Transport

10

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

This chapter is divided into four main sections. The first of these concerns road transport, which is by far the most widespread means of inland transportation in the EU and this covers: passenger transport by road, including information relating to the motorisation rate (passenger cars per inhabitant); the role played by public transport vehicles (such as buses, trolleybuses and motor coaches), examining the stock of road freight vehicles and their equipment rates (number of vehicles per inhabitant); and closes with an analysis of road safety (victims in road accidents). The second to fourth sections review the top regions in terms of passengers and freight transported by air, rail and sea respectively.

Main statistical findings

Motorway networks

The motorway network in the EU-27 exceeded 67 000 km in 2010, which gave a density around 15.9 km per thousand km² of land area. From the regional perspective, an extensive network of road, motorway and railway links is a prerequisite for economic development and interregional competitiveness. In absolute terms, the longest motorway networks at the NUTS level 2 were recorded in three Spanish regions: Andalucía (2 453 km), Castilla y León (2 195 km) and Castilla-la-La Mancha (1 772 km).

Map 10.1 shows the density of the motorway network in 2011; although the latest reference period available for some of the regions can vary considerably, this indicator remains relatively stable (other than during periods when new investment is being made in infrastructure). In general, the density of the motorway network was closely related to population density and, thus, with the degree of urbanisation. Despite having only a small motorway network (91 km), the island of Malta reported the highest motorway network density among all regions of the EU. In general, the densest motorway networks are found around capital cities and other big cities, in large industrial conurbations and around major seaports. The motorway infrastructure in these regions may be the result of regional development or could have facilitated such development. Major urban, industrial and port areas with a high motorway density included:

- the German city-state regions of Bremen, Hamburg and Berlin (186 km, 107 km and 86 km per thousand km² re-

spectively) as well as Düsseldorf (121 km per thousand km²) and the Saarland (93 km per thousand km²) — German data relate to 2008;
- the north-western part of England (138 km per thousand km² in Greater Manchester) and the West Midlands of England (90 km per thousand km²);
- the Randstad region in the west of the Netherlands (where densities reached 129 km, 128 km and 106 km per thousand km² in Zuid-Holland, Utrecht and Noord-Holland respectively), and the southern Dutch regions of Limburg and Noord-Brabant (100 km and 99 km per thousand km² respectively).

Many capital cities are surrounded by a ring of motorways in order to meet the high demand for road transport in these metropolitan areas; for example, Lisboa (222 km per thousand km², note data are from 2004), Wien (109 km per thousand km²) and the Comunidad de Madrid (98 km per thousand km²). Since motorways close to capital cities are often concentrated in a ring, the reported density may be influenced by the overall size of the region: in very small capital city regions, the motorway ring may be concentrated in surrounding regions rather than the capital city region itself (for example there are no motorways in Inner London (United Kingdom)); conversely, in capital city regions that have a considerable area of land outside the confines of the city, the density of the motorway network may be low — even when there is an extensive motorway network — simply because of the large area.

In southern Europe, a small number of regions (other than capital city regions) were among those regions with the densest motorway networks, and these can often be attributed to seaports or coastal tourism. For example, this was the case for the País Vasco in Spain (77 km per thousand km²) and for Liguria in Italy (70 km per thousand km²), the two peripheral coastal regions with the densest motorway networks. Unsurprisingly, the density of motorways on island regions was generally low, since most islands cannot be reached directly by road but rely on sea or air for access. Nevertheless, as mentioned above, the motorway density of Malta was the highest of all regions in the EU, while the motorway density of the Danish capital city region of Hovedstaden was also high (61 km per thousand km²) as to a lesser extent were Sjælland (Denmark), the Canarias (Spain), Cyprus and Sicilia (Italy), all with densities between 26 and 36 km per thousand km².

Stock of passenger cars, buses and coaches

There are clear differences in the number of passenger cars per inhabitant (known as the motorisation rate) within the regions of the EU. Generally, the figures show an east–west divide, with more passenger cars per inhabitant registered in western European regions than in the regions of central and eastern Europe — see Map 10.2.
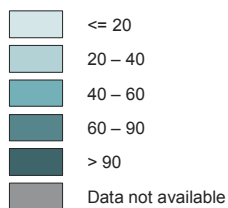
Map 10.1: Density of motorway networks, by NUTS 2 regions, 2011 (¹)
(km per thousand km²)
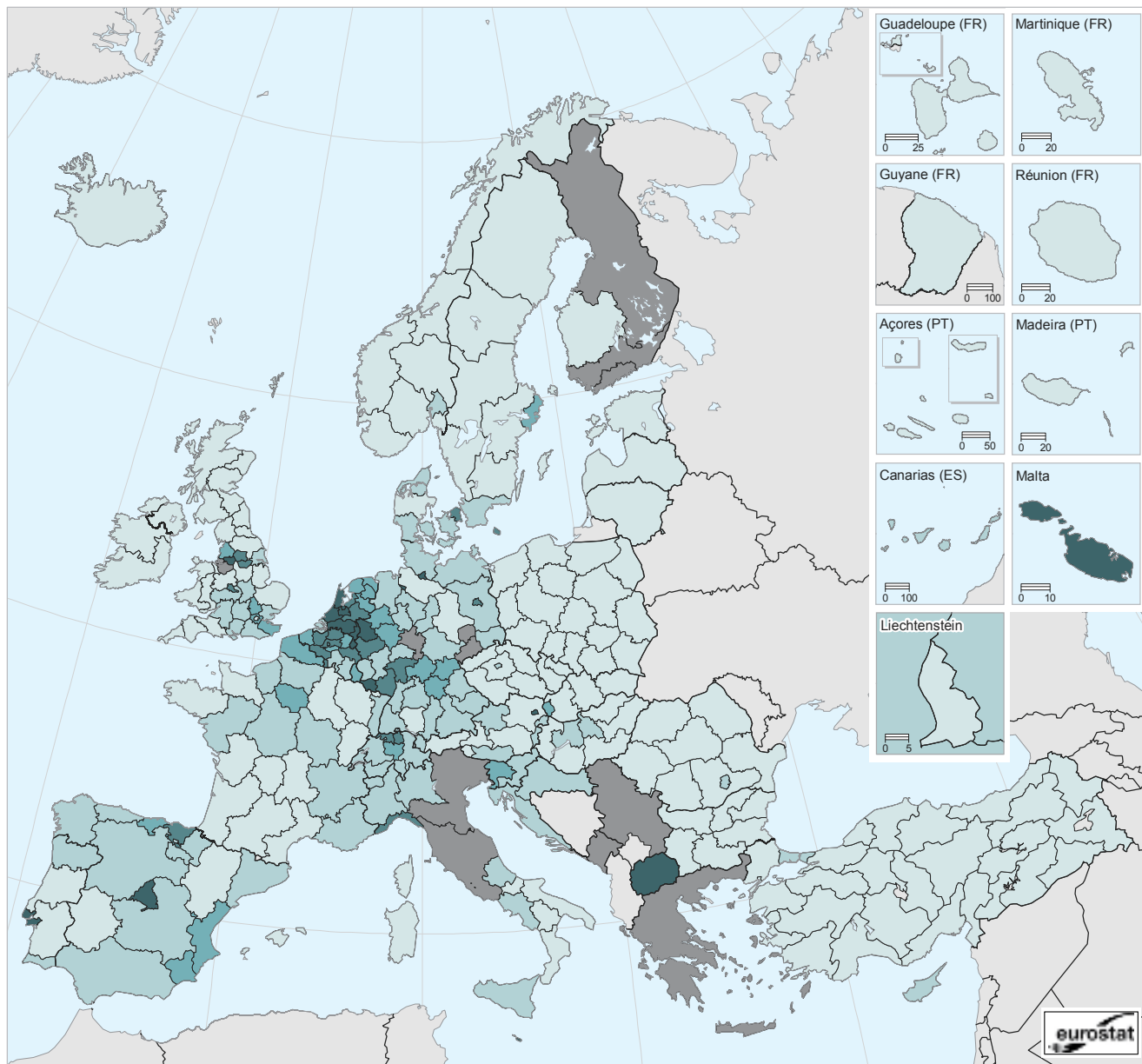
(km per thousand km²)

EU-27 = 16

- <= 20
- 20 – 40
- 40 – 60
- 60 – 90
- > 90
- Data not available

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Cartography: Eurostat — GISCO, 05/2013

0 200 400 600 800 km
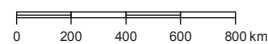
(¹) EU-27, Luxembourg and Malta, 2010; Italy, Slovenia, Scotland (UKM) and the former Yugoslav Republic of Macedonia, 2009; Denmark, Germany, France and Hungary, 2008; Poland, 2006; Iceland, 2005; Portugal, 2004.

Source: Eurostat (online data codes: tran_r_net, road_if_motorwa and demo_r_d3area)

Overall, the EU-27 motorisation rate in 2009 was estimated at 473 passenger cars per thousand inhabitants. Among the regions of the EU-15 Member States there were several Greek regions with relatively low motorisation rates, most notably the Peloponnisos, Sterea Ellada and Dytiki Ellada which, along with Inner London, were the only regions within the EU-15 Member States with a rate under 300 passenger cars per thousand inhabitants. Within the western part of Europe, the capital city regions of Berlin (Germany) and Hovedstaden (Denmark) also had relatively low motorisation rates, both under 350 vehicles per thousand inhabitants. The Nord-Est region of Romania had the lowest motorisation rate in the whole of the EU-27, with 127 passenger cars per thousand inhabitants. Furthermore, Romanian regions accounted for the seven lowest motorisation rates across the EU-27 regions, with four of these regions reporting rates under 200 passenger cars per thousand inhabitants.

