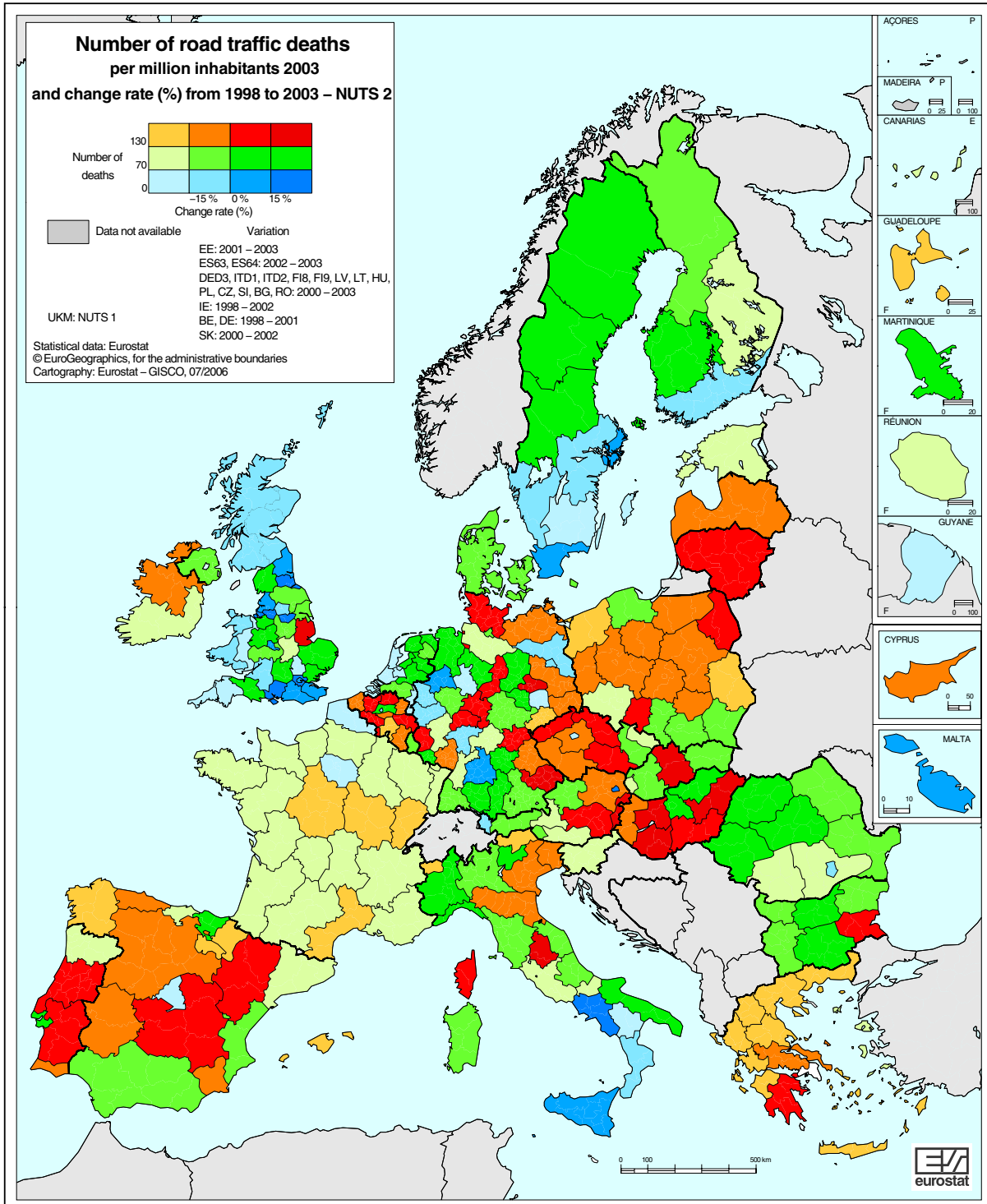


Map 10.2

Brussels or Bucaresti tend to have fewer traffic deaths, perhaps reflecting higher use of public transport and lower average speeds. Île-de-France and Berlin are regions with low numbers of deaths in car accidents both less than 70 per million inhabitants and a decrease of, respectively, more than 15% and 10%. Also Brussels shows a small decrease in the death rate, whereas Wien displays an increase of more than 15% and London of more than 10%

While Île-de-France and Nord-Pas-de-Calais have a low death rate, other regions in France hold significantly higher values. However, a homogenous pattern of major decreases can be observed in all of France's regions, except Corse. In the latter region, the number of traffic deaths is high and still growing.

