

# Transport equipment statistics

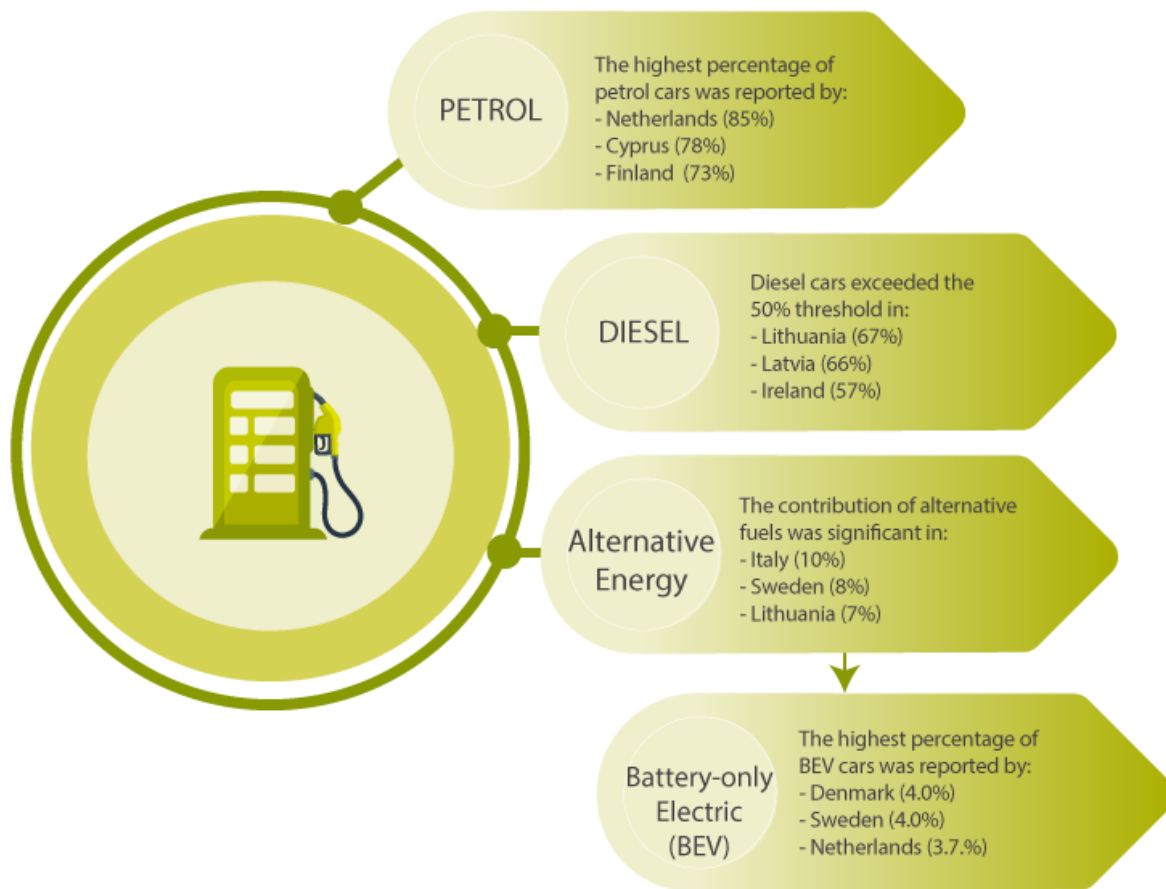
Statistics Explained

*Data extracted in December 2023 (all, except air transport equipment) and January 2024 (air transport equipment)  
Planned update: December 2024*

**" The EU Member States reported an average increase of 14.3 % in the motorisation rates of passenger cars over the last 10 years (2012–2022), with the highest increase recorded in Romania (86.2 %)."**

**" In 2022, Lithuania had the highest number of road tractors per thousand inhabitants (17.3) in the EU. "**

## Share of passenger cars, by fuel type, by country, 2022 (%)



Source: Eurostat (online data code: road\_eqs\_carpda)

**alt- an image showing the share of passenger cars, by fuel type in the year 2022.**

Transport statistics include information on transport equipment - the type and number of vehicles/vessels/aircraft that are used and their age. This article provides information related to transport equipment in the [European Union](#) for four modes of transport: railway, road, inland waterway and air.

### Railway transport equipment: more electrical energy, fewer seats

By 2022, the use of electricity as a source of power for locomotives had increased over the years in most [EU Member States](#) (Table 1). However, in 2022, diesel was still exclusively used by locomotives in Estonia, Latvia and Lithuania. Electricity was the main source of power for railcars in 11 EU Member States among the 19 for which information is available: Belgium (2021 data), Denmark, Spain, France, Latvia, Luxembourg, Hungary, Poland (2020 data), Portugal, Slovenia and Sweden (Table 2).

Share of locomotives by type of source of power, 2005, 2012, 2022

(%)

	Diesel			Electrical energy		
	2005	2012	2022	2005	2012	2022
Belgium <sup>(1)</sup>	49.6	:	55.1	50.4	:	44.9
Bulgaria	:	45.6	:	:	53.3	:
Czechia	59.1	57.1	53.5	39.7	41.4	45.0
Denmark	80.9	72.3	39.5	19.1	27.7	60.5
Germany	:	:	:	:	:	:
Estonia	100.0	100.0	100.0	-	-	-
Ireland	:	:	:	:	:	:
Greece	88.8	80.3	72.0	8.3	16.9	28.0
Spain	47.5		45.7	52.5		54.3
France	60.4	52.7	63.8	39.6	47.3	36.2
Croatia	61.5	59.8	47.2	38.5	40.2	52.8
Italy <sup>(1)</sup>	43.5	34.7	:	55.9	65.3	79.7
Latvia	100.0	100.0	100.0	-	-	-
Lithuania	100.0	100.0	100.0	-	-	-
Luxembourg	:	60.2	43.3	:	39.8	56.7
Hungary	51.8	51.2	48.7	47.0	46.4	51.3
Netherlands	90.5	:	:	9.5	:	:
Austria	:	36.6	27.2	:	62.1	71.0
Poland	57.3	55.0	50.1	42.2	45.0	49.9
Portugal	:	:	47.4	:	:	52.6
Romania	60.6	56.5	58.8	37.7	37.8	41.2
Slovenia	51.3	47.4	46.8	46.7	50.0	50.6
Slovakia	57.4	50.2	48.8	42.6	49.8	51.2
Finland	71.4	47.8	:	28.6	33.0	:
Sweden	33.3	32.5	27.2	66.7	67.5	72.8
Norway	:	:	:	:	:	:
Switzerland	:	:	:	:	:	:
Bosnia and Herzegovina	:	55.4	55.4	:	44.6	44.6
Montenegro <sup>(2)</sup>	:	:	46.7	:	:	53.3
Moldova	:	100.0	100.0	:	-	-
North Macedonia	71.4	69.8	57.4	28.6	30.2	42.6
Georgia	:	:	41.1	:	:	58.9
Albania	:	:	100.0	:	:	-
Serbia <sup>(3)</sup>	:	56.9	44.7	:	42.2	52.8
Türkiye <sup>(4)</sup>	88.2	92.3	81.9	11.8	7.7	18.1
Ukraine <sup>(4)</sup>	:	:	55.1	:	:	44.3
Kosovo <sup>(*)(1)</sup>	:	:	100.0	:	:	-

Note: (:) not available; (-) not applicable.

<sup>(1)</sup> 2021 data instead of 2022.

<sup>(2)</sup> 2019 data instead of 2022.

<sup>(3)</sup> 2011 data instead of 2012.

<sup>(4)</sup> 2020 data instead of 2022.

<sup>(\*)</sup> This designation is without prejudice to positions on status, and is in line with UNSCR 1244/99 and the ICJ Opinion on the Kosovo Declaration of Independence.

Source: Eurostat (online data code: rail\_eq\_locon)

Table 1: Share of locomotives by type of source of power, 2005, 2012, 2022 (%) Source: Eurostat (rail\_eq\_locon)

Share of railcars by type of source of power, 2005, 2012, 2022  
(%)

	Diesel			Electrical energy		
	2005	2012	2022	2005	2012	2022
Belgium (¹)	12.6	:	7.7	87.4	:	92.3
Bulgaria	:	26.7	:	:	73.3	:
Czechia	79.0	74.5	70.4	21.0	25.5	29.6
Denmark	54.2	52.0	40.3	45.8	48.0	59.7
Germany	:	:	:	:	:	:
Estonia	40.5	58.2	52.6	59.5	41.8	47.4
Ireland	:	:	:	:	:	:
Greece	92.8	84.4	52.4	7.2	15.6	47.6
Spain	18.3		10.3	81.7		89.7
France	38.7	24.9	13.3	61.3	75.1	86.7
Croatia	77.5	82.2	53.4	22.5	17.8	46.6
Italy	51.6	54.6	:	48.5	45.4	:
Latvia	27.7	24.0	24.0	72.3	76.0	76.0
Lithuania	75.8	72.0	74.1	24.2	28.0	25.9
Luxembourg	:	4.3	-	:	95.7	100.0
Hungary	93.5	80.2	43.8	6.5	19.8	56.2
Netherlands	:	:	:	:	:	:
Austria	:	33.5	54.2	:	66.5	45.8
Poland (²)	6.4	14.6	9.7	93.6	85.4	90.3
Portugal	:	:	20.1	:	:	79.9
Romania	97.6	87.7	88.4	2.4	12.3	11.6
Slovenia	62.5	64.2	48.8	37.5	35.8	51.2
Slovakia	74.4	78.9	57.4	25.6	21.1	42.6
Finland	6.4	8.7	:	93.6	91.3	:
Sweden	10.8	5.6	2.9	89.2	94.4	97.1
Norway	:	:	:	:	:	:
Switzerland (²)	:	:	27.9	:	:	72.1
Bosnia and Herzegovina	:	21.1	20.0	:	78.9	80.0
Montenegro (²)	:	:	-	:	:	100.0
Moldova	:	100.0	100.0	:	-	-
North Macedonia	76.5	60.0	60.0	23.5	40.0	40.0
Georgia	:	:	-	:	:	100.0
Albania	:	:	:	:	:	:
Serbia	:	:	:	:	:	:
Türkiye (²)	36.3	38.3	46.9	63.7	61.7	53.1
Ukraine	:	:	:	:	:	:
Kosovo (*) (¹)	:	:	100.0	:	:	-

Note: (:) not available; (-) not applicable.