The highest regional motorisation rate within the EU-27 was in the Valle d'Aosta/Vallée d'Aoste region of Italy, with 1 053 passenger cars per thousand inhabitants — this was approximately eight times as high as in the Nord-Est region of Romania. All of the top 20 regions with the highest motorisation rates were in EU-15 Member States with half of them in Italy. A number of regions close to larger cities also reported high motorisation rates, suggesting a larger number of workers commuting by car. Examples of this included Flevoland in the Netherlands, Berkshire, Buckinghamshire and Oxfordshire in the United Kingdom, Attiki in Greece, as well as Burgenland and Niederösterreich in Austria. Several island regions also reported high motorisation rates, including Åland in Finland, the Illes Balears in Spain, Sicilia and Sardegna in Italy and Corse in France, as well as Malta and Cyprus, which had the highest and third highest motorisation rates of any regions within the Member States that joined the EU in 2004 or 2007 (the second highest was Lithuania). These relatively high figures for islands may, in part, be explained by a lack of alternative means for inland travel; for example, most of these islands have a relatively underdeveloped rail infrastructure or no rail services at all. Table 10.1 provides an overview of the region with the highest motorisation rate in each of the EU Member States, EFTA countries, and the acceding and candidate countries.

The east–west differences in the motorisation rates have narrowed, as illustrated by Figure 10.1 which shows the change in this rate between 2000 and 2010. Flevoland (the Netherlands) and Attiki (Greece) were the only EU-15 regions among the 10 regions that recorded the fastest growth for their respective motorisation rate, with six of the other regions from Poland, one from Romania and the last being Lithuania (one region at NUTS level 2). All 10 of the regions with the largest falls in the motorisation rate were from EU-15 Member States, mainly around German cities, but also the capital city regions of Belgium and France, as well as two island regions from France and Spain. Overall, the average motorisation rate increased in the EU-27 between 2000 and 2010 by 50 passenger cars per thousand inhabitants.

To a large extent, the figures for public transport vehicles such as buses, trolleybuses and motor coaches are in contrast to those for passenger cars, with a relatively clear difference between regions in western Member States and those in more central and eastern Member States. Of the 50 regions in the EU-27 with 1.0 or fewer public transport vehicles per thousand inhabitants at the end of 2011, all except two were located within EU-15 Member States: the exceptions were the two NUTS level 2 regions in Slovenia. The eight EU regions with more than 4.0 public transport vehicles per thousand inhabitants included: the capital city regions of Romania and Bulgaria, the island region of Ionia Nisia in Greece, Malta and Lithuania, and three regions in the United Kingdom. The highest ratio was 4.8 public transport vehicles per thousand inhabitants in Malta.
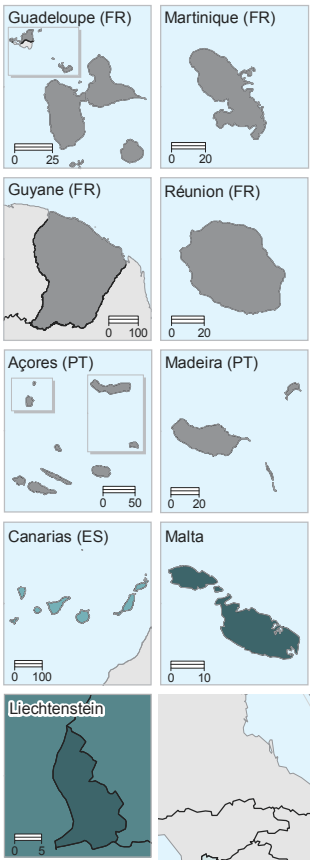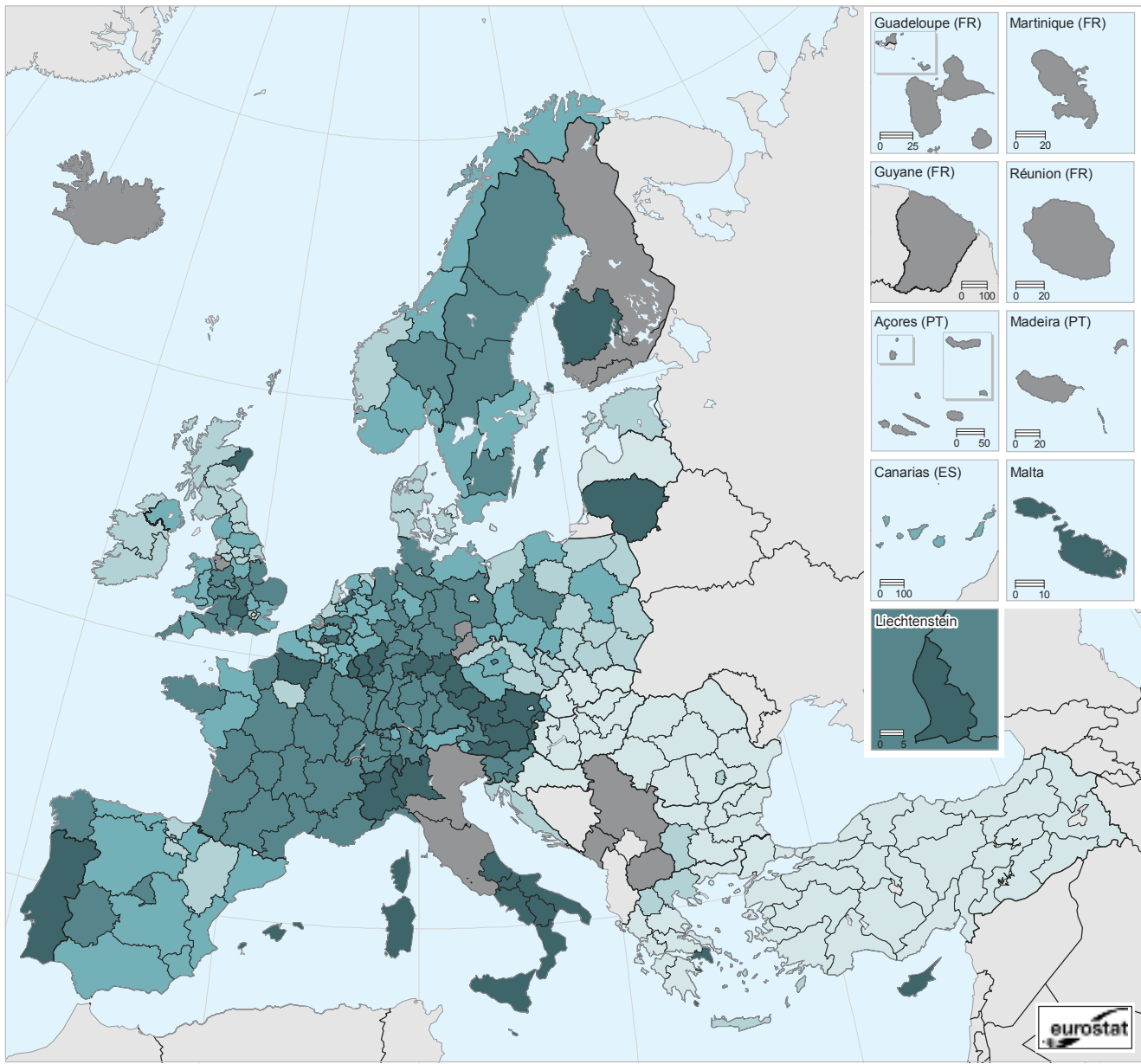
Among the EFTA countries, Iceland recorded 6.7 public transport vehicles per thousand inhabitants, higher than in any of the regions of the EU. Several Norwegian regions also had relatively high public transport equipment rates, with four of the seven Norwegian regions exceeding four vehicles per thousand inhabitants. Equipment rates were as high as 5.1 in Oslo og Akershus, which was also higher than in any EU region. Liechtenstein was the only EFTA region where the public transport equipment rate was below 1.0.

In the acceding and candidate countries for which regional data are available, contrasting situations were observed. In Croatia, the number of public transport vehicles per inhabitant was highest in Jadranska Hrvatska at 1.4 and lowest in Kontinentalna Hrvatska at 1.0, the same level as recorded for the former Yugoslav Republic of Macedonia. By contrast, this ratio ranged in Turkey from 4.5 vehicles per thousand inhabitants in Mardin, Batman, Şırnak and Siirt to 13.5 in Trabzon, Ordu, Giresun, Rize, Artvin and Gümüşhane; in fact, in 24 of the 26 Turkish regions this ratio for the density of public transport vehicles was higher than in the region with the highest ratio in the EU. Table 10.1 provides an overview of the region with the highest equipment rate in each of the Member States, EFTA countries, and the acceding and candidate countries.

Stock of road freight vehicles

For road freight vehicles, no systematic differences can be seen between western and eastern regions of the EU. In total, 58 regions in the EU-27 had more than 175 000 road freight vehicles and among these there were 23 regions with more than 300 000 such vehicles: seven of these regions were in each of Spain and Italy, six in France and three in Poland. The distribution of road freight transport vehicles reflects, at least to some degree, the size of each Member State and the distance between major cities and other transport hubs.