In a number of regions, the increase in the death rate can probably be related to the drastic growth



Map 10.3

in private car ownership and improper traffic infrastructure. Good examples are Athens, Lithuania or Stredné Slovensko (Slovak Republic). However, this trend is not absolute: the number of traffic deaths has declined in Poland and the rural areas in Greece, although also in these areas private car ownership has increased considerably.



## Maritime transport

Data on maritime transport are currently collected according to Council Directive 95/64/EC. Data come from national surveys on sea ports. The directive provides for the collection of a broad range of detailed data for ports handling more than one million tonnes and/or more than 200 000 passengers per year, while for minor ports only annual aggregated figures are gathered. Consequently, data presented in the following maps may differ from national totals, as figures for minor ports are not included. In order to properly represent the regional distribution of the total volume of transport, the very limited contribution of minor ports was considered to be nil.

The allocation of ports to the NUTS regions is made on the basis of geographical coordinates. Data are provided to Eurostat at port level and then aggregated at NUTS 2 level. In this process, the double counting, which was included in the data previously collected via the regional questionnaires, is eliminated. The double counting concerns port pairs that are located within the same NUTS region and have traffic among them, and the flow concerned is considered only once in the total of the region.

The current set of disseminated regional indicators for maritime transport comprises passengers embarked and disembarked and total freight loaded and unloaded, both at NUTS 2 level. The focus of this chapter is Short Sea Shipping (SSS).

SSS deals with the transport of goods between ports in the EU and Norway, on the one hand, and ports situated in geographical Europe, the Mediterranean and Black Sea coasts, on the other. This means ports in EU countries (Belgium, Denmark, Germany, Estonia, Greece, Spain, France, Ireland, Italy, Cyprus, Latvia, Lithuania, Malta, the Netherlands, Poland, Portugal, Slovenia, Finland, Sweden and the United Kingdom), EEA countries (Iceland and Norway), Baltic

Russia, Mediterranean countries (Albania, Algeria, Bosnia-Herzegovina, Croatia, Egypt, Israel, Lebanon, Libya, Montenegro, Morocco, Syria, Tunisia and Turkey) and Black Sea countries (Bulgaria, Georgia, Moldova, Romania, Russia, Turkey and Ukraine).

SSS is one of the main pillars foreseen in the White Paper for transport (*European transport policy for 2010: time to decide*), as a possible, flexible option to absorb the constantly increasing transport demand that would be unbearable for today's transport system. In this connection, the creation of *Motorways of the sea* aims to develop an integrated transport system between different transport modes and offer a valuable alternative to road-only transport.

Map 10.4 classifies the regions according to the total amount of Short Sea Shipping by predominant sea (indicated by the colour of the circle) for 2004 data on NUTS 2 level.

Immediately obvious from the map is the fact that SSS transport is mostly performed between ports within the same sea. Ports within the Mediterranean Sea ship mainly to other ports in the Mediterranean. The same is true for the North Sea, the Baltic and the Black Sea.