(¹) 2021 data instead of 2022.

(²) 2020 data instead of 2022.

(³) 2019 data instead of 2022.

(\*) This designation is without prejudice to positions on status, and is in line with UNSCR 1244/99 and the ICJ Opinion on the Kosovo Declaration of Independence.

Source: Eurostat (online data code: rail\_eq\_locon)

Table 2: Share of railcars by type of source of power, 2005, 2012, 2022 (%) Source: Eurostat (rail\_eq\_locon)

Since 2012, only a few EU Member States have reported increases in the national capacity (number of seats) of passenger railway vehicles: Luxembourg, Slovenia, Finland (up to 2018) and Sweden (Table 3). For most EU Member States for which data are available, however, decreases ranging from -7.2 % (Czechia) to -58.9 % (Estonia) were recorded.

**Capacity of passenger railway vehicles, 2012-2022**  
(thousand seats)

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Belgium	:	:	:	:	:	:	:	:	:	:	:
Bulgaria	84	87	:	:	:	:	:	:	:	:	:
Czechia	293	288	287	283	266	270	270	252	275	281	272
Denmark	:	141	144	148	126	118	120	117	113	114	108
Germany	:	:	:	:	:	:	:	:	:	:	:
Estonia	18	24	25	25	25	25	25	25	15	7	7
Ireland	41	41	41	41	41	41	41	41	41	:	:
Greece	37	:	37	37	37	37	20	20	20	20	21
Spain	:	:	:	:	254	254	192	237	237	237	250
France	:	:	:	:	:	:	:	:	:	:	:
Croatia	33	33	33	36	36	36	33	31	31	32	28
Italy	:	:	:	:	:	:	:	:	:	:	:
Latvia	:	:	:	:	:	:	:	:	:	:	:
Lithuania	18	18	16	14	16	16	15	12	35	35	11
Luxembourg	24	24	24	26	26	27	26	26	26	27	27
Hungary	:	:	:	:	:	:	:	:	:	:	:
Netherlands	:	:	:	:	:	:	:	:	:	:	:
Austria	:	269	253	228	268	239	236	238	238	241	259
Poland	501	490	458	475	450	463	406	394	386	418	413
Portugal	:	:	:	:	:	163	163	164	165	164	162
Romania	:	270	293	270	264	264	293	135	125	159	131
Slovenia	22	22	22	22	22	22	22	22	22	28	25
Slovakia	69	64	61	62	65	64	61	60	62	57	50
Finland	76	78	77	73	79	80	80	:	:	:	:
Sweden	173	177	184	186	193	195	196	197	213	220	229
Norway	:	:	:	:	:	:	:	:	:	:	:
Switzerland	:	:	:	:	:	:	:	:	:	:	:
Bosnia and Herzegovina	7	11	8	8	7	10	10	8	8	8	8
Montenegro	:	:	:	:	2	2	2	2	:	:	:
Moldova	19	18	18	18	16	12	12	12	12	9	9
North Macedonia	4	3	4	4	4	4	4	4	4	4	4
Georgia	:	:	:	:	:	:	:	:	:	:	:
Albania	:	4	2	2	2	2	2	2	1	1	1
Serbia	:	48	45	56	59	48	:	30	28	21	:
Türkiye	134	159	166	168	170	168	159	220	220	:	:
Ukraine	302	259	236	229	198	196	190	178	168	:	:
Kosovo (*)	:	:	:	:	:	1	1	1	1	1	:

Note: (:) not available.

(\*) This designation is without prejudice to positions on status, and is in line with UNSCR 1244/99 and the ICJ Opinion on the Kosovo Declaration of Independence.

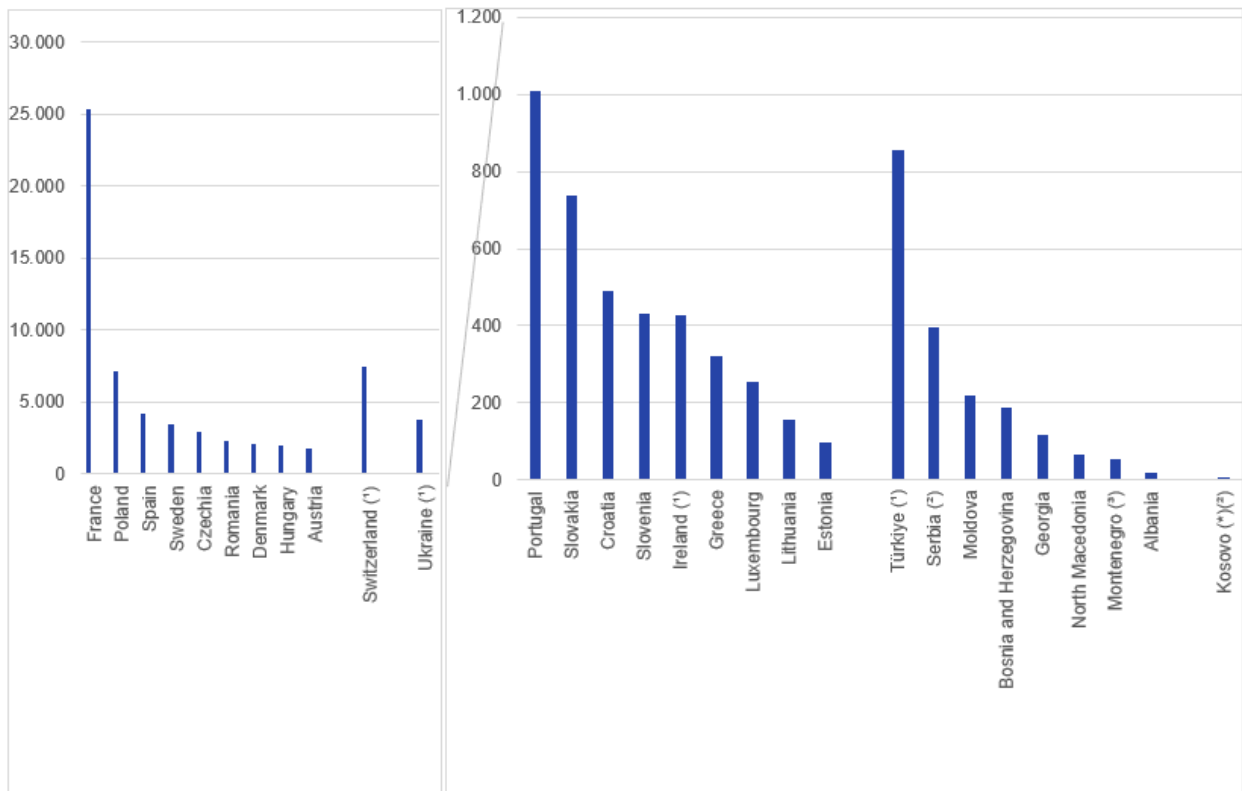
Source: Eurostat (online data code: rail\_eq\_pa\_csb)

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**Table 3: Capacity of passenger railway vehicles, 2012-2022 (thousand seats) Source: Eurostat (rail\_eq\_pa\_csb)**

Privatisation in the railway transport sector does not make it easy to compile the number of passenger railway vehicles in the individual countries. Figure 1 shows the number for selected countries. As a large country with an extensive railway network, France stands out with a total number of 25 337 vehicles in 2022, followed at a considerable distance by Poland (7 164) and Spain (4 227). The relative significance of passenger rail transport is also reflected in eastern EU Member States, with comparatively high numbers in Czechia, Romania and Hungary.

**Passenger railway vehicles, 2022**  
(number)



Note: Data not available for Belgium, Bulgaria, Germany, Italy, Latvia, Netherlands, Finland and Norway.  
 (\*) 2020 data instead of 2022.  
 (\*) 2021 data instead of 2022.  
 (\*) 2019 data instead of 2022.  
 (\*) This designation is without prejudice to positions on status, and is in line with UNSCR 1244/93 and the ICJ Opinion on the Kosovo Declaration of Independence.  
 Source: Eurostat (online data code: rail\_eq\_pa\_nty)



**Figure 1: Passenger railway vehicles, 2022 (number) Source: Eurostat (rail\_eq\_pa\_nty)**

**Road transport equipment: positive trend of passenger car fleet, but new fall in the renewal rate**

**Increase in motorisation rate of passenger cars in the majority of EU Member States between 2012 and 2022**

The EU Member States reported an increase of 14.3 % in the motorisation rate of **passenger cars** (number per thousand inhabitants) in the period 2012-2022 (Table 4). Passenger cars are road motor vehicles, other than a moped or a motorcycle, intended for the carriage of passengers and designed to seat no more than nine persons (including the driver). Romania (86.2 %), Croatia (44.8 %) and Hungary (40.9 %) recorded the highest increases when comparing 2022 with 2012 data. Latvia (414), Romania (417) and Hungary (424) reported the lowest rates in 2022. Italy (684), Luxembourg (678), Finland (661) and Cyprus (658) recorded the highest rates.