Map 10.2: Motorisation rate, by NUTS 2 regions, 2010 (¹)
(number of passenger cars per thousand inhabitants)

Guadeloupe (FR)

Martinique (FR)

Guyane (FR)

Réunion (FR)

Açores (PT)

Madeira (PT)

Canarias (ES)

Malta

Liechtenstein

(number of passenger cars per thousand inhabitants)
EU-27 = 473
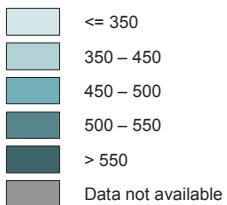
	<= 350
	350 – 450
	450 – 500
	500 – 550
	> 550
	Data not available

Administrative boundaries: © EuroGeographics © UN-FAO © Turkstat
Cartography: Eurostat — GISCO, 05/2013

0   200   400   600   800 km
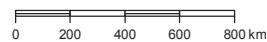
(¹) EU-27 and France, 2009; Denmark, 2008; Northern Ireland (UKN0), 2007; Portugal, by NUTS 1 region, 2003.
Source: Eurostat (online data codes: tran_r_vehst and road_eqs_carhab)

Figure 10.1: Motorisation rate, NUTS 2 regions with the highest and lowest rates of change, 2000–10 (¹)
(difference between 2010 and 2000, based on number of passenger cars per thousand inhabitants)

(¹) Ciudad Autónoma de Ceuta (ES63) and Ciudad Autónoma de Melilla (ES64), 2001–10; Romania, East Anglia (UKH1), 2002–10; Bulgaria, 2004–10; EU-27 and France, 2000–09; Northern Ireland (UKN0), 2000–07; Germany, break in series; London (UKI), Wales (UKL) and Scotland (UKM), NUTS level 1 regions; Slovenia, national level; Denmark, Chemnitz (DED4), Leipzig (DED5), Départements d'outre-mer (FR9), Nord-Est (ITH), Centro (ITI), Portugal, Helsinki-Uusimaa (FI1B), Etelä-Suomi (FI1C), Pohjois- ja Itä-Suomi (FI1D), Cheshire (UKD6) and Merseyside (UKD7), not available.
Source: Eurostat (online data code: tran_r_vehst)

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

Regional equipment rates for road freight vehicles (the average number of vehicles per inhabitant) depend on a range of factors. These include the regional transport system and its infrastructure for different modes of freight transport,

such as the capacity of motorways, railway lines, ports and airports. Other factors include the economic characteristics of the region, for example whether the regional economy is driven by agriculture, manufacturing, construction or services, and whether the region is located on key European and global transport corridors. Table 10.1 provides an overview of the region with the highest road freight equipment rate in each of the EU Member States, EFTA countries, and the acceding and candidate countries.

Reflecting these fundamental differences, there are huge disparities in the regional road freight equipment rates. The highest regional rates in 2011 were found in the Italian region of Valle d'Aosta/Vallée d'Aoste, where there were 256 road freight vehicles per thousand inhabitants. The 20 EU regions with the highest freight vehicle equipment rates were mainly registered in Greece, Spain and Austria, along with Valle d'Aosta/Vallée d'Aoste, Cyprus and the island region of Åland (in Finland). Mirroring the rankings for passenger cars, the lowest ratios of road freight vehicles to population were generally recorded in Romanian regions and the capital city regions of the United Kingdom and Germany.

Reflecting its mountainous terrain and reliance on short sea shipping, the equipment rate for road freight vehicles was

Map 10.3: Equipment rate for public transport vehicles (motor coaches, buses and trolleybuses), by NUTS 2 regions, 31 December 2011 (¹)
(number of public transport vehicles per thousand inhabitants) (²)
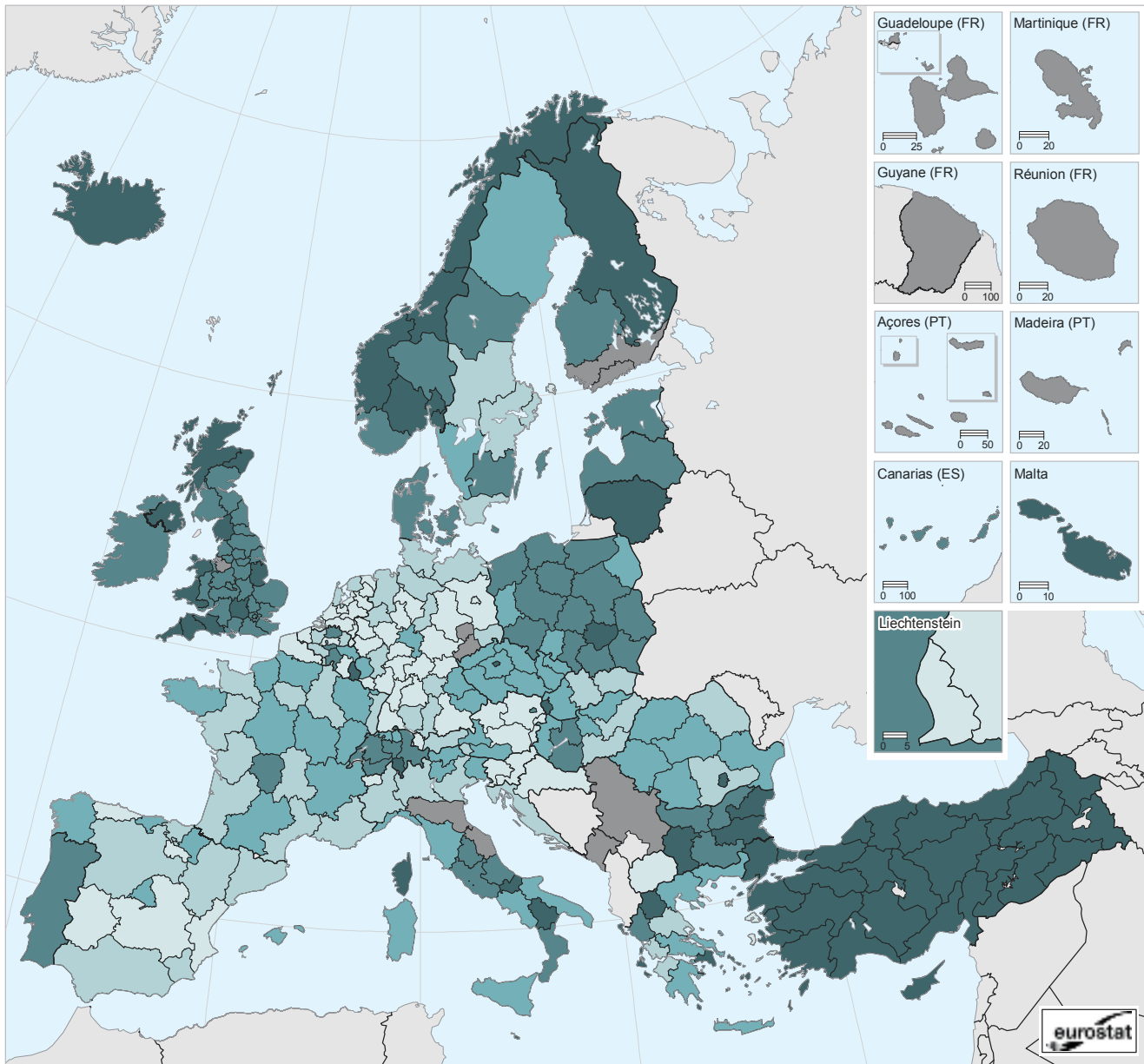
Guadeloupe (FR)   Martinique (FR)
Guyane (FR)   Réunion (FR)
Açores (PT)   Madeira (PT)
Canarias (ES)   Malta
Liechtenstein

(number of public transport vehicles per thousand inhabitants) (²)

<= 1.0	2.0 – 3.0
1.0 – 1.5	> 3.0
1.5 – 2.0	Data not available

Administrative boundaries: © EuroGeographics © UN-FAO © Turkstat
Cartography: Eurostat — GISCO, 05/2013

0 200 400 600 800 km

(¹) Greece, Cyprus, Luxembourg and the United Kingdom (other than Northern Ireland (UKN0)), 31 December 2010; France and the former Yugoslav Republic of Macedonia, 31 December 2009; Denmark, 31 December 2008; Northern Ireland (UKN0), 31 December 2007; Switzerland, 31 December 2006; Iceland, 31 December 2005; Portugal, 31 December 2003; Départements d'outre-mer (FR9) and Portugal, by NUTS 1 regions; Denmark and Ireland, national level.
(²) Population data for 1 January of the year following the reference year for the vehicle stock data; Croatia and Turkey, population data for 1 January of the reference year for the vehicle stock data.
Source: Eurostat (online data codes: tran_r_vehst and demo_r_d2jan)

Map 10.4: Number of road freight vehicles, by NUTS 2 regions, 31 December 2011 (^{1})
(thousand vehicles)