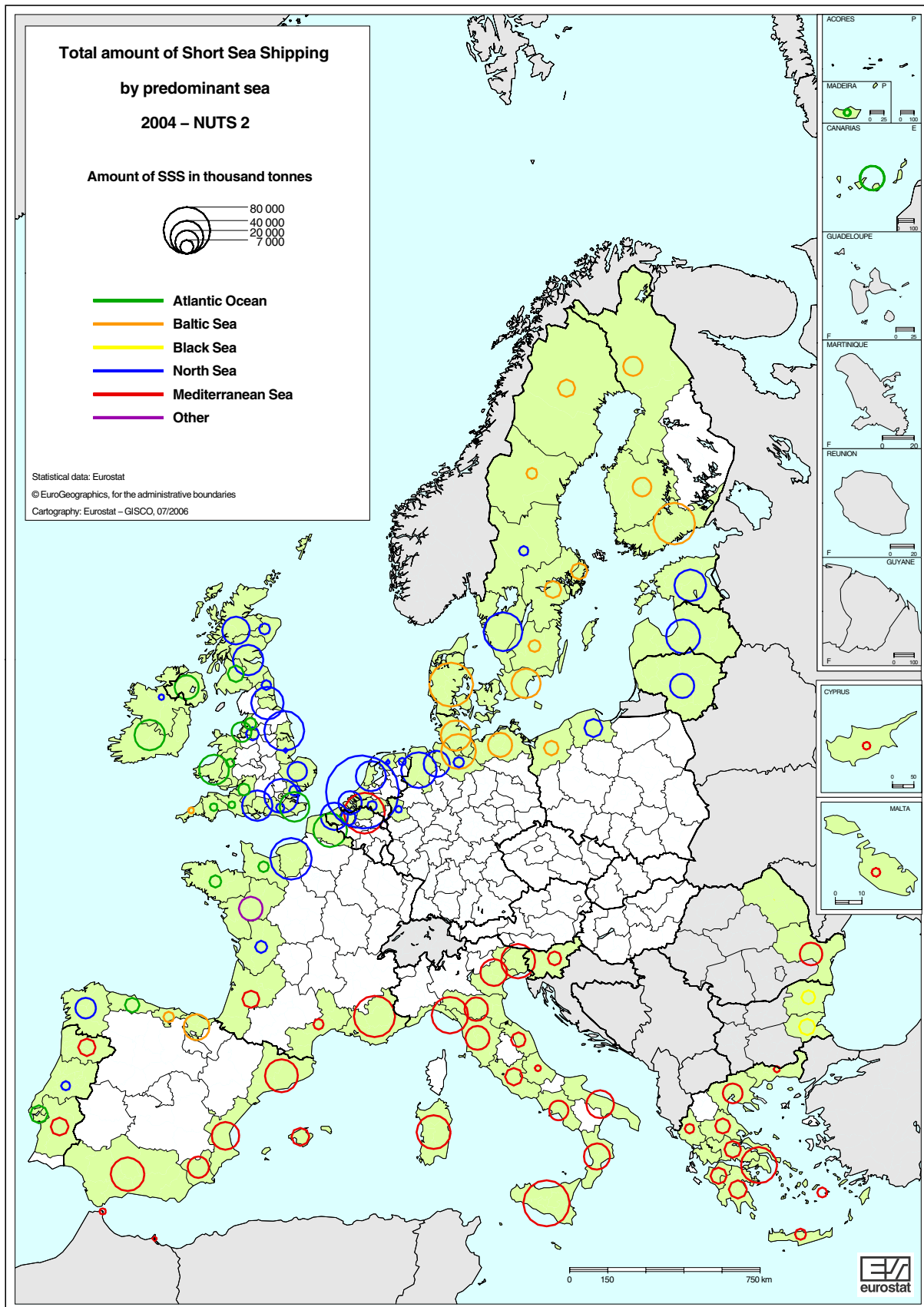
A most important SSS area stretches from the south-east of the UK to northern France, Belgium and the Netherlands. Predominant destinations are the same regions in the North Sea.

The region of Zuid-Holland, where the port of Rotterdam is located, accounts for the largest share of cargo handled in SSS. It has maintained its leading position over the last five years as the most important region for maritime transport. In 2004 Zuid-Holland handled 194 million tonnes of cargo in SSS. It is followed by the region of Sicilia in Italy and by Denmark.

A considerable share of the cargo handled by Mediterranean ports is loaded or unloaded in Italian ports. In 2004, the Italian region of Friuli-Venezia Giulia handled more goods loaded or unloaded in the Black Sea ports than any other EU region.

## Aviation passengers

Data on air transport are currently collected according to Regulation (EC) No 437/2003 of the European Parliament and the Council on the re-



Map 10.4



turn of statistics concerning the carriage of passengers, freight and mail by air, from national surveys on airports. The regulation provides for the collection of detailed monthly data for airports handling more than 150 000 passengers per year, and for airports with fewer than 150 000 but more than 15 000 passengers. Only aggregated annual data are requested, while for minor airports there is no obligation to provide data. Consequently, data presented in the following maps may differ from national totals, as figures for minor airports and for airports reporting only aggregated data are not included. Nevertheless, even without data for minor airports the regional distribution can be considered representative.

The allocation of airports to the NUTS regions is made on the basis of the geographical coordinates. Data are provided to Eurostat at airport level and then aggregated at NUTS 2 level. In this process, the double counting effect of passengers travelling to/from airports in the same region, if any, has been eliminated.

The current disseminated set of regional indicators for air transport comprises passengers embarked and disembarked and total freight and mail loaded and unloaded, both at NUTS 2 level.