**Motorisation rate of passenger cars, 2012-2022**  
(number of passenger cars / thousand inhabitants)

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
<b>EU</b>	490	501	506	507	519	529	539	548	554	560	560
Belgium	489	491	494	497	503	508	511	511	510	510	508
Bulgaria	385	402	418	442	443	393	396	407	414	414	428
Czechia	448	450	459	485	502	522	540	554	576	579	598
Denmark	399	405	410	419	429	438	447	455	466	475	474
Germany	539	543	547	548	555	561	567	574	580	583	585
Estonia	456	478	497	514	534	550	563	598	608	620	637
Ireland	426	427	431	436	439	444	445	454	458	456	457
Greece	470	469	471	474	479	487	493	504	514	536	543
Spain	476	474	474	481	516	529	539	546	549	554	560
France	542	546	551	558	564	569	569	571	569	572	571
Croatia	339	341	349	358	374	389	409	425	433	465	491
Italy	621	608	610	616	625	637	652	663	671	675	684
Cyprus	549	553	565	575	595	609	629	645	645	655	658
Latvia	305	317	331	345	341	356	369	381	390	404	414
Lithuania (*)	590	615	413	431	456	483	512	536	560	574	589
Luxembourg	663	661	662	661	662	670	676	681	682	681	678
Hungary	301	308	315	325	338	355	373	390	403	415	424
Malta	591	596	605	611	615	613	608	597	597	601	602
Netherlands	472	471	472	477	481	487	489	499	503	502	504
Austria	542	546	547	546	550	555	562	566	570	572	571
Poland (*)	492	510	526	474	493	507	524	541	555	567	572
Portugal	406	415	453	457	470	492	514	530	540	544	556
Romania	224	235	247	261	279	307	332	357	379	400	417
Slovenia	518	518	518	523	531	541	549	556	555	564	573
Slovakia	337	347	360	375	390	408	426	439	447	459	472
Finland	560	570	580	590	604	617	629	642	652	656	661
Sweden	465	466	470	474	477	479	476	473	476	477	473
Iceland	:	:	:	:	:	738	749	741	731	768	749
Liechtenstein	760	757	762	766	773	779	780	781	779	777	775
Norway	484	489	495	501	506	514	516	522	544	554	553
Switzerland	529	536	538	541	544	546	546	545	546	546	547
Bosnia and Herzegovina	196	202	208	215	224	230	239	245	244	256	262
Montenegro	:	:	280	283	297	310	332	350	338	358	369
Moldova	128	137	144	149	154	166	174	183	261	276	287
North Macedonia	146	168	180	185	190	194	200	205	207	260	263
Georgia	150	165	220	240	262	276	292	320	319	343	361
Albania	:	118	131	140	151	145	161	176	191	210	226
Serbia	:	:	:	:	:	:	:	:	315	329	344
Türkiye	114	121	127	134	142	149	151	150	157	162	169
Ukraine	:	:	:	:	:	:	:	:	:	:	:
Kosovo (*)	:	:	:	:	:	94	143	174	:	182	:

Note: (:) not available.

(\*) Break in series between 2013 and 2014, due to the treatment of very old vehicles.

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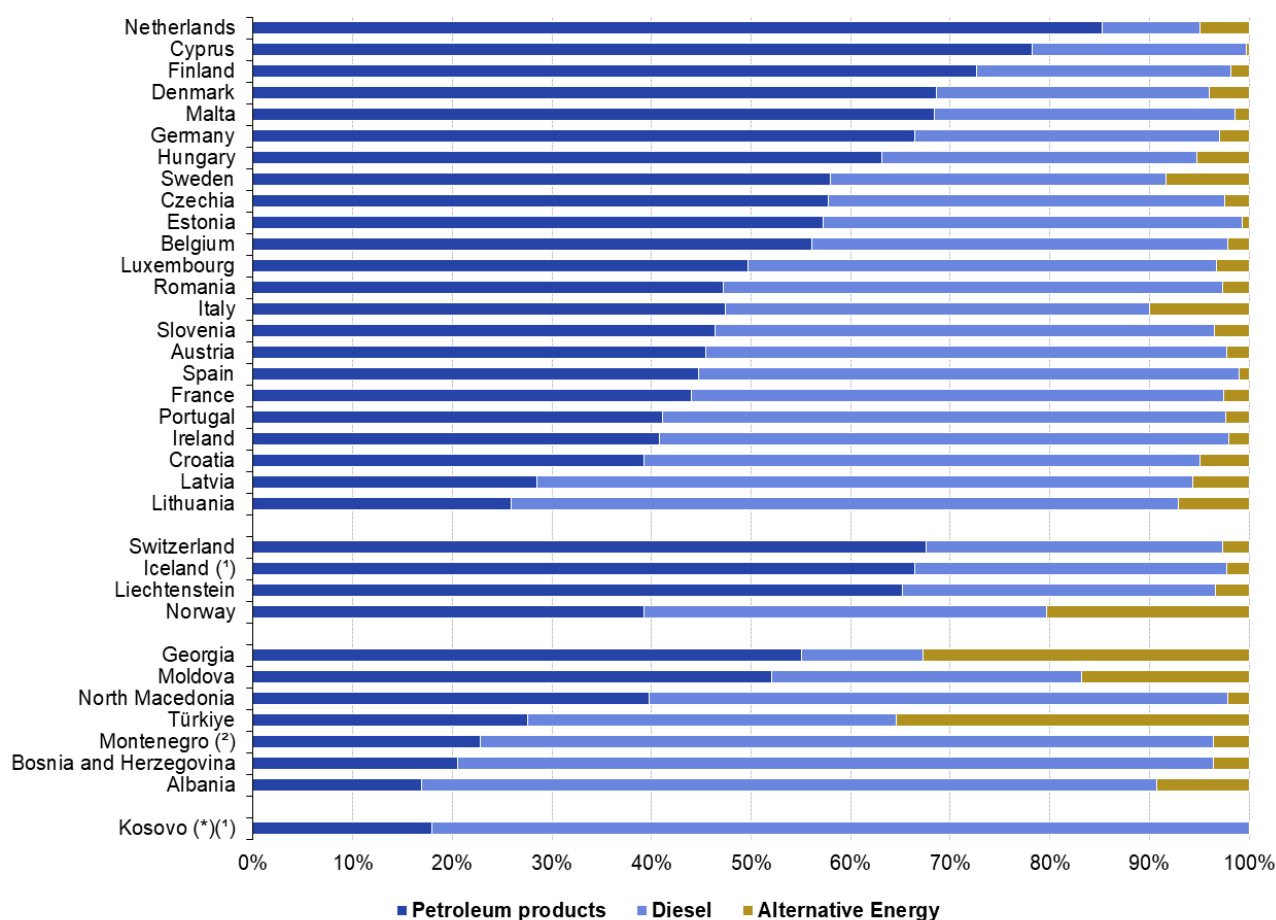
Source: Eurostat (online data code: road\_eqs\_carhab)

**Table 4: Motorisation rate of passenger cars, 2012-2022 (number of passenger cars / thousand inhabitants)**  
Source: Eurostat (road\_eqs\_carhab)

**In 2022, half of the passenger cars in a typical EU country had a petrol engine**

In 11 out of 23 EU Member States for which 2022 data are available, more than 50 % of the cars were petrol cars (Figure 2). The Netherlands reported the highest percentage of petrol cars (85.2 %), followed by Cyprus (78.2 %), Finland (72.6 %) and Denmark (68.6 %). Diesel-driven cars exceeded the 50 % threshold in Lithuania (67.0 %), Latvia (65.9 %), Ireland (57.2 %), Portugal (56.5 %), Croatia (55.8 %), Spain (54.3 %), France (53.4 %), Austria (52.3 %), Romania (50.2 %) and Slovenia (50.1 %). **Alternative fuels** (excluding hybrid vehicles) made a significant contribution in Italy (10.0 %), Sweden (8.3 %) and Lithuania (7.1 %). The large share of alternative energy cars in Türkiye is explained by LPG cars, either initially registered so, or converted from conventional cars. On the other hand, the significant share of alternative fuel in Norway (20.1 %) is mainly driven by battery-only electric cars (BEV).

## Share of passenger cars, by fuel type, 2022 (%)



Note: Ranking is based on petroleum products.

Note: Bulgaria, Greece, Poland, Slovakia and Serbia: data not available.

(\*) 2021 data instead of 2022.

(?) 2019 data instead of 2022.

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Figure 2: Share of passenger cars, by fuel type, 2022 (%) Source: Eurostat (road\_eqs\_carpda)

### Renewal of the passenger car fleet: new fall compared to 2021

In 2022, the renewal rate of passenger cars (ratio of first-registered to total passenger cars, excluding imported second-hand vehicles) in the EU ranged from 1.0 % in Bulgaria to 9.5 % in Luxembourg (Table 5). Renewal rates have tended to slow down in the majority of EU Member States since 2012, but between 2017 and 2019 an increase in the rates had been registered in some countries (Germany, France, the Netherlands and Romania). From 2020 to 2022, the renewal rates dropped again in all EU Member States.