(thousand vehicles)
EU-27 = 36 225

	<= 50
	50 – 75
	75 – 125
	125 – 175
	> 175
	Data not available

Administrative boundaries: © EuroGeographics © UN-FAO © Turkstat
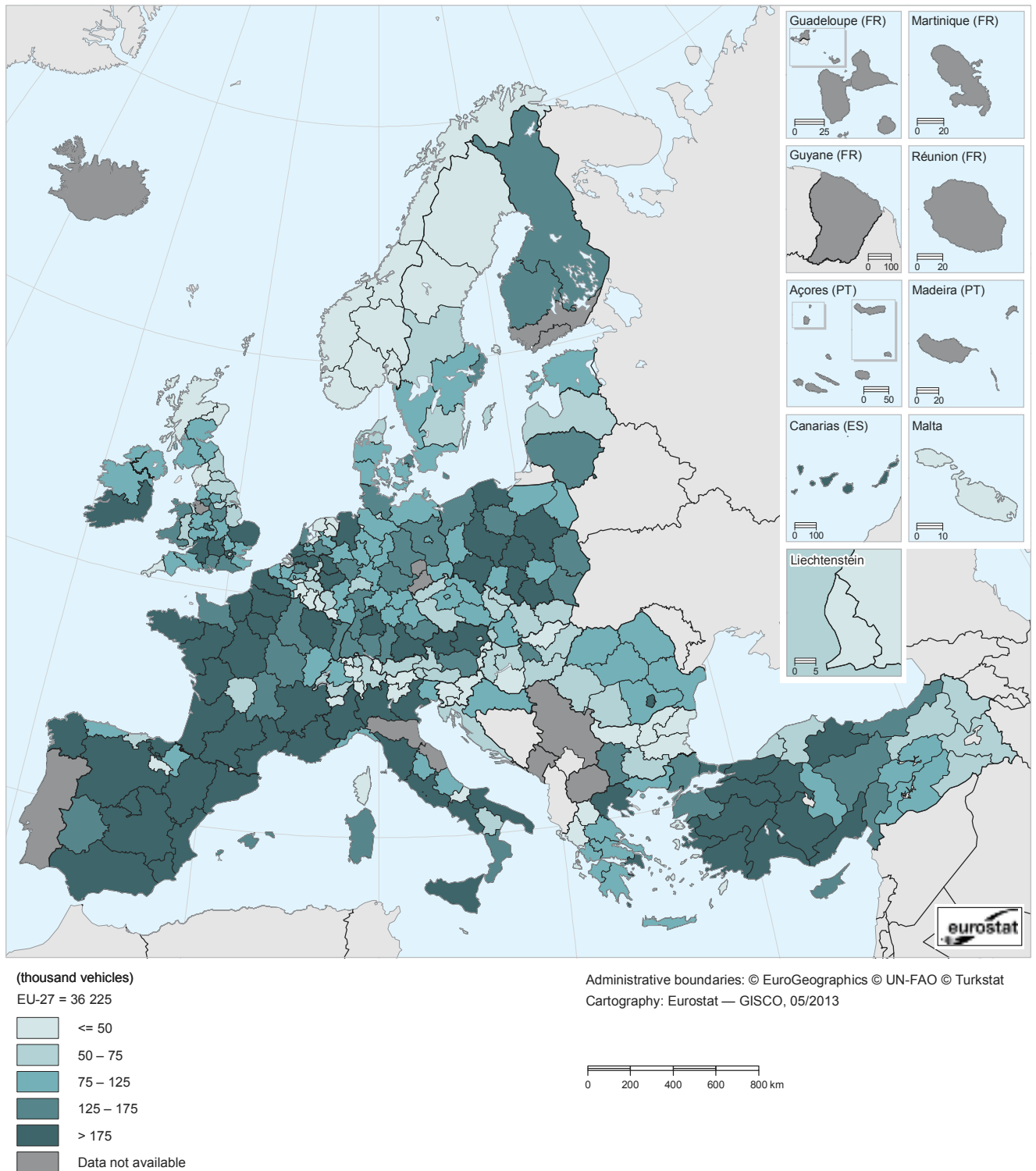Cartography: Eurostat — GISCO, 05/2013

0   200   400   600   800 km

(^{1}) EU-27, based on available regional data; Greece, Luxembourg, Malta and the United Kingdom (other than Northern Ireland (UKN0)), 31 December 2010; France, 31 December 2009; Denmark and Ireland, 31 December 2008; Northern Ireland (UKN0), 31 December 2005; Greece, provisional.
Source: Eurostat (online data code: tran_r_vehst)

generally low in Norwegian regions. All seven Norwegian regions recorded rates lower than 26 vehicles per thousand inhabitants, ranking each of them below the fourth lowest rate recorded across EU regions; in fact, five Norwegian regions had equipment rates below the lowest ratio recorded in the EU. In Swiss regions, equipment rates were also generally low, below 50 vehicles per thousand inhabitants in all regions except for Ticino.

Both Croatian regions recorded relatively low road freight equipment rates, the highest being 40 vehicles per thousand inhabitants in Jadranska Hrvatska. By contrast, road freight equipment rates were somewhat higher in Turkey, with 19 out of 26 regions recording a rate above 50 vehicles per thousand inhabitants.

Road safety

The likelihood of a road accident can be linked to a number of factors, such as the extent of vehicle ownership (motorisation rate), the number of kilometres driven, the extent and quality of the road infrastructure, the characteristics of the vehicle stock (such as the average age and engine size, as well as the presence/absence of safety features), climatic and geographical conditions, population density and national regulations that apply to vehicles and drivers. The total death toll on the EU-27's roads fell from 75 400 in 1991 to an estimated 34 500 by 2009, a fall of 54.3 %. Nearly every EU Member State recorded a reduction in the number of deaths over this period; the exception was Malta which has very few road traffic deaths (while the 2009 value was exceptionally high). Among the EU Member States, the largest falls in the number of road deaths were registered in the Baltic Member States, Spain and Portugal.

Among the NUTS level 2 regions within the EU-27, the largest number of road fatalities in 2010 was in the Polish capital city region of Mazowieckie where 712 people were killed. Three other Polish regions were among the 15 regions with the highest number of road fatalities, which also featured four Italian regions, three French regions and two regions each from Romania and Spain. Table 10.2 shows various standardised figures, relating the number of road fatalities to the size of the population, stock of passenger cars and the extent of the road network. Although these standardisations adjust to some extent for differences in the size of regions, they should be interpreted with care. For example, road accidents may involve non-residents or vehicles not belonging to residents: other things being equal, regions on transit corridors or with many tourists may experience a higher frequency of accidents. The extremely high number of road fatalities in the two Romanian regions (Sud - Muntenia and Nord-Est) when compared with their respective number of cars is notable, as is the high number of fatalities relative to the extent of the road network in many Italian regions (in particular Lombardia).

While Mazowieckie had the highest number of road fatalities of any EU region, it ranked 11th (of 253 regions) in terms of its number of road fatalities relative to population. Flevoland (the Netherlands), which recorded a large increase in car ownership between 2000 and 2010, recorded the highest incidence, 217 fatalities per million inhabitants in 2011. Furthermore, five Greek regions featured in the top 10 regions in terms of the highest number of road fatalities relative to population.

The lowest number of accidents relative to population size was in Gelderland (the Netherlands), with just seven persons killed per million inhabitants. Several regions with low road fatalities relative to population size (20 per million inhabitants or less) were in or near to capital city regions, including Wien (Austria), Berlin (Germany), Stockholm (Sweden) and outer London (United Kingdom), while two were the Spanish Ciudades Autónomas de Ceuta and de Melilla. The last two were regions of the United Kingdom, both of which combined a major urban area with a large and sparsely populated area: Eastern Scotland (containing Edinburgh); and Northumberland and Tyne and Wear. The Norwegian capital city region of Oslo og Akershus recorded 11 road fatalities per million inhabitants, the lowest rate among the regions in the EFTA countries, while the neighbouring region of Hedmark og Oppland had the highest rate. Istanbul (Turkey) had just 17 fatalities per million inhabitants, the lowest rate among the regions of the acceding and candidate countries, while Kastamonu, Çankiri, Sinop (Turkey) and Jadranska Hrvatska (Croatia) had the highest rates, with 139 and 106 per million inhabitants respectively.

Air transport

The rapid growth of air transport has been one of the most significant developments in transport services in recent years, both in the EU and all over the world. The liberalisation of the air transport market in the EU contributed to this development, most apparent in the expansion of low-cost airlines. These changes have led to the rapid growth of several smaller regional airports which are generally less congested and charge lower landing fees than large airports in capital city regions. However, from 2008 to 2009, many airports experienced a sharp decline in passenger and freight transport, reflecting the fall in economic activity and international trade during the worldwide economic slowdown. In 2009, the total number of air transport passengers carried (including passengers on domestic flights as well as international flights) in the EU-27 fell by 5.9 %. The number of passengers carried increased by 3.4 % in 2010 and by a further 5.8 % in 2011 to reach 821.6 million passengers, around 2.9 % above the pre-crisis peak level from 2008.