In this section, data on air transport passengers are considered. Figures for all Member States and contributing Candidate Countries are taken into consideration. Total passengers are broken down by international and national flights and are related to the population of the region where the airports are located.

Map 10.5 shows two indicators: the amount of aviation passengers embarked and disembarked in each region, illustrated by the shaded regions, and the share of international and national traffic within each region, indicated by the pie-charts. The aviation passengers' figures are expressed as number of passengers per inhabitant, in order to remove the variation in absolute numbers due to the greater population of some regions.

The top-ranking airport-region in terms of passengers per inhabitant are the Highlands and Islands in the United Kingdom (29.3 passengers per inhabitant), Illes Balears in Spain (28.4), Notio Aigaio in Greece (18.5) with the island of Rhodos and Noord-Holland in the Netherlands (16.4), where the Schiphol airport is located, in Amsterdam.

It is worth noting that financial and business centres are able to attract more passengers than administrative cities. This is illustrated by the region of Darmstadt, and also holds true for Milano in Lombardia and Barcelona (Cataluña) where the intense economic activities generate a larger business traffic than in the respective capital regions Lazio (Rome) and Comunidad de Madrid.

In general, international traffic exceeds national traffic, which is particularly true for airports in capital and business regions. However, a number of airport regions – at the periphery of large countries – are mainly targeted at domestic traffic. Air travel to these remote regions most often happens through a hub in one of the larger international airports. Notable examples are South Western Scotland, Sicilia or País Vasco.

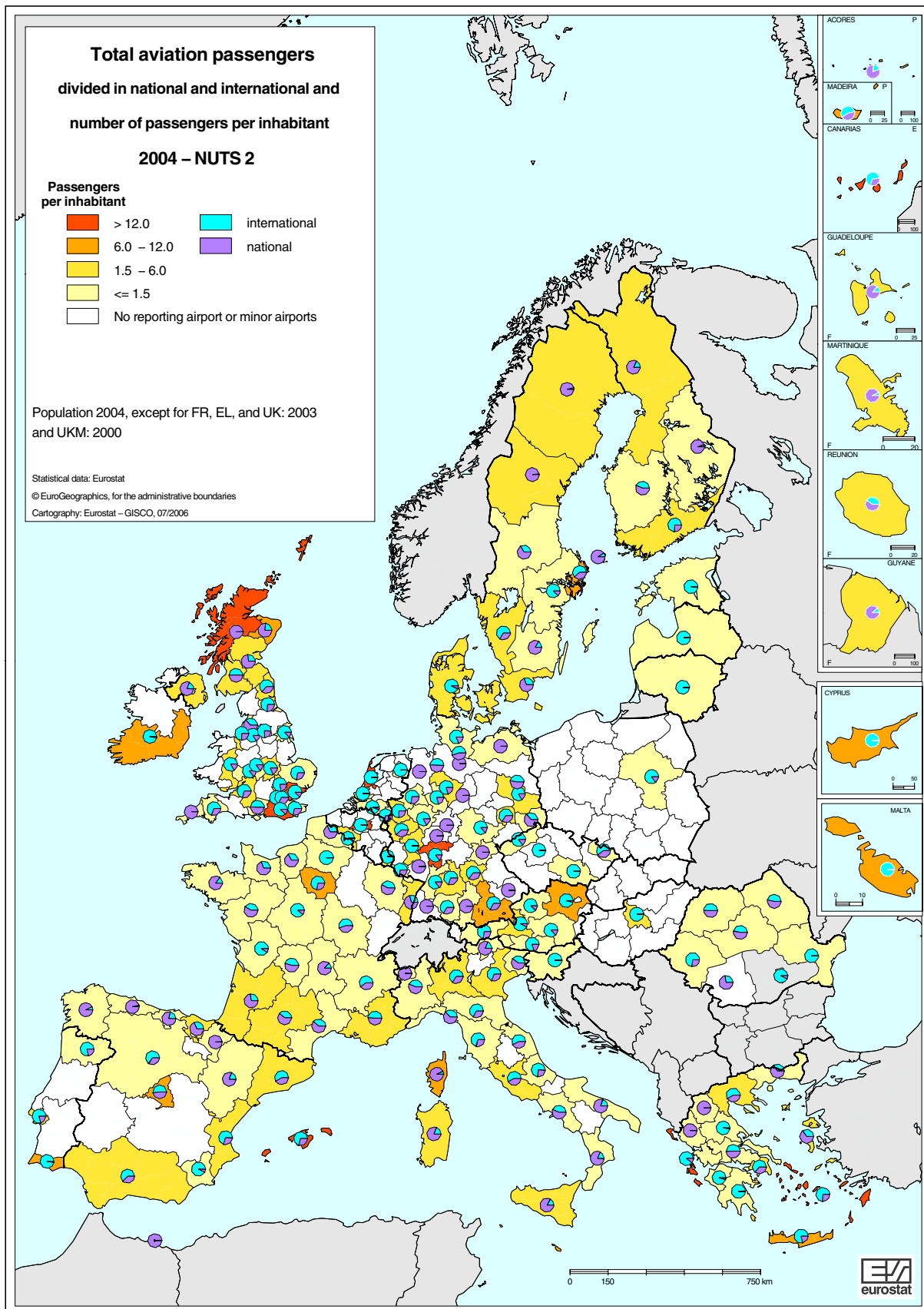
Obviously, regions for which tourism is the main economic activity display a large amount of international aviation passenger traffic. This figure becomes even more remarkable when compared with the population in these regions. Examples are the Illes Balears (27 million passengers, 28.4 per inhabitant), Canarias (28 million passengers or 15.2 per inhabitant).