## Renewal rate of passenger cars, 2012-2022

(first-registered passenger cars / total passenger cars, %)

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
<b>EU</b>	4.8	4.4	4.5	5.0	5.2	5.4	5.4	5.4	4.1	3.9	3.7
Belgium	9.0	8.9	8.8	9.0	9.6	9.6	9.5	9.5	7.5	6.6	6.3
Bulgaria (*)	7.0	0.5	0.6	0.5	0.6	0.9	1.0	1.2	0.7	0.9	1.0
Czechia	3.7	3.5	4.0	4.5	4.9	4.9	4.5	4.2	3.3	3.4	2.8
Denmark	7.6	7.9	8.1	8.6	9.0	8.8	8.4	8.5	7.3	6.7	5.3
Germany	7.1	6.7	6.8	7.1	7.2	7.4	7.3	7.6	6.0	5.4	5.4
Estonia	3.2	3.1	3.2	3.1	3.3	3.5	3.5	3.5	2.4	2.7	2.4
Ireland	3.5	3.8	4.2	6.3	7.1	6.2	5.9	5.6	4.0	4.7	4.6
Greece (*)	1.2	1.1	1.4	1.5	1.5	1.7	2.0	2.1	1.4	1.8	1.8
Spain	3.2	3.4	4.0	4.7	5.1	5.4	5.7	5.3	3.6	3.5	3.2
France	5.2	4.9	4.8	5.1	5.3	5.7	5.8	5.9	4.4	4.4	4.1
Croatia (*)	2.8	3.2	4.6	4.9	6.2	5.9	8.4	8.6	5.5	2.0	2.0
Italy (*)	3.8	3.5	3.7	4.3	4.9	5.2	5.0	4.9	3.6	3.8	3.3
Cyprus (*)	4.3	1.5	1.7	2.1	2.5	2.5	2.4	2.2	1.8	1.8	1.9
Latvia (*)	8.1	1.7	2.0	2.1	2.5	2.5	2.4	2.5	1.9	1.9	2.2
Lithuania	0.7	0.7	1.0	1.1	1.3	1.4	1.5	1.7	2.6	1.8	1.5
Luxembourg	14.2	12.8	13.4	12.2	12.9	13.1	12.7	12.7	10.4	10.1	9.5
Hungary	1.8	1.9	2.2	2.4	2.9	3.3	3.8	4.1	3.3	3.0	2.7
Malta (*)	5.2	5.1	5.8	2.6	2.6	2.7	2.7	2.5	1.5	1.7	2.0
Netherlands	6.3	5.3	4.9	5.5	4.7	4.9	5.3	5.1	4.0	3.7	3.5
Austria	7.3	6.9	6.5	6.5	6.8	7.2	6.9	6.5	4.9	4.7	4.2
Poland	1.5	1.5	1.4	2.0	2.2	2.5	2.7	2.7	2.1	2.1	2.0
Portugal (*)	2.6	2.9	3.7	4.8	5.6	4.4	4.3	4.1	2.6	2.6	2.7
Romania	1.5	1.2	1.4	1.6	1.7	1.8	2.0	2.3	1.7	1.6	1.6
Slovenia	4.7	4.9	5.1	5.6	5.9	6.5	6.5	6.2	4.6	4.5	3.8
Slovakia (*)	7.2	3.5	3.7	3.8	4.2	4.3	4.2	4.3	3.1	3.0	3.1
Finland	3.7	3.3	3.3	3.4	3.6	3.5	3.5	3.2	2.7	2.7	2.2
Sweden	6.8	6.5	7.1	7.8	8.1	8.1	7.5	7.5	5.9	6.1	5.8
Iceland	:	:	:	:	:	10.1	7.9	5.1	3.9	5.5	:
Liechtenstein	7.5	6.8	6.3	7.1	6.8	6.8	6.2	6.5	5.0	5.3	5.0
Norway	7.0	6.0	5.9	6.1	6.0	6.2	5.8	5.3	5.4	6.1	6.0
Switzerland	7.8	7.2	6.9	7.3	7.1	6.9	6.6	6.8	5.2	5.3	4.9
Bosnia and Herzegovina	:	0.8	0.7	0.7	0.9	0.9	0.4	0.9	0.7	0.7	0.8
Montenegro	:	:	1.1	1.3	1.2	1.5	1.6	1.5	1.9	1.4	1.1
Moldova	5.6	6.1	4.8	3.2	3.1	7.2	4.4	5.0	4.5	5.7	4.2
North Macedonia	10.9	9.2	8.0	7.6	7.7	6.6	8.0	9.2	7.0	8.3	5.8
Georgia	:	:	:	:	:	0.3	0.3	0.2	0.2	0.3	0.4
Albania	:	:	:	:	:	:	:	8.5	8.1	9.8	7.7
Serbia	:	:	:	:	:	:	:	:	1.0	1.1	1.0
Türkiye	6.5	7.1	5.9	7.0	6.6	6.2	4.2	3.1	4.6	4.5	4.0
Ukraine	:	:	:	:	:	:	:	:	:	:	:
Kosovo (*)	:	:	:	:	:	11.6	3.8	7.3	:	8.4	:

Note: (:) not available.

(\*) 2012: imported second-hand vehicles were included in first-registered passenger cars.

(\*) 2012-2020: imported second-hand vehicles were included in first-registered passenger cars.

(\*) 2022 data: Eurostat estimates.

(\*) 2012-2014: imported second-hand vehicles were included in first-registered passenger cars.

(\*) 2012-2016: imported second-hand vehicles were included in first-registered passenger cars.

(\*) This designation is without prejudice to positions on status, and is in line with UNSCR 1244/99 and the ICJ Opinion on the Kosovo Declaration of Independence.

Source: Eurostat (online data codes: road\_eqr\_carmot and road\_eqs\_carmot)

eurostat 

**Table 5: Renewal rate of passenger cars, 2012-2022 (first-registered passenger cars / total passenger cars, %) Source: Eurostat (road\_eqr\_carmot) and (road\_eqs\_carmot)**

### Motorisation rate of goods vehicles: highest in Portugal, Cyprus and Finland

In 2022, the motorisation rate of lorries and road tractors in the EU varied from 46 lorries and road tractors per thousand inhabitants in Germany to 135 in Portugal (Table 6). These variations are probably partly due to the fact that EU Member States register very light lorries and vans differently. Besides Portugal, Cyprus (131), Finland (127), Poland (109), Estonia (105) and Malta (101) also recorded rates above 100. By contrast, besides Germany, low rates were recorded in Latvia (51), Lithuania (53) and Croatia (58). Between 2012 and 2022, the trend was not consistent among EU Member States. Eastern EU Member States recorded the highest increases, especially

Romania (79.5 %), Croatia (78.5 %), Estonia (57.6 %), Hungary (42.7 %), Latvia (36.0 %) and Bulgaria (34.9 %). On the other hand, Spain (-23.3 %), France (-9.7 %), Cyprus (-0.6 %) and Malta (-0.2 %) recorded decreases.

**Motorisation rate of lorries and road tractors, 2012-2022**  
(number of lorries and road tractors / thousand inhabitants)

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Belgium	:	70.2	70.9	72.1	74.2	76.7	79.1	81.4	83.4	86.1	86.4
Bulgaria	50.4	53.5	57.2	62.1	64.3	60.0	62.6	65.1	66.7	67.0	67.9
Czechia	57.5	57.2	:	61.8	63.5	65.4	66.7	67.7	69.7	70.0	68.9
Denmark	:	78.9	77.6	76.6	76.4	75.8	74.4	72.6	71.7	70.9	68.9
Germany	34.3	34.9	35.6	36.4	37.7	39.1	40.5	42.0	43.6	45.3	45.8
Estonia	66.7	70.1	73.5	77.3	82.3	87.0	91.8	98.7	101.8	105.2	105.1
Ireland	67.2	68.6	68.0	70.0	71.6	72.4	72.5	74.0	75.5	76.2	75.3
Greece (*)	2.0	2.0	2.1	2.0	2.1	2.1	2.1	2.2	2.3	2.6	2.3
Spain	110.1	:	108.2	108.7	86.2	86.3	86.2	85.5	85.2	85.2	84.5
France	89.2	74.5	75.4	76.2	77.6	79.2	80.0	79.4	79.1	80.6	80.5
Croatia	32.5	32.6	33.3	34.9	37.7	40.9	44.5	47.7	50.1	55.4	58.0
Italy	69.4	67.2	67.1	67.5	69.0	70.4	72.1	73.2	74.6	76.1	77.5
Cyprus	131.4	127.1	123.3	122.4	124.4	124.7	126.8	129.0	129.8	130.3	130.6
Latvia	37.7	39.9	41.9	43.7	43.1	45.0	46.5	47.9	48.9	50.5	51.3
Lithuania	:	48.6	34.1	35.6	38.4	41.1	45.0	48.6	51.2	54.6	53.5
Luxembourg	:	68.5	68.3	68.7	69.8	71.6	73.2	75.0	76.5	78.1	78.5
Hungary	47.1	46.8	48.5	50.5	52.8	55.5	58.4	61.3	63.3	65.8	67.3
Malta	101.1	101.0	100.3	98.0	98.5	98.7	98.9	98.4	100.8	101.3	100.9
Netherlands	:	56.5	56.1	56.7	57.9	59.5	60.4	62.3	63.2	63.6	63.8
Austria	49.3	49.9	50.7	51.0	52.1	53.8	55.9	57.7	59.5	63.2	63.2
Poland	83.5	91.3	87.9	90.3	93.3	95.8	99.0	102.3	105.7	109.0	109.4
Portugal	119.9	119.5	130.0	127.0	127.1	129.9	133.3	147.0	135.5	134.9	135.1
Romania	36.0	:	:	:	46.5	49.9	53.3	56.4	59.5	62.6	64.5
Slovenia (*)	41.0	4.7	4.9	5.5	6.3	6.9	7.7	8.0	8.0	8.2	8.3
Slovakia	57.3	53.4	54.2	55.8	56.9	58.2	59.6	59.8	59.8	61.3	61.0
Finland	95.7	97.8	100.5	103.6	107.2	111.2	115.3	119.3	122.7	125.4	126.5
Sweden	:	58.0	59.1	59.9	61.1	62.5	63.5	64.2	64.9	65.5	65.2
Iceland (*)	:	:	:	:	:	110.2	113.6	114.8	115.4	116.9	102.5
Liechtenstein (*)	:	83.1	83.2	84.5	86.9	87.7	89.5	91.0	91.0	92.3	92.9
Norway	107.4	:	:	:	106.3	106.4	106.2	107.3	108.6	109.6	108.7
Switzerland	45.0	45.6	46.4	47.3	48.2	49.1	50.2	51.2	52.2	53.1	53.9
Bosnia and Herzegovina (*)	:	17.4	17.6	18.0	18.8	19.5	23.0	20.9	21.0	22.2	22.8
Montenegro (*)	:	:	:	:	23.7	25.7	28.5	30.8	:	:	34.6
Moldova (*)	:	:	:	:	:	:	:	:	80.6	80.0	82.7
North Macedonia (*)	14.9	17.0	18.1	18.7	19.4	20.1	20.5	21.0	21.7	26.9	27.6
Georgia (*) <sup>(7)</sup>	:	:	:	:	:	26.8	27.2	28.1	28.0	29.5	30.1
Albania (*) <sup>(*)</sup>	:	5.8	5.8	5.9	6.1	4.4	4.5	4.7	4.9	5.2	5.4
Serbia	:	:	:	:	:	:	:	:	:	:	:
Türkiye (*)	:	48.1	49.4	51.6	53.5	55.5	56.1	55.8	57.4	59.1	61.4
Ukraine	:	:	:	:	:	:	:	:	:	:	:
Kosovo (*)	:	:	:	:	:	7.2	11.7	13.0	:	13.8	:

Note: (:) not available.

(\*) Road tractors only.

(\*) 2013-2022: road tractors only.

(\*) Lorries only.

(\*) 2022 rate: 1<sup>st</sup> January 2022 population data used.

(\*) 2013-2022 rates: 1<sup>st</sup> January 2012 population data used.

(\*) 2021 and 2022 rates: 1<sup>st</sup> January 2021 population data used.

(\*) 2017-2022: lorries > 3.5 tonnes Maximum Permissible Laden Weight only.

(\*) This designation is without prejudice to positions on status, and is in line with UNSCR 1244/99 and the ICJ Opinion on the Kosovo Declaration of Independence.

Source: Eurostat (online data codes: road\_eqs\_lorria\_h, road\_eqs\_lorria and demo\_pjan)

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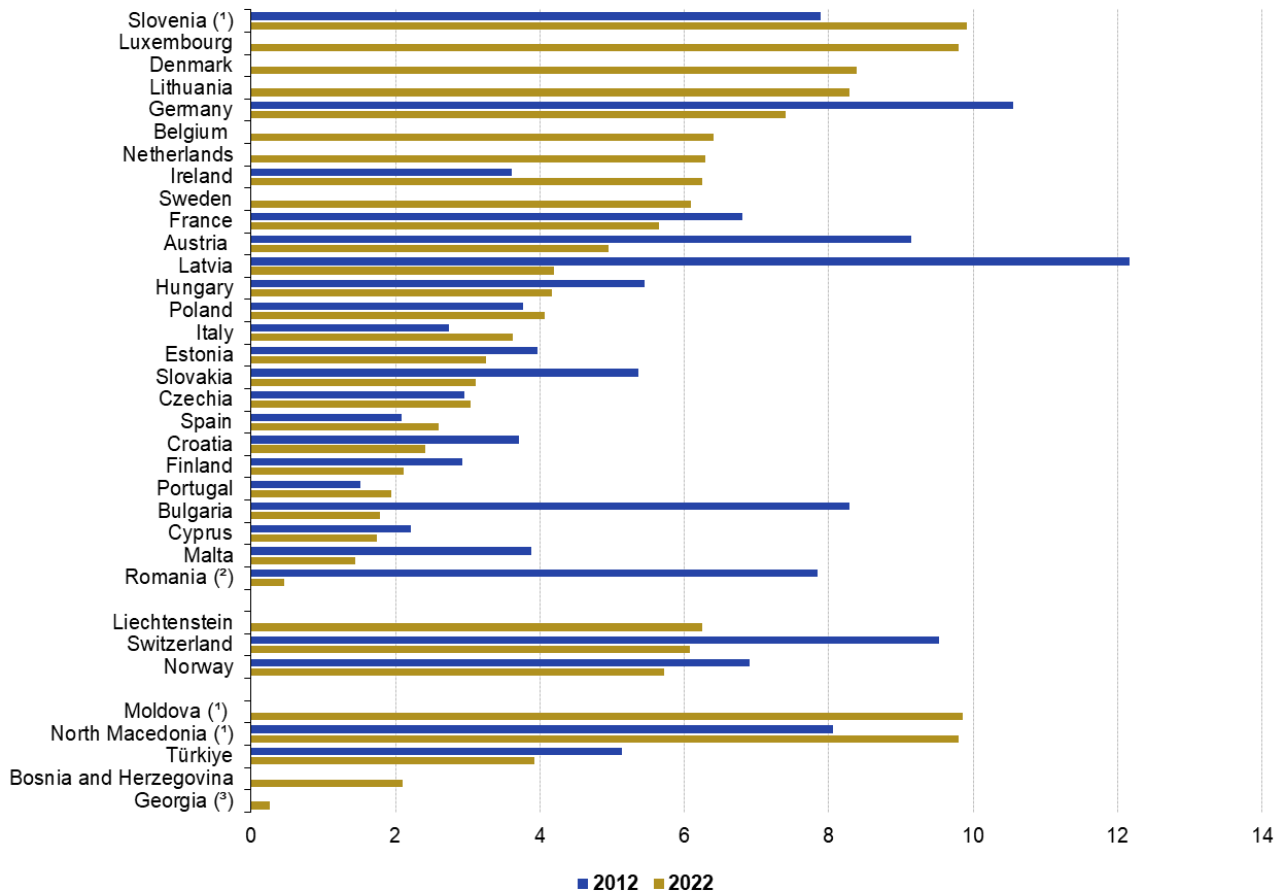
**Table 6: Motorisation rate of lorries and road tractors, 2012-2022 (number of lorries and road tractors / thousand inhabitants) Source: Eurostat (road\_eqs\_lorria\_h), (road\_eqs\_lorria) and (demo\_pjan)**

Regarding renewal rates of lorries and road tractors, among those EU Member States for which data are available, four recorded rates above 7 % in 2022: Luxembourg (9.8 %), Denmark (8.4 %), Lithuania (8.3 %) and Germany (7.4 %) (Figure 3). By contrast, the lowest renewal rates were in Malta (1.4 %), Cyprus (1.7 %) and Bulgaria (1.8

%). These rates are not supposed to include imported second-hand vehicles<sup>1</sup>, which can constitute significant numbers in many countries.

### Renewal rate of lorries and road tractors, 2012 and 2022

(lorries and road tractors first registration / total lorries and road tractors, %)



Note: Ranking is based on 2022.

Note: Data not available for Greece, Albania and Serbia.

(\*) 2013-2021: data only for road tractors.

(²) Data only for road tractors.

(³) Data only for lorries.

(4) Data only for lorries > 3.5 tonnes Maximum Permissible Laden Weight.

(\*) This designation is without prejudice to positions on status, and is in line with UNSCR 1244/99 and the ICJ Opinion on the Kosovo Declaration of Independence.

Source: Eurostat (online data codes: road\_eqr\_tracmot, road\_eqr\_lormot, road\_eqs\_lorroa, road\_eqr\_tracm, road\_eqr\_lorrin\_h and road\_eqs\_lorroa\_h)



**Figure 3: Renewal rate of lorries and road tractors, 2012 and 2022 (lorries and road tractors first registration / total lorries and road tractors, %)** Source: Eurostat (road\_eqr\_tracmot), (road\_eqr\_lormot), (road\_eqs\_lorroa), (road\_eqr\_tracm), (road\_eqr\_lorrin\_h) and (road\_eqs\_lorroa\_h)

### Increase in motorisation rate of road tractors in the majority of EU Member States between 2012 and 2022

The EU Member States reported an increase of 45.2 % in the motorisation rate of road tractors (number per thousand inhabitants) in the period 2012–2022 (Table 7). Eastern EU Member States recorded the highest increases when comparing 2022 with 2012 data: Romania (127.4 %), Croatia (121.5 %), Lithuania (101.8 %),

<sup>1</sup> Imported second-hand vehicles are not first-time registered but should be regarded as re-registered vehicles. The new motor vehicles registered during the year are those motor vehicles that are first-time registered as new in a motor vehicle register, irrespective of the nationality of the register.