Tables 10.3 and 10.4 show the top 15 regions with the highest number of air passengers and volume of air freight and

Table 10.1: Transport equipment rates, by NUTS 2 regions, 31 December 2011
(number of vehicles per thousand inhabitants)

	Region with highest motorisation rate (¹)		Region with highest public equipment rate (²)		Region with highest freight equipment rate (³)	
Belgium	Prov. Vlaams-Brabant (BE24)	567	Prov. Brabant Wallon (BE31)	2.6	Prov. West-Vlaanderen (BE25)	95
Bulgaria	Yugozapaden (BG41)	432	Yugozapaden (BG41)	4.2	Yugozapaden (BG41)	67
Czech Republic	Praha (CZ01)	517	Praha (CZ01)	3.2	Praha (CZ01)	96
Denmark	Sjælland (DK02)	400	Denmark (DK)	2.5	Nordjylland (DK05)	103
Germany	Saarland (DEC0)	572	Trier (DEB2)	1.9	Niederbayern (DED4)	119
Estonia	-	412	-	3.0	-	68
Ireland	Southern and Eastern (IE02)	425	-	2.2	Border, Midland and Western (IE01)	93
Greece	Attiki (EL30)	670	Ionia Nisia (EL22)	4.3	Kriti (EL43)	204
Spain	Illes Balears (ES53)	598	Canarias (ES70)	2.4	Canarias (ES70)	178
France	Corse (FR83)	607	Corse (FR83)	3.2	Corse (FR9)	126
Italy	Valle d'Aosta/Vallée d'Aoste (ITC2)	1 053	Basilicata (ITF5)	3.4	Valle d'Aosta/Vallée d'Aoste (ITH5)	256
Cyprus	-	551	-	3.6	-	161
Latvia	-	306	-	2.4	-	36
Lithuania	-	554	-	4.7	-	51
Luxembourg	-	657	-	3.9	-	74
Hungary	Közép-Magyarország (HU10)	334	Közép-Dunántúl (HU21)	2.8	Nyugat-Dunántúl (HU22)	52
Malta	-	577	-	4.8	-	110
Netherlands	Flevoland (NL23)	779	Friesland (NL) (NL12)	1.5	Flevoland (NL23)	119
Austria	Burgenland (AT11)	607	Wien (AT13)	2.3	Burgenland (AT) (AT11)	171
Poland	Wielkopolskie (PL41)	510	Świętokrzyskie (PL33)	3.1	Mazowieckie (PL12)	113
Portugal	Continente (PT1)	600	Continente (PT1)	2.2	:	:
Romania	Bucureşti - Ilfov (RO32)	444	Bucureşti - Ilfov (RO32)	4.4	Bucureşti - Ilfov (RO32)	80
Slovenia	Zahodna Slovenija (SI02)	535	Zahodna Slovenija (SI02)	1.0	Zahodna Slovenija (SI02)	51
Slovakia	Bratislavský kraj (SK01)	458	Bratislavský kraj (SK01)	3.3	Bratislavský kraj (SK01)	117
Finland	Åland (FI20)	686	Pohjois- ja Itä-Suomi (FI1D)	3.1	Åland (FI1B)	176
Sweden	Norra Mellansverige (SE31) and Mellersta Norrland (SE32)	525	Mellersta Norrland (SE32)	2.7	Mellersta Norrland (SE32)	81
United Kingdom	Berkshire, Buckinghamshire and Oxfordshire (UKJ1)	593	Highlands and Islands (UKM6)	4.5	West Midlands (UKD6)	89
Iceland	:	:	-	6.7	:	:
Liechtenstein	-	744	-	0.0	-	110
Norway	Hedmark og Oppland (NO02)	533	Oslo og Akershus (NO01)	5.1	Oslo og Akershus (NO01)	25
Switzerland	Ticino (CH07)	612	Ticino (CH07)	3.1	Ticino (CH07)	59
Montenegro	:	:	:	:	:	:
Croatia	Jadranska Hrvatska (HR03)	370	Jadranska Hrvatska (HR03)	1.4	Jadranska Hrvatska (HR03)	40
FYR of Macedonia	:	:	-	1.0	:	:
Serbia	:	:	:	:	:	:
Turkey	Ankara (TR51)	194	Trabzon, Ordu, Giresun, Rize, Artvin, Gümüşhane (TR90)	13.5	Balıkesir, Çanakkale (TR22)	100

(¹) France, 2009; Denmark, 2008; Northern Ireland (UKN0), 2007; Portugal, by NUTS 1 regions, 2003; Chemnitz (DED4), Leipzig (DED5), Départements d'outre-mer (FR9), Nord-Est (ITH), Centro (ITI), Região Autónoma dos Açores (PT2), Região Autónoma da Madeira (PT3), Helsinki-Uusimaa (FI1B), Etelä-Suomi (FI1C), Pohjois- ja Itä-Suomi (FI1D), Cheshire (UKD6) and Merseyside (UKD7), not available.

(²) Greece, Cyprus, Luxembourg and the United Kingdom (other than Northern Ireland (UKN0)), 31 December 2010; France and the former Yugoslav Republic of Macedonia, 31 December 2009; Denmark, 31 December 2008; Northern Ireland (UKN0), 31 December 2007; Switzerland, 31 December 2006; Iceland, 31 December 2005; Portugal, 31 December 2003; Portugal, by NUTS 1 regions; Denmark and Ireland, national level; Chemnitz (DED4), Leipzig (DED5), Départements d'outre-mer (FR9), Nord-Est (ITH), Centro (ITI), Região Autónoma dos Açores (PT2), Região Autónoma da Madeira (PT3), Helsinki-Uusimaa (FI1B), Etelä-Suomi (FI1C), Pohjois- ja Itä-Suomi (FI1D), Cheshire (UKD6) and Merseyside (UKD7), not available.

(³) Greece, Luxembourg, Malta and the United Kingdom (other than Northern Ireland (UKN0)), 31 December 2010; France, 31 December 2009; Denmark and Ireland, 31 December 2008; Northern Ireland (UKN0), 31 December 2005; Greece, provisional; Chemnitz (DED4), Leipzig (DED5), Départements d'outre-mer (FR9), Emilia-Romagna (ITH5), Marche (ITI3), Helsinki-Uusimaa (FI1B), Etelä-Suomi (FI1C), Cheshire (UKD6) and Merseyside (UKD7), not available.

Source: Eurostat (online data codes: tran_r_vehst and demo_r_d2jan)

Table 10.2: EU-27 regions with highest number of victims in fatal road accidents, by NUTS 2 regions, 2010

Region	Killed			
	Number (¹)	Per million inhabitants (¹)	Per million passenger cars (²)	Per thousand km of road or motorway (³)
Mazowieckie (PL12)	712	136	260	13
Lombardia (ITC4)	532	54	91	45
Lazio (ITI4)	425	:	109	39
Wielkopolskie (PL41)	405	118	221	10
Veneto (ITH3)	369	:	124	36
Île de France (FR10)	366	31	75	10
Rhône-Alpes (FR71)	366	58	113	4
Provence-Alpes-Côte d'Azur (FR82)	363	74	136	7
Śląskie (PL22)	347	75	162	13
Sud - Muntenia (RO31)	338	104	626	27
Andalucía (ES61)	327	40	87	14
Nord-Est (RO21)	324	87	667	23
Łódzkie (PL11)	322	127	268	12
Piemonte (ITC1)	320	72	114	21
Cataluña (ES51)	317	43	94	26

(¹) Greece and Luxembourg, 2010; Denmark, 2008; Chemnitz (DED4), Leipzig (DED5), Helsinki-Uusimaa (FI1B), Etelä-Suomi (FI1C), Emilia-Romagna (ITH5), Marche (ITI3), Cheshire (UKD6) and Merseyside (UKD7), not available.
(²) Selected French regions, 2008 or 2009.
(³) Selected Italian regions, 2010.
Source: Eurostat (online data codes: tran_r_acci, tran_r_vehst and tran_r_net)

mail in 2011: for each region the main airports for scheduled and/or charter airlines and for regular freight/mail flights are included. The top-ranking regions in terms of the total number of air passengers tended to be capital city regions in western Europe and other regions with major cities, such as Frankfurt and Düsseldorf (Germany), Barcelona (Spain) and Milan (Italy). The two major exceptions were the Spanish island regions of Canarias and Illes Balears. The list is headed by Île-de-France, with a total of 87.8 million passengers for Paris-Charles de Gaulle and Paris-Orly airports in 2011, followed by Outer London (Heathrow) with 69.4 million passengers, Darmstadt (Frankfurt airport) with 56.3 million passengers, Noord-Holland (Schiphol Amsterdam airport) with 49.7 million passengers and Comunidad de Madrid (Madrid-Barajas airport) with 49.5 million passengers. These big airports in and around western Europe's capitals also serve as central hubs for intercontinental air traffic — this is especially true for Heathrow, Paris-Charles de Gaulle, Frankfurt and Schiphol airports. The EFTA region with the highest number of air passengers was Zürich in Switzerland where 24.3 million passengers were carried in 2011: for comparison, this was slightly more than in the region of Düsseldorf, the 13th highest figure within the EU-27.

All of the top 15 regions for air passenger transport recorded a fall in passenger numbers between 2008 and 2009, but the vast majority recorded growth in 2010 and 2011. The regions with the strongest growth in 2010 and 2011 were Canarias,

Oberbayern (Germany), Hovedstaden (Denmark) and Noord-Holland. Although not visible from Table 10.3, a significant number of smaller regional airports are among the fastest growing (in terms of passenger numbers), probably due to their use as destinations or hubs by low-cost carriers.

While the total quantity of air freight and mail is limited compared with the much higher quantities of freight transported by road, rail, inland waterways and especially sea, air freight is an important contributor to the transport mix and accounts for a growing share of freight transport for articles with high added value, such as perishable goods (especially food) and express parcels — the growth of the latter being influenced in part by Internet shopping. Table 10.4 shows a ranking of airports based on their quantity of air freight and mail in 2011. Darmstadt was at the head of the top 15 EU-27 regions with 2.2 million tonnes, followed by Île-de-France and Outer London (both 1.6 million tonnes), and Noord-Holland (1.5 million tonnes). Quantities at other airports within the EU were significantly lower, indicating that the biggest airports serve as the main hubs within the EU for air freight and mail. Quantities of half a million tonnes or more were also observed in 2011 for the Province/Provincie Liège (Belgium), Lombardia, Luxembourg, Köln and Leipzig (both Germany). As for air passengers, the EFTA region with the highest volume of air freight and mail was Zürich, where 315 000 tonnes were carried in 2011, more than the region with the 12th highest volume within the EU-27 (Oberbayern).