## Conclusion

Transport is closely related to the economic activity, population density and location of a region. The regional transport indicators illustrate this wide spatial variation in transport patterns.

Regional transport statistics show trends which could also be discovered from economic indicators, and this illustrates the close link between these two domains. Map 2 shows, for example, how private car ownership is positively correlated with the regional gross domestic product (GDP) and that the highest growth can be noticed in countries with an expanding economy. However, one aim of EU transport policy is decoupling the negative effects of transport from economic growth.

Regional and EU policies influence transport infrastructure and activities. The heterogeneous pattern of road safety statistics indicate that road safety is indeed a regional matter, influenced by regional prevention policies.



Map 10.5

Centrally located regions, conurbations and regions that serve as hubs have a better transport infrastructure and high transport density. However, these regions might be affected more seriously by environmental problems due to transport than regions on the fringe of the EU.

The regional variation seen in transport indicators in the Candidate Countries is similar to that seen across the EU, except that the volume of traffic is not concentrated to the same extent on regions with highly developed economies. The disparity between regions in old and new EU Member States, however, remains evident.

## Methodological notes

Eurostat collects, compiles and disseminates a wide range of regional transport indicators. Data on road and railways infrastructures, inland waterways, vehicle stocks and road accidents are currently collected in the Member States and Candidate Countries, voluntarily via annual questionnaires, while data on maritime and air transport of passengers and goods are directly derived from the relative data collections established by legal acts. In addition, information on journeys made by vehicles were derived from a specific study on road transport data.

Regional transport indicators are freely disseminated on Eurostat's reference database under the 'Transport' theme and mirrored in 'General and regional statistics'.

Data are organised into 19 tables. All indicators, apart from journeys by vehicles, are divided into tables, including a division between Member States and Candidate Countries. Indicators for journeys by vehicles currently cover only regions for the 'old' Member States, prior to the 2004 enlargement.

Regional data for air and maritime transport, in this chapter, are derived from the ongoing data collections, foreseen by the existing legislation, from 1999 for the 'old' Member States and from 2003 for the new members. Consequently, there has been a series break with data prior to those reference years, since the methodology changed. Data based on this new methodology are disseminated in specific tables,

which are different from reported data collected in the past using the regional questionnaires.

All tables present annual data with time series going back to 1978 for transport infrastructure, air and maritime transport, while for road safety data, the series start from 1988.

Due to the nature of transport, a spatial reference is built into most legal acts dealing with the collection of transport flow statistics, which makes it possible to directly derive indicators on maritime and air transport. Moreover, other regional transport indicators on transport flows can be found within the transport theme: 'Road transport', 'Railway transport' and 'Inland waterway transport'. More information on transport flows between airports and ports can also be obtained under 'Maritime transport' and 'Air transport'.

In order to show the potential of data collected on transport statistics as an analytical tool for regional patterns, this year's contribution also includes data on regional transport flows derived from the ongoing maritime and air data collections based on legal acts. Data described in the following maps have been extracted and aggregated directly from the modes' databases and cannot be found directly in Eurostat's dissemination reference database. The goal is to provide added value to the data already available on Eurostat's reference database Road infrastructure and vehicle stock.