Poland (91.2 %), Slovenia (82.9 %), Ireland (76.0 %) and Hungary (75.9 %). On the contrary, Czechia (-61.9 %), Luxembourg (-15.4 %) and Malta (-13.0 %) recorded decreases during the period 2012-2022. Lithuania (17.3), Poland (12.9), Estonia (9.5) and Hungary (9.3) reported the highest rates in 2022. Czechia (0.3), Sweden (0.9), Malta and Austria (both 2.2) and Cyprus and Greece (both 2.3) recorded the lowest rates.

**Motorisation rate of road tractors, 2012-2022**  
(number of road tractors / thousand inhabitants)

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
<b>EU</b>	3.3	3.4	3.5	3.7	3.9	4.1	4.3	4.5	4.6	4.7
Belgium	4.2	4.0	4.0	4.0	4.0	4.2	4.4	4.6	4.6	4.6
Bulgaria	4.8	5.4	5.9	6.7	7.3	7.1	7.3	7.3	7.1	7.1
Czechia	0.8	0.7	0.6	0.5	0.4	0.4	0.4	0.4	0.4	0.3
Denmark	2.2	2.3	2.3	2.3	2.4	2.4	2.5	2.5	2.5	2.6
Germany	2.3	2.3	2.3	2.4	2.4	2.5	2.6	2.6	2.6	2.7
Estonia	7.3	7.8	8.0	8.2	8.6	9.0	9.2	9.8	9.7	9.8
Ireland	1.8	1.7	2.1	2.6	2.7	2.8	2.9	3.0	3.1	3.2
Greece	2.0	2.0	2.1	2.0	2.1	2.1	2.1	2.2	2.3	2.6
Spain	3.4	3.9	4.0	4.2	4.5	4.7	4.8	4.9	5.0	5.0
France	3.0	2.9	2.9	2.9	3.0	3.1	3.2	3.2	3.2	3.2
Croatia	1.8	1.9	2.1	2.2	2.5	2.8	3.0	3.2	3.4	3.8
Italy	2.6	2.5	2.5	2.5	2.7	2.9	3.1	3.2	3.3	3.5
Cyprus	2.2	2.0	2.0	1.9	2.1	2.2	2.3	2.3	2.4	2.4
Latvia	6.3	6.6	6.6	6.8	6.9	7.4	7.7	7.8	7.8	8.0
Lithuania	8.6	9.4	8.0	8.6	9.9	11.0	12.9	14.5	15.0	16.1
Luxembourg	9.2	8.6	8.2	7.8	7.6	7.7	7.8	7.9	7.7	7.7
Hungary	5.3	5.7	6.2	6.6	7.0	7.4	7.9	8.1	8.4	8.8
Malta	2.5	2.6	2.6	2.5	2.5	2.4	2.2	2.2	2.3	2.2
Netherlands	4.2	4.2	4.2	4.3	4.3	4.5	4.6	4.7	4.6	4.7
Austria	1.9	1.9	1.9	1.9	1.9	2.0	2.1	2.2	2.2	2.2
Poland	6.8	7.4	8.0	8.7	9.5	10.3	11.1	11.8	12.4	12.5
Portugal	3.2	3.0	3.6	3.8	4.0	4.4	4.9	5.4	4.8	4.9
Romania	3.9	4.3	4.7	5.4	6.0	6.6	7.2	7.6	7.9	8.5
Slovenia	4.5	4.7	4.9	5.5	6.3	6.9	7.7	8.0	8.0	8.2
Slovakia	4.8	5.1	5.2	5.5	5.7	5.7	5.6	5.4	5.1	5.2
Finland	2.1	2.2	2.3	2.3	2.5	2.6	2.8	2.9	3.0	3.1
Sweden	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
Iceland	:	:	:	:	:	:	:	:	:	:
Liechtenstein (*)	7.5	7.3	7.0	7.2	7.3	7.1	7.3	6.9	6.5	6.4
Norway	1.6	:	1.7	1.7	1.7	1.8	1.8	1.8	1.6	1.6
Switzerland	1.4	1.4	1.4	1.4	1.3	1.3	1.4	1.4	1.4	1.4
Bosnia and Herzegovina (*)	:	1.8	1.9	1.9	2.1	2.2	2.4	2.4	2.4	2.6
Montenegro (*)	:	:	:	:	2.1	2.3	2.5	2.7	2.8	3.2
Moldova (*)	1.7	3.1	2.9	2.7	2.5	2.4	2.2	2.1	4.8	5.3
North Macedonia (*)	2.0	2.4	2.5	2.6	2.7	2.8	2.7	2.7	2.7	3.3
Georgia	:	:	:	:	:	:	:	:	:	:
Albania	:	:	:	:	:	:	:	:	:	:
Serbia	:	:	:	:	:	:	:	:	:	:
Türkiye (*)	2.2	2.4	2.5	2.7	2.8	2.8	2.9	2.9	3.0	3.1
Ukraine	:	:	:	:	:	:	:	:	:	:
Kosovo (*)	:	:	:	:	:	0.5	1.1	1.3	:	1.4

Note: (:) not available.

(1) 2022 rate: 1<sup>st</sup> January 2022 population data used.

(2) 2017-2021 rates: 1<sup>st</sup> January 2012 population data used.

(3) 2015 rate: 1<sup>st</sup> January 2015 population data used. 2017-2019 rates: 1<sup>st</sup> January 2017 population data used.

2021 and 2022 rates: 1<sup>st</sup> January 2021 population data used.

(\*) This designation is without prejudice to positions on status, and is in line with UNSCR 1244/99 and the ICJ Opinion on the Kosovo Declaration of Independence.

Source: Eurostat (online data codes: road\_eqs\_lorroa\_h, road\_eqs\_lorroa and demo\_pjan)

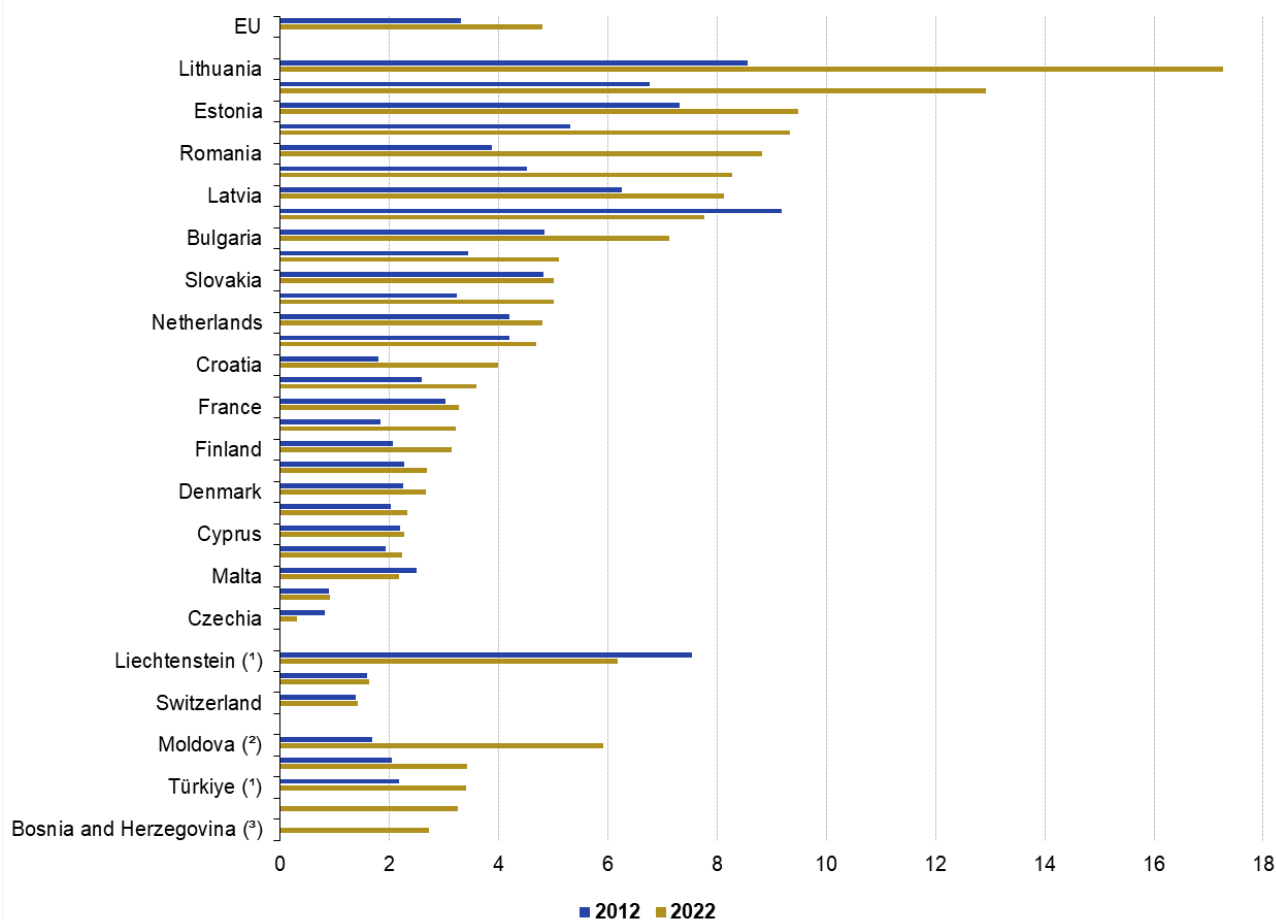
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**Table 7: Motorisation rate of road tractors, 2012-2022 (number of road tractors / thousand inhabitants)**  
Source: Eurostat (road\_eqs\_lorroa\_h), (road\_eqs\_lorroa) and (demo\_pjan)



## Motorisation rate of road tractors, 2012 and 2022

(number of road tractors / thousand inhabitants)



Note: Ranking is based on 2022.