Table 10.3: EU-27 regions with highest number of air passengers, by NUTS 2 regions, 2008–11

Region	Main airports	Passengers, 2011 (thousand)	Annual rate of change (%)			
			2008	2009	2010	2011
Île de France (FR10)	Paris-Charles De Gaulle; Paris-Orly	87 842	0.8	− 4.5	0.4	5.7
Outer London (UKI2)	Heathrow, London City	69 388	− 1.4	− 1.5	− 0.2	5.5
Darmstadt (DE71)	Frankfurt	56 275	− 1.2	− 4.9	4.1	6.9
Noord-Holland (NL32)	Schiphol (Amsterdam)	49 690	− 0.7	− 8.2	3.7	10.1
Comunidad de Madrid (ES30)	Madrid-Barajas	49 532	− 1.6	− 4.8	3.9	− 0.5
Lazio (ITI4)	Leonardo da Vinci (Roma Fiumicino); Giovan Battista Pastine (Roma Ciampino)	42 146	4.8	− 3.5	6.1	4.1
Cataluña (ES51)	Barcelona El-Prat; Girona-Costa Brava; Reus	38 653	− 4.3	− 7.8	3.5	9.1
Oberbayern (DE21)	München	37 593	1.7	− 5.3	6.0	8.9
Lombardia (ITC4)	Malpensa; Orio Al Serio; Linate; Gabriele D'Annunzio (Brescia)	36 587	− 11.4	− 5.6	5.6	5.1
Surrey, East and West Sussex (UKJ2)	Gatwick	33 638	− 2.9	− 5.3	− 3.1	7.3
Canarias (ES70)	Gran Canaria; Tenerife Sur; Lanzarote; Fuerteventura; Tenerife Norte; La Palma; El Hierro	31 190	− 1.4	− 12.0	5.1	13.2
Illes Balears (ES53)	Palma De Mallorca; Ibiza; Menorca	30 265	− 2.2	− 6.2	1.5	8.3
Düsseldorf (DEA1)	Düsseldorf; Weeze (Niederrhein)	22 707	5.3	2.5	8.3	4.2
Southern and Eastern (IE02)	Dublin; Cork; Shannon; Kerry	22 658	0.0	− 12.6	− 12.3	1.1
Hovedstaden (DK01)	København; Bornholm	22 622	1.8	− 9.6	9.1	5.7

Source: Eurostat (online data code: tran_r_avpa_nm)

Air freight quantities fell even further than the number of air passengers from 2008 to 2009, down 12.2 % in the EU-27. However, the quantity of freight rebounded 15.9 % in 2010 and then returned to more moderate growth of 1.7 % in 2011, as a total of 13.6 million tonnes of freight and mail were transported, some 3.5 % above the pre-crisis high. As for passenger transport, nearly all of the regions with high volumes of air freight recorded a decrease in their air freight traffic in 2009, the exceptions being Leipzig and the Province/Provincie Liège. In 2010, all of the top 15 regions recorded an increase in the quantity of air freight and mail, as did most in 2011. Particularly strong growth was recorded for Koblenz and Leipzig (both Germany).

Figure 10.2 contrasts the development over the last decade in air passenger transport with that for air freight and mail transport for the five largest regions (in 2011). These confirm the general upwards trend recorded for air transport, and the particularly strong impact of the financial and economic crisis for air freight. The development of air freight in the Leipzig region from 2007 onwards is particularly striking, reflecting the development of Leipzig Halle airport as a hub for the air traffic of the DHL international express mail services.

Rail transport

In general, the density of railway lines is high in western and central areas of the EU and lower in peripheral areas. The highest network densities can be found in the capital city regions of Germany, Belgium and the Czech Republic, followed by the city-state regions of Bremen and Hamburg. While these cities have traditionally had an extensive railway infrastructure due to their roles as capital cities or ports, the strikingly high values are to a large extent due to the small size of these regions within the NUTS classification combined with the fact that the density of urban infrastructure tends to be much higher than the density of inter-urban networks. The regions with the next densest rail networks were Severozápad in the north-west of the Czech Republic — which is at a major rail junction between the Berlin–Vienna and the Berlin–Sofia lines — and the mining and manufacturing region of Slaskie in Poland where rail freight plays an important role.

In total, 46 regions (of which 10 were capital city regions) had more than 90 km of railway lines per thousand km² of land area; these were spread across 12 different Member States, with 12 regions in Germany (NUTS level 1), eight each in

Table 10.4: EU-27 regions with the highest quantity of air freight and mail, by NUTS 2 regions, 2008–11

Region	Main airports	Freight and mail, 2011 (thousand tonnes)	Annual rate of change (%)			
			2008	2009	2010	2011
Darmstadt (DE71)	Frankfurt	2 215	− 2.7	− 10.5	20.6	− 2.4
Île de France (FR10)	Paris-Charles De Gaulle; Paris-Orly	1 592	− 3.1	− 13.5	6.3	18.3
Outer London (UKI2)	Heathrow	1 569	6.5	− 9.0	15.0	1.2
Noord-Holland (NL32)	Schiphol (Amsterdam)	1 549	− 3.6	− 17.3	16.8	0.7
Leipzig (DED5)	Leipzig Halle	744	400.0	18.4	25.3	16.6
Köln (DEA2)	Köln Bonn	727	− 19.0	− 4.4	16.2	13.9
Luxembourg (LU00)	Luxembourg	666	12.1	− 20.4	12.6	− 5.7
Lombardia (ITC4)	Malpensa; Orio Al Serio; Linate; Gabriele D'Annunzio (Brescia)	612	− 14.2	− 15.2	19.4	3.4
Province/Provincie Liège (BE33)	Liège	544	4.9	5.2	26.6	6.9
Comunidad de Madrid (ES30)	Madrid-Barajas	422	3.8	− 7.0	21.2	5.5
Province/Provincie Vlaams-Brabant (BE24)	Brussels	387	− 16.3	− 40.7	5.8	0.5
Oberbayern (DE21)	München	304	0.0	− 11.7	24.4	4.5
Leicestershire, Rutland and Northamptonshire (UKF2)	East Midlands	299	− 8.2	− 1.7	5.9	− 1.6
Essex (UKH3)	Stansted	230	2.2	− 7.4	8.0	0.0
Koblenz (DEB1)	Frankfurt-Hahn	222	8.9	− 13.9	57.1	34.5

Source: Eurostat (online data code: tran_r_avgo_nm)

Belgium and the Czech Republic, six in the Netherlands, three each in France and Hungary, and one each in Spain, Italy, Luxembourg, Poland, Romania and Slovakia. Among the EFTA countries, Switzerland (no regional data available) had the highest rail density, with 128 km of rail per thousand km², while the highest density among the regions of the acceding and candidate countries was less than half this: 61 km per thousand km² in Kontinentalna Hrvatska (Croatia).

Maritime transport

The total number of maritime passengers in or out of EU-27 ports in 2010 was 395.6 million. The number of passengers embarking or disembarking in EU ports fell relatively strongly in 2009 (− 2.2 %) and 2010 (− 2.0 %) following on from a smaller fall (− 0.3 %) in 2008.
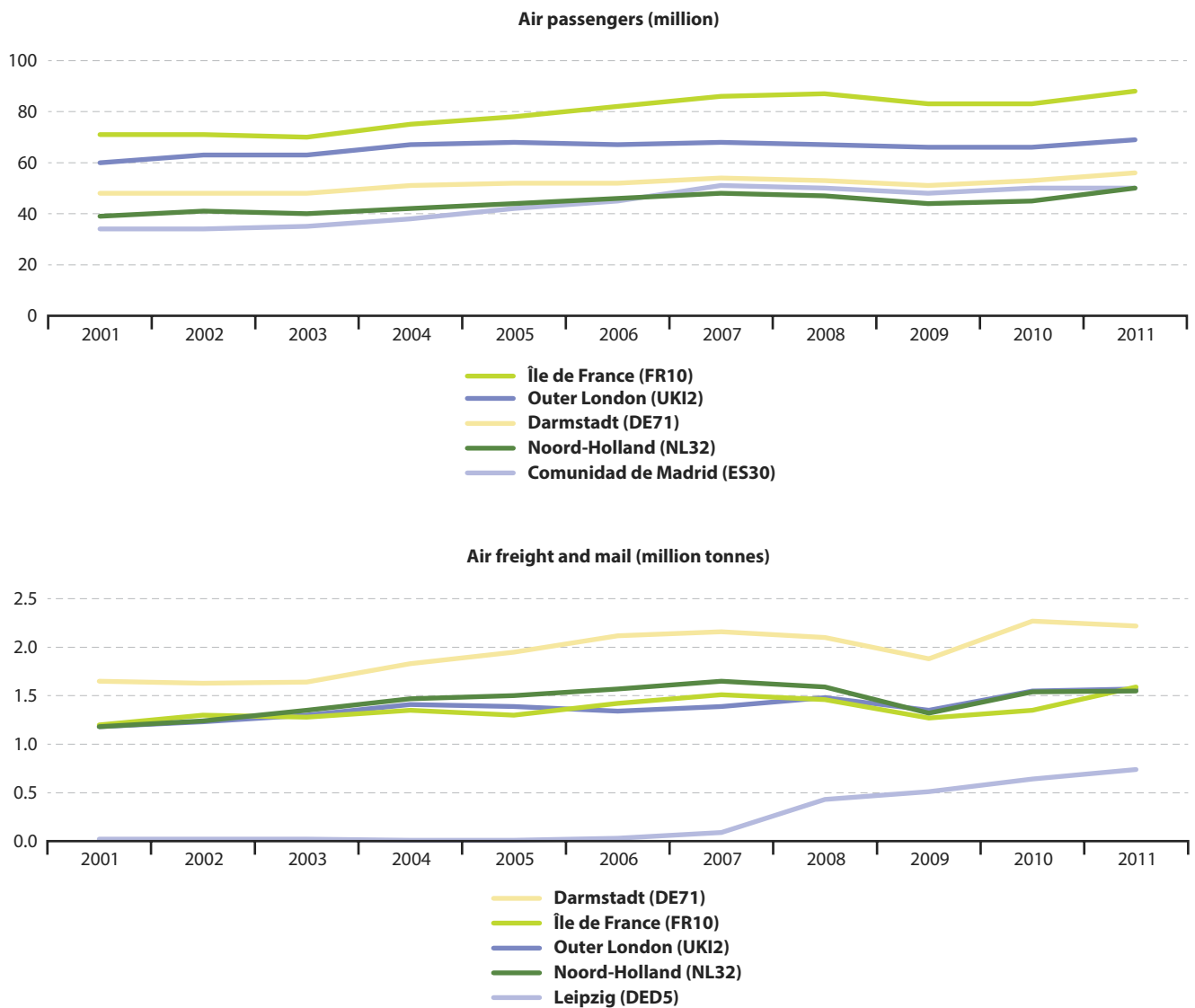
Table 10.5 identifies the regions within the EU-27 with the highest number of maritime passengers. By far the largest number of passengers (26.9 million) transported by sea in 2011 was recorded for the Greek region of Attiki, including the port of Piraeus near Athens. Five Italian regions figured in the top 15 regions, reflecting the fact that just over half of all maritime passenger transport along the EU's coast passed through ports in regions around the Mediterranean Sea. Among the Italian regions with the highest number of maritime passengers were the island regions of Sicilia and Sardegna and three other regions on the western and southern coasts of Italy. The high and similar passenger numbers