# EUROPEAN UNION: NUTS 2 regions

BE10	Région de Bruxelles-Capitale/Brussels Hoofdstedelijk Gewest	DEC0	Saarland	FR43	Franche-Comté
BE21	Prov. Antwerpen	DED1	Chemnitz	FR51	Pays de la Loire
BE22	Prov. Limburg (BE)	DED2	Dresden	FR52	Bretagne
BE23	Prov. Oost-Vlaanderen	DED3	Leipzig	FR53	Poitou-Charentes
BE24	Prov. Vlaams-Brabant	DEE1	Dessau	FR61	Aquitaine
BE25	Prov. West-Vlaanderen	DEE2	Halle	FR62	Midi-Pyrénées
BE31	Prov. Brabant Wallon	DEE3	Magdeburg	FR63	Limousin
BE32	Prov. Hainaut	DEF0	Schleswig-Holstein	FR71	Rhône-Alpes
BE33	Prov. Liège	DEG0	Thüringen	FR72	Auvergne
BE34	Prov. Luxembourg (BE)	EE00	Eesti	FR81	Languedoc-Roussillon
BE35	Prov. Namur	GR11	Anatoliki Makedonia, Thraki	FR82	Provence-Alpes-Côte d'Azur
CZ01	Praha	GR12	Kentriki Makedonia	FR83	Corse
CZ02	Střední Čechy	GR13	Dytiki Makedonia	FR91	Guadeloupe
CZ03	Jihozápad	GR14	Thessalia	FR92	Martinique
CZ04	Severozápad	GR21	Ipeiros	FR93	Guyane
CZ05	Severovýchod	GR22	Ionia Nisia	FR94	Réunion
CZ06	Jihovýchod	GR23	Dytiki Ellada	IE01	Border, Midland and Western
CZ07	Střední Morava	GR24	Stereia Ellada	IE02	Southern and Eastern
CZ08	Moravskoslezsko	GR25	Peloponnisos	ITC1	Piemonte
DK00	Danmark	GR30	Attiki	ITC2	Valle d'Aosta/Vallée d'Aoste
DE11	Stuttgart	GR41	Voreio Aigaio	ITC3	Liguria
DE12	Karlsruhe	GR42	Notio Aigaio	ITC4	Lombardia
DE13	Freiburg	GR43	Kriti	ITD1	Provincia Autonoma Bolzano/Bozen
DE14	Tübingen	ES11	Galicia	ITD2	Provincia Autonoma Trento
DE21	Oberbayern	ES12	Principado de Asturias	ITD3	Veneto
DE22	Niederbayern	ES13	Cantabria	ITD4	Friuli-Venezia Giulia
DE23	Oberpfalz	ES21	País Vasco	ITD5	Emilia-Romagna
DE24	Oberfranken	ES22	Comunidad Foral de Navarra	ITE1	Toscana
DE25	Mittelfranken	ES23	La Rioja	ITE2	Umbria
DE26	Unterfranken	ES24	Aragón	ITE3	Marche
DE27	Schwaben	ES30	Comunidad de Madrid	ITE4	Lazio
DE30	Berlin	ES41	Castilla y León	ITF1	Abruzzo
DE41	Brandenburg — Nordost	ES42	Castilla-La Mancha	ITF2	Molise
DE42	Brandenburg — Südwest	ES43	Extremadura	ITF3	Campania
DE50	Bremen	ES51	Cataluña	ITF4	Puglia
DE60	Hamburg	ES52	Comunidad Valenciana	ITF5	Basilicata
DE71	Darmstadt	ES53	Illes Balears	ITF6	Calabria
DE72	Gießen	ES61	Andalucía	ITG1	Sicilia
DE73	Kassel	ES62	Región de Murcia	ITG2	Sardegna
DE80	Mecklenburg-Vorpommern	ES63	Ciudad Autónoma de Ceuta	CY00	Kypros/Kıbrıs
DE91	Braunschweig	ES64	Ciudad Autónoma de Melilla	LV00	Latvija
DE92	Hannover	ES70	Canarias	LT00	Lietuva
DE93	Lüneburg	FR10	Île-de-France	LU00	Luxembourg (Grand-Duché)
DE94	Weser-Ems	FR21	Champagne-Ardenne	HU10	Közép-Magyarország
DEA1	Düsseldorf	FR22	Picardie	HU21	Közép-Dunántúl
DEA2	Köln	FR23	Haute-Normandie	HU22	Nyugat-Dunántúl
DEA3	Münster	FR24	Centre	HU23	Dél-Dunántúl
DEA4	Detmold	FR25	Basse-Normandie	HU31	Észak-Magyarország
DEA5	Arnsberg	FR26	Bourgogne	HU32	Észak-Alföld
DEB1	Koblenz	FR30	Nord - Pas-de-Calais	HU33	Dél-Alföld
DEB2	Trier	FR41	Lorraine	MT00	Malta
DEB3	Rheinessen-Pfalz	FR42	Alsace	NL11	Groningen