Note: (:) not available.

(\*) 2022 rate: 1st January 2022 population data used.

(\*) 2017-2021 rates: 1st January 2012 population data used.

(\*) 2015 rate: 1st January 2015 population data used. 2017-2019 rates: 1st January 2017 population data used.

2021 and 2022 rates: 1st January 2021 population data used.

(\*) This designation is without prejudice to positions on status, and is in line with UNSCR 1244/99 and the ICJ Opinion on the Kosovo Declaration of Independence.

Source: Eurostat (online data codes: road\_eqs\_lorroa\_h, road\_eqs\_lorroa and demo\_pjan)

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**Figure 4: Motorisation rate of road tractors, 2012 and 2022 (number of road tractors / thousand inhabitants)**

Source: Eurostat (road\_eqs\_lorroa\_h), (road\_eqs\_lorroa) and (demo\_pjan)

## Inland waterway transport equipment: large differences across countries

### Global decrease in number of inland waterway vessels since 2005

In the last 17 years (2005–2022), there was a global decrease of approximately 20 % in total number of inland waterway vessels, especially in the largest countries for which data are available (Germany, Romania, Belgium, France). The Netherlands recorded a global decrease by 11.2 % since 2013. Between 2005 and 2022, significant increases in the number of self-propelled vessels were observed in Bulgaria (173 %), Croatia (133 %) and Finland (36 %). However, the increases in the three aforementioned countries must be put into perspective, as these EU Member States have only recently developed their previously small fleets. In 2022, Croatia's self-propelled vessel fleet only included 14 units, Bulgaria's 30 and Finland's 183 (Table 8).



## Inland waterway vessels, selected countries, 2022

	Self-propelled vessel		Tug and pusher		Dumb and pushed vessel	
	Number	% change since 2005	Number	% change since 2005	Number	% change since 2005
Belgium	799	-35.7	153	:	315	30.2
Bulgaria	30	172.7	26	-23.5	107	-29.6
Czechia	26	-60.6	63	-43.2	84	-52.5
Germany	1 119	-14.3	380	:	748	-35.0
France	651	-31.2	:	:	326	-36.0
Croatia	14	133.3	21	-62.5	81	-35.7
Lithuania	30	0.0	22	4.8	19	-34.5
Hungary	69	-48.9	53	341.7	245	544.7
Netherlands (*)	4 538	-19.8	791	-7.1	1 683	21.3
Poland	62	-34.7	124	-51.0	177	-63.0
Romania	148	:	293	21.6	1 000	-15.5
Slovakia	8	-71.4	33	-29.8	99	-48.4
Finland	183	35.6	31	-3.1	59	84.4
Switzerland	8	-42.9	8	:	1	:
Moldova	2	:	7	:	7	:
Serbia	79	:	66	:	216	:

Note: (:) not available.

(\*) Change since 2013 instead of 2005.

Source: Eurostat (online data code: iww\_eq\_age and iww\_eq\_loadcap)

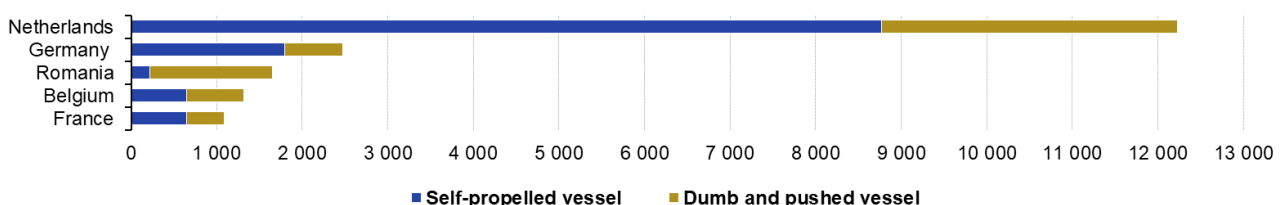
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**Table 8: Inland waterway vessels, selected countries, 2022 (number, % change since 2005) Source: Eurostat (iww\_eq\_age) and (iww\_eq\_loadcap)**

In 2022, self-propelled vessels accounted for 71.7 % of total loading capacity in the Netherlands, 72.7 % in Germany and 59.6 % in France. In Romania, dumb and pushed vessels (87.0 %) accounted for the majority of load capacity, while in Belgium the share of the load capacity of self-propelled vessels and dumb and pushed vessels was 49.5 % and 50.5 %, respectively (Figure 5).

### Total loading capacity of self-propelled vessels and dumb and pushed vessels, top 5 countries, 2022

(thousand tonnes)



Source: Eurostat (online data code: iww\_eq\_loadcap)

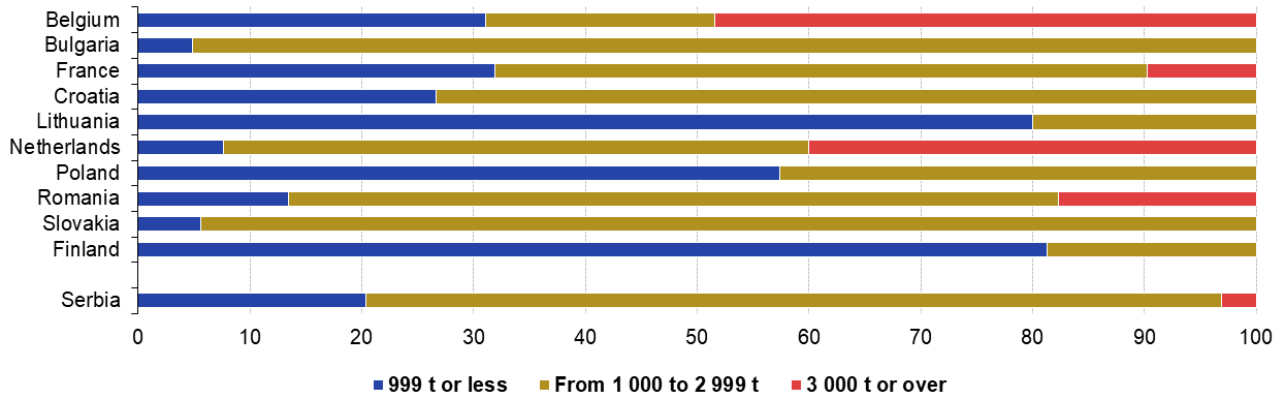
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**Figure 5: Total loading capacity of self-propelled vessels and dumb and pushed vessels, top 5 countries, 2022 (thousand tonnes) Source: Eurostat (iww\_eq\_loadcap)**

The percentage of self-propelled vessels with medium loading capacity (from 1 000 to 2 999 tonnes) stood at over 50 % in Bulgaria (95.1 %), Slovakia (94.4 %), Croatia (73.3 %), Romania (68.8 %), France (58.4 %) and the Netherlands (52.3 %). Only Belgium and the Netherlands recorded a high share (> 40 %) of high loading capacity

(3 000 tonnes and over) self-propelled vessels (Figure 6).

### Share of self-propelled vessels by load capacity, selected countries, 2022 (%)



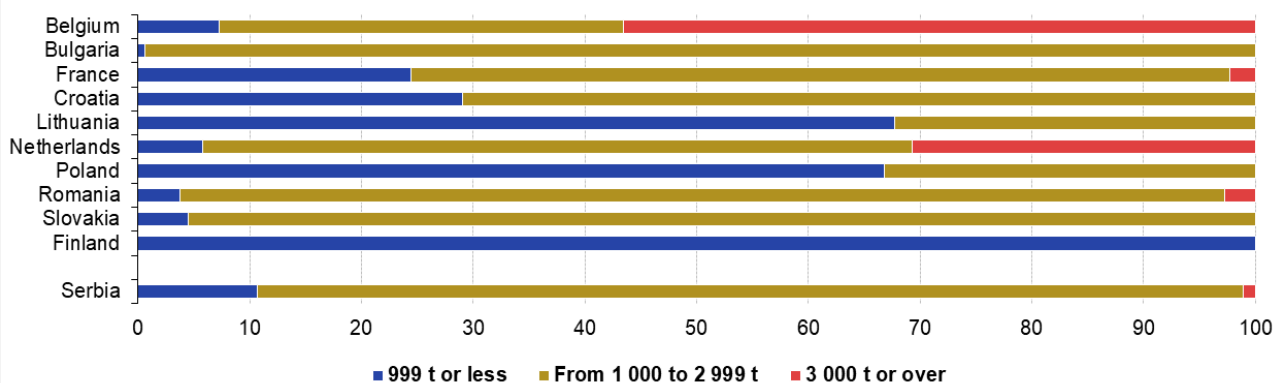
Source: Eurostat (online data code: iww\_eq\_loadcap)

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Figure 6: Share of self-propelled vessels by load capacity, selected countries, 2022 (%) Source: Eurostat (iww\_eq\_loadcap)

Concerning dumb and pushed vessels, the ones with load capacity from 1 000 to 2 999 tonnes had the highest share in Bulgaria (99.4 %), Slovakia (95.5 %), Romania (93.5 %), France (73.3 %), Croatia (71.0 %) and the Netherlands (63.4 %). Belgium and the Netherlands had again the highest shares of high load capacity (3 000 tonnes and over) dumb and pushed vessels (Figure 7).

### Share of dumb and pushed vessels by load capacity, selected countries, 2022 (%)



Note: Data not available for Czechia, Germany, Hungary and Switzerland.