for Kent in the United Kingdom and Nord – Pas-de-Calais in France reflect English Channel ferry crossings between these two regions. The Swedish and Finnish capital city regions of Stockholm and Helsinki-Uusimaa as well as Estonia contain major ports for Baltic Sea ferries as does the Swedish Sydsverige region which also has connections to the Danish capital city region of Hovedstaden. Rødby is the main port in the Danish region of Sjælland, connecting to Puttgarden which is located in the only German region in the top 15, Schleswig-Holstein — this region also includes the port of Kiel at the eastern end of the Kiel canal which connects the Baltic and North Seas. Only EU regions are included in Table 10.5, but for comparison it can be noted that the Croatian region of Jadranska Hrvatska, which includes Split and Zadar, as well as very many smaller ports spread across the Croatian islands, had an average of 13.3 million maritime passengers in 2011, which was slightly higher than in Kent (the second most important region in the EU (12.9 million passengers)).

Developments in maritime passenger numbers over the last few years varied greatly between the regions: Attiki saw falling passenger numbers in each of the last 4 years (2008 to 2011), as did the two Danish regions (Hovedstaden and Sjælland). By contrast, Helsinki-Uusimaa was the only one of the top 15 regions to record an increase in passenger numbers each year. Some regions experienced particularly volatile trends in the development of passenger numbers, notably Toscana, Sardegna, Sicilia, Calabria and Estonia.

Figure 10.2: Developments for the top five EU-27 regions with the highest number of air passengers and highest quantity of air freight and mail, by NUTS 2 regions, 2001–11

Air passengers (million)

Île de France (FR10)
Outer London (UKI2)
Darmstadt (DE71)
Noord-Holland (NL32)
Comunidad de Madrid (ES30)

Air freight and mail (million tonnes)

Darmstadt (DE71)
Île de France (FR10)
Outer London (UKI2)
Noord-Holland (NL32)
Leipzig (DED5)

Source: Eurostat (online data codes: tran_r_avpa_nm and tran_r_avgo_nm)

Map 10.5: Density of rail networks, by NUTS 2 regions, 2011 (¹)
(km per thousand km²)
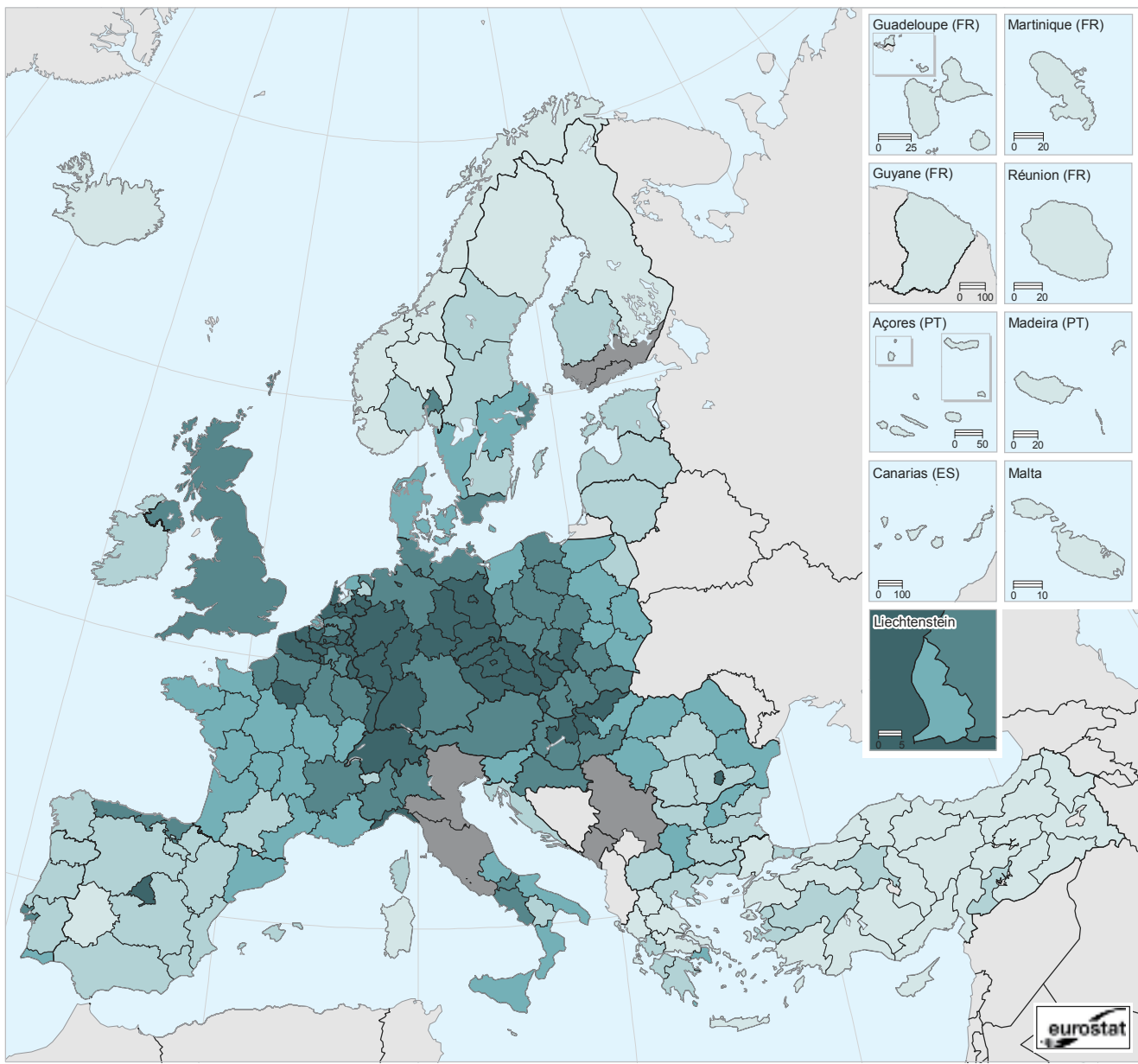
(km per thousand km²)

- <= 20
- 20 – 40
- 40 – 60
- 60 – 90
- > 90
- Data not available

Administrative boundaries: © EuroGeographics © UN-FAO © Turkstat
Cartography: Eurostat — GISCO, 05/2013

0   200   400   600   800 km
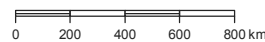
(¹) Greece, Luxembourg and Switzerland, 2010; Italy, the United Kingdom and the former Yugoslav Republic of Macedonia, 2009; Belgium, Denmark, Germany, France, Hungary and Iceland, 2008; Portugal, 2007; Poland, 2006; Germany, by NUTS 1 regions; Denmark, Ireland, Austria, Slovenia, United Kingdom and Switzerland, national level.
Source: Eurostat (online data code: tran_r_net)

Table 10.5: EU-27 regions with highest number of maritime passengers, by NUTS 2 regions, 2008–11