NL12	Friesland	PT20	Região Autónoma dos Açores	UKF3	Lincolnshire
NL13	Drenthe	PT30	Região Autónoma da Madeira	UKG1	Herefordshire, Worcestershire and Warwickshire
NL21	Overijssel	SI00	Slovenija	UKG2	Shropshire and Staffordshire
NL22	Gelderland	SK01	Bratislavský kraj	UKG3	West Midlands
NL23	Flevoland	SK02	Západné Slovensko	UKH1	East Anglia
NL31	Utrecht	SK03	Stredné Slovensko	UKH2	Bedfordshire and Hertfordshire
NL32	Noord-Holland	SK04	Východné Slovensko	UKH3	Essex
NL33	Zuid-Holland	FI13	Itä-Suomi	UKI1	Inner London
NL34	Zeeland	FI18	Etelä-Suomi	UKI2	Outer London
NL41	Noord-Brabant	FI19	Länsi-Suomi	UKJ1	Berkshire, Buckinghamshire and Oxfordshire
NL42	Limburg (NL)	FI1A	Pohjois-Suomi	UKJ2	Surrey, East and West Sussex
AT11	Burgenland	FI20	Åland	UKJ3	Hampshire and Isle of Wight
AT12	Niederösterreich	SE01	Stockholm	UKJ4	Kent
AT13	Wien	SE02	Östra Mellansverige	UKK1	Gloucestershire, Wiltshire and North Somerset
AT21	Kärnten	SE04	Sydsverige	UKK2	Dorset and Somerset
AT22	Steiermark	SE06	Norra Mellansverige	UKK3	Cornwall and Isles of Scilly
AT31	Oberösterreich	SE07	Mellersta Norrland	UKK4	Devon
AT32	Salzburg	SE08	Övre Norrland	UKL1	West Wales and the Valleys
AT33	Tirol	SE09	Småland med öarna	UKL2	East Wales
AT34	Vorarlberg	SE0A	Västssverige	UKM1	North Eastern Scotland
PL11	Łódzkie	UKC1	Tees Valley and Durham	UKM2	Eastern Scotland
PL12	Mazowieckie	UKC2	Northumberland and Tyne and Wear	UKM3	South Western Scotland
PL21	Małopolskie	UKD1	Cumbria	UKM4	Highlands and Islands
PL22	Śląskie	UKD2	Cheshire	UKN0	Northern Ireland
PL31	Lubelskie	UKD3	Greater Manchester		
PL32	Podkarpackie	UKD4	Lancashire		
PL33	Świętokrzyskie	UKD5	Merseyside		
PL34	Podlaskie	UKE1	East Riding and North Lincolnshire		
PL41	Wielkopolskie	UKE2	North Yorkshire		
PL42	Zachodniopomorskie	UKE3	South Yorkshire		
PL43	Lubuskie	UKE4	West Yorkshire		
PL51	Dolnośląskie	UKF1	Derbyshire and Nottinghamshire		
PL52	Opolskie	UKF2	Leicestershire, Rutland and Northamptonshire		
PL61	Kujawsko-Pomorskie				
PL62	Warmińsko-Mazurskie				
PL63	Pomorskie				
PT11	Norte				
PT15	Algarve				
PT16	Centro (PT)				
PT17	Lisboa				
PT18	Alentejo				

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# CANDIDATE COUNTRIES:

## Statistical regions at level 2

BG11 Severozapaden  
BG12 Severen tsentralen  
BG13 Severoiztochen  
BG21 Yugozapaden  
BG22 Yuzhen tsentralen  
BG23 Yugoiztochen  
RO01 Nord-Est  
RO02 Sud-Est  
RO03 Sud  
RO04 Sud-Vest  
RO05 Vest  
RO06 Nord-Vest  
RO07 Centru  
RO08 București