Region	Ports with more than 200 thousand passengers per year	Passengers, 2011 (thousand)	Annual rate of change (%)			
			2008	2009	2010	2011
Attiki (EL30)	Paloukia Salaminas, Perama, Piraeus, Rafina, Aegina (001), Rio (080), Poros Trizinias (076), Faneromeni Salaminas, Megara, Galatas Trizinias	26 946	− 1.6	− 3.9	− 4.0	− 7.2
Kent (UKJ4)	Dover	12 879	− 3.4	− 5.5	0.6	− 3.2
Nord - Pas-de-Calais (FR30)	Calais, Dunkerque	12 664	− 2.1	− 6.2	0.9	− 3.1
Sydsverige (SE22)	Helsingborg, Ystad, Trelleborg, Malmö, Karlskrona	12 484	− 0.8	− 11.1	− 6.6	0.5
Campania (ITF3)	Napoli, Capri, Pozzuoli, Porto D'Ischia, Sorrento, Procida, Casamicciola, Castellammare Di Stabia, Salerno, Amalfi, Positano	12 180	5.6	5.9	− 0.9	− 2.0
Sicilia (ITG1)	Messina, Palermo, Trapani, Milazzo, Favignana, Lipari, Vulcano Porto	11 679	5.1	− 7.3	4.9	− 19.4
Schleswig-Holstein (DEF0)	Puttgarden, Kiel, Dagebuell, Föhr I., Amrun I., Luebeck, Norstrand I., List/Sylt, Helgoland I., Pellworm I., Buesum, Hoernum/Sylt	11 133	− 4.3	− 3.1	2.5	− 5.1
Stockholm (SE11)	Stockholm, Grisslehamn, Kappelskar	10 964	2.1	3.4	− 11.1	0.7
Hovedstaden (DK01)	Helsingør (Elsinore), Københavns Havn, Ronne, Hundested	10 791	− 0.8	− 11.9	− 8.3	− 1.9
Sjælland (DK02)	Rødby (Færgehavn), Sjaellands Odde, Gedser, Taars, Rorvig, Kalundborg, Kragenaes	10 605	− 4.6	− 7.1	− 1.9	− 3.1
Helsinki-Uusimaa (FI1B)	Helsinki	10 295	4.6	1.2	8.5	5.0
Eesti (EE00)	Tallinn, Kuivastu, Virtsu, Heltermaa, Rohuküla, Patareisadam	10 108	10.5	− 0.4	39.0	6.3
Sardegna (ITG2)	Olbia, La Maddalena, Palau, Porto Torres, Carloforte, Golfo Aranci, Portovesme, Santa Teresa Di Gallura, Calasetta	8 801	− 5.7	5.4	− 12.0	− 4.2
Calabria (ITF6)	Reggio Di Calabria	7 704	− 2.1	9.2	− 10.5	− 22.1
Toscana (ITI1)	Piombino, Portoferraio, Livorno, Porto Santo Stefano, Isola Del Giglio, Rio Marina	6 934	28.5	− 9.2	− 19.8	3.2

Source: Eurostat (online data code: tran_r_mapa_nm)

The total quantity of freight handled in EU ports in 2010 was 3.64 billion tonnes, indicating the important role maritime freight transport plays, particularly in extra-EU trade. Maritime freight transport increased by 5.7 % in quantity terms in 2010, having fallen 12.1 % in 2009, reflecting the impact of the financial and economic crisis. Table 10.6 identifies the regions within the EU-27 handling the largest quantities of maritime freight transport, and can be contrasted with Table 10.5 which provides a similar analysis for maritime passenger transport. Handling of maritime freight within the EU-27 is clearly focused on ports in the North Sea regions.

The region of Zuid-Holland in the Netherlands, with the port of Rotterdam, handled by far the largest quantity of maritime freight; 378 million tonnes in 2011, more than double the quantity of the second-ranked region, Antwerpen in Belgium, which in turn was more than three times the quantity of the third-ranked region of Hamburg (Germany); all three of these regions were on the North Sea. The French regions of Haute-Normandie (including the ports of Le Havre and Rouen) and

Provence-Alpes-Côte d'Azur (including Marseille) handled the largest quantity of maritime freight on the North-East Atlantic and Mediterranean coastlines respectively. The largest quantities of maritime freight handled in EU coastal regions on the Baltic coast were in Latvia, while the Sud-Est region of Romania had the highest quantity of freight on the EU's Black Sea coast, its 37 million tonnes in 2011 ranking 31st among the EU regions. Vestlandet in Norway recorded the highest level of maritime freight in 2011 among the EFTA coastal regions, its 70 million tonnes of freight was just above the quantity recorded for Bremen (Germany), the 12th ranked EU coastal region. Among the regions within the acceding and candidate countries, the Turkish region of Hatay, Kahramanmaras, Osmaniye (including the Mediterranean port of İskenderun) recorded 90 million tonnes of maritime freight in 2011, higher than in all but three of the EU coastal regions.

Recent developments in maritime freight transport show greater similarity between the top regions than was the case for maritime passenger transport. In particular, the downturn

in the level of maritime freight transport in 2009 as a consequence of the global financial and economic crisis was visible in all of the top regions, as was the pick-up in 2010 in most regions. Developments in 2011 were more varied, with the two Dutch regions of Noord- and Zuid-Holland and Andalucía in Spain experiencing relatively large falls, whereas Bremen, the Comunidad Valenciana (Spain) and Latvia all recorded double-digit growth.

Data sources and availability

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

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

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

Regional air transport statistics show passenger and freight movements by NUTS level 2 region, measured in relation

Table 10.6: EU-27 regions with the highest quantity of goods transported by sea, by NUTS 2 regions, 2008–11

Region	Ports with more than 1 million tonnes of freight per year	Freight, 2011 (thousand tonnes)	Annual rate of change (%)			
			2008	2009	2010	2011
Zuid-Holland (NL33)	Rotterdam, Vlaardingen, Dordrecht	377 884	2.4	− 7.5	12.6	− 7.2
Prov. Antwerpen (BE21)	Antwerpen	168 547	3.5	− 17.0	12.6	5.3
Hamburg (DE60)	Hamburg	114 368	0.6	− 20.3	10.3	9.4
Haute-Normandie (FR23)	Le Havre, Rouen	87 247	2.0	− 7.2	− 1.2	− 4.3
Provence-Alpes-Côte d'Azur (FR82)	Marseille	84 643	0.6	− 13.1	2.0	2.6
Sicilia (ITG1)	Augusta, Catania, Gela, Lipari, Milazzo, Messina, Palermo, Porto Empedocle, Pozzallo, Santa Panagia, Termini Imerese, Trapani	84 619	− 6.6	− 15.8	22.4	− 0.1
Andalucía (ES61)	Málaga, Sevilla, Algeciras, Huelva, Almeria, Cádiz	81 317	− 5.7	− 14.6	6.8	− 8.5
Noord-Holland (NL32)	Amsterdam, Velsen/Ijmuiden	81 093	16.2	− 12.3	5.0	− 10.1
East Yorkshire and Northern Lincolnshire (UKE1)	Grimsby and Immingham, Rivers Hull and Humber, Hull, Goole, Trent River	79 831	− 1.8	− 15.7	− 0.1	4.2
Comunidad Valenciana (ES52)	Valencia, Castellón de la Plana, Alicante	77 817	6.4	− 6.8	9.3	16.0
Liguria (ITC3)	Genova, La Spezia, Savona	71 850	− 1.4	− 8.2	− 4.0	2.3
Bremen (DE50)	Bremerhaven, Bremen	68 782	7.2	− 15.1	9.6	16.4
Cataluña (ES51)	Barcelona, Tarragona	65 822	− 3.7	− 6.7	− 2.7	− 1.4
Latvija (LV00)	Rīga, Ventspils, Liepaja	65 394	0.8	− 2.3	− 2.6	14.6
West Wales and The Valleys (UKL1)	Milford Haven, Port Talbot, Holyhead	59 809	− 1.4	− 1.1	15.0	8.2

Source: Eurostat (online data code: tran_r_mago_nm)

to the number of passengers and the quantity of freight in tonnes. Passenger data are divided into passengers embarking, disembarking and in transit, while freight statistics are divided into tonnes of freight and mail loaded and unloaded. The data are collected according to Commission Regulation (EC) No 158/2007 as regards a list of Community airports and are aggregated to NUTS level 2 regions. Regional air transport data cover main airports, in other words those registering more than 150 000 passenger units (per year), where a passenger unit is either a passenger or 100 kilogrammes of freight and mail.

In a similar vein, rail and maritime transport statistics also provide information on passenger and freight movements by NUTS level 2 region. The collection of data for rail transport is based on Commission Regulation (EC) No 1192/2003 on rail transport statistics, which foresees the collection (every 5 years) of passenger data in relation to national, transit and international passengers and for freight in relation to the weight of the goods being transported. The collection of maritime transport statistics is based on a European Commission Decision (2008/861/EC) on statistical returns in respect of carriage of goods and passengers by sea. The information is collected for a list of the most important sea ports in the EU and then aggregated to NUTS level 2 regions. A main port is a statistical port which has annual movements of no less than 200 000 passengers or recording more than 1 million tonnes of cargo.

Context

An efficient and well-functioning passenger and freight transport system is vital for enterprises and for the population at large. The EU's transport policy aims to foster clean, safe and efficient travel throughout Europe, underpinning the internal market for goods (transferring them between their place of production and consumption) and the right of citizens to travel freely throughout the EU (for both work and pleasure).

Transport infrastructure is one of the most visible examples of what can be achieved at a regional level with aid from structural and cohesion funds, as enhancing accessibility is a key determinant for strengthening regional economies. Regional investment initiatives cover transport strategies that aim to strike a balance between road, rail and sustainable transport modes, while promoting clean transport in urban areas.

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

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

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

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

In October 2011, the European Commission made a proposal for a regulation establishing the 'Connecting Europe Facility' (COM(2011) 665 final), which seeks to provide support for the creation of transport, energy and telecommunications infrastructure to interconnect Europe. In the transport sector, a Europe-wide 'core' network has been identified with corridors carrying freight and passenger traffic with high efficiency and low emissions. The conclusions of the European Council meeting on 7–8 February 2013 foresees, under the multiannual financial framework, an allocation of EUR 23.1 billion for transport during the period 2014–20 in order to complete missing links and alleviate bottlenecks.