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Figure 7: Share of dumb and pushed vessels by load capacity, selected countries, 2022 (%) Source: Eurostat (iww\_eq\_loadcap)

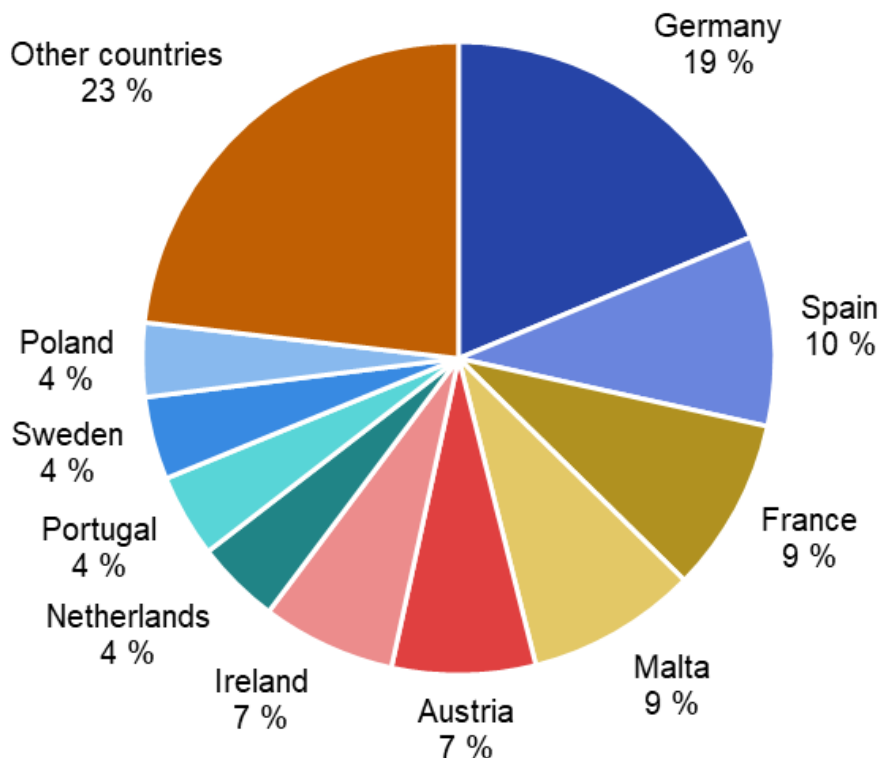
## Air transport equipment: Germany still records the largest aircraft fleet

### Largest commercial aircraft fleet among EU recorded in Germany in 2021

In 2022, Germany, Spain, France and Malta recorded the largest numbers of commercial aircraft operated by EU Member States (see Figure 8). The largest aircraft fleet was in Germany (1 058 aircraft accounting for a 19 % share of the EU total), followed by Spain (548; 10 % share), France (503; 9 % share), Malta (492; 9 % share), Austria (415; 7 % share) and Ireland (386; 7 % share). In terms of the number of aircraft per million inhabitants, Malta (924) and Luxembourg (165) held the highest values, while Italy, Slovakia (3) and Romania (2) had the lowest.

### EU commercial aircraft fleet by operator country, top 10 countries, 2022

(%)



Source: Eurostat (online data code: avia\_eq\_arc\_typ)

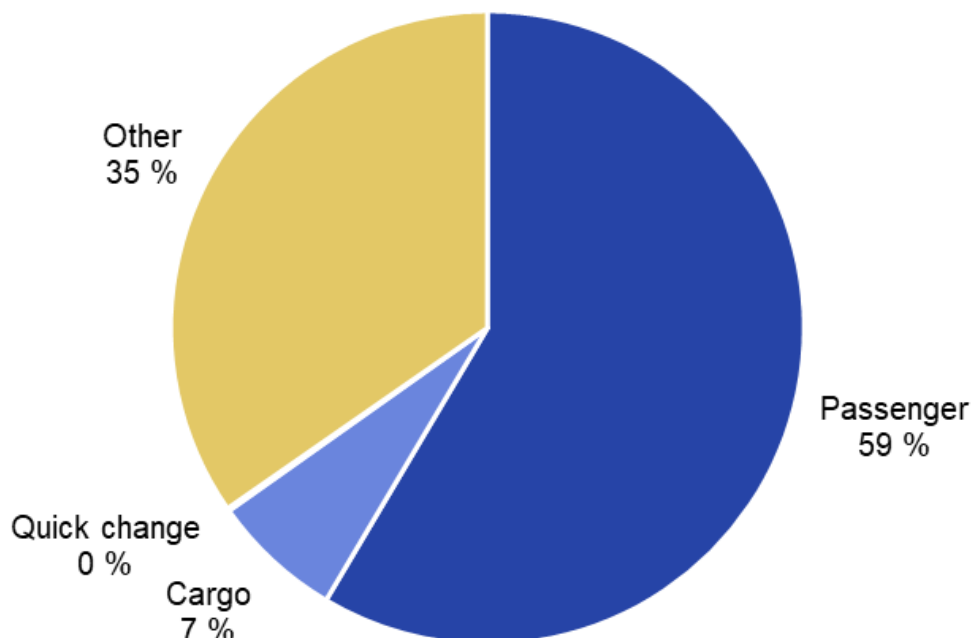
eurostat 

**Figure 8: EU commercial aircraft fleet by operator country, top 10 countries, 2022 (%)** Source: Eurostat (avia\_eq\_arc\_typ)alt= a pie chart showing the EU commercial aircraft fleet by operator country for the top 10 countries in the EU Member States in the year 2022.

When looking at the breakdown by country of aircraft registration ([avia\\_eq\\_arc\\_typreg](#)), the top-10 countries with the highest values remain the same (but France becomes number 2, Spain number 3 and Ireland number 4). The same applies for the top-5 lowest values.

Besides the fleet size, Eurostat collects data on the category of aircraft. In 2022, there were 5 646 commercial aircraft operated by EU Member States, a 4.5 % increase compared with 2012. Around 59 % of the commercial aircraft in the EU were used to carry passengers, while cargo aircraft accounted for 6.7 % (Figure 9). Quick-change aircraft (0.1 %) only made up a tiny fraction of the commercial fleet in the EU. Around 35 % of the commercial fleet were 'other aircraft', this category includes mainly business/corporate/executive aircraft but also special purpose/ambulance aircraft.

### Commercial aircraft operated by EU Member States, 2022 (%)



Source: Eurostat (online data code: avia\_eq\_arc\_typ)



Figure 9: Commercial aircraft operated by EU Member States, 2022 (%) Source: Eurostat (avia\_eq\_arc\_typ)

#### Source data for tables and graphs

- [Transport equipment statistics](#)

#### Data sources

[Eurostat](#) collects data on transport using the Common Questionnaire on Inland Transport Statistics developed by the [UNECE](#) , [ITF](#) and Eurostat and the Eurostat Questionnaire on Air Transport Statistics. Data are classified according to the [transport mode](#) and, particularly for transport equipment, refer to vehicles, vessels, containers and aircraft:

- Railway transport: covers locomotives, railcars, passenger railway vehicles and wagons.
- Road transport covers: mopeds, motorcycles, passenger cars, motor coaches, buses and trolley buses, lorries and road tractors, trailers and semi-trailers are included in this category. Data refer to the total number of vehicles as well as to new registrations.
- New motor vehicles registered during the year (= first registered vehicles): the new motor vehicles registered during the year are those motor vehicles that are first-time registered as new in a motor vehicle register, irrespective of the nationality of the register.
- Imported second-hand vehicles are not first-time registered but should be regarded as re-registered vehicles. Thus, should not be included in the number of new motor vehicles registered first time during the year.
- Inland waterway transport covers freight vessels, classified according to the load capacity and date of construction.
- Air transport covers commercial aircraft only, by type and age of aircraft.

Most data have been available since 1990 (in some cases since 1970) and are collected for the [EU](#) , [EFTA](#) and [EU candidate countries and potential candidates](#) . Not all data are available for all EU Member States, which makes it difficult to derive EU averages.

## Context

The '[European Green Deal](#)' of 11 December 2019 (COM(2019) 640 final) is the Commission's plan to make the EU's economy sustainable. Its aim is to turn climate and environmental challenges into opportunities and make the transition just and inclusive for all. The European Green Deal provides an action plan to boost the efficient use of resources by moving to a clean, circular economy restore biodiversity and cut pollution. The EU aims to be climate neutral in 2050.

In its Communication of 9 December 2020 (COM(2020) 789 final), the Commission sets out its '[Sustainable and Smart Mobility Strategy](#)' . It outlines that by far the most serious challenge facing the transport sector is to significantly reduce its emissions and become more sustainable. At the same time, this transformation offers great opportunities for better quality of life and for European industry across the value chains to modernise, create high-quality jobs, develop new products and services, strengthen competitiveness and pursue global leadership as other markets are moving fast towards zero-emission mobility.

This strategy comprises a roadmap for putting European transport firmly on the right track for a sustainable and smart future. Various milestones are set out to show the European transport system's path towards achieving the objectives of a sustainable, smart and resilient mobility, thereby indicating the necessary ambition for future policies. These milestones comprise:

- By 2030, at least 30 million zero-emission vehicles will be in operation on European roads and high-speed rail traffic will double.
- By 2035, zero-emission large aircraft will become ready for market.
- By 2050, nearly all cars, vans, buses as well as new heavy-duty vehicles will be zero emission, rail freight traffic will double and high-speed rail traffic will triple.

## Other articles

- [Transport statistics introduced](#)
- [Transport statistics at regional level](#)
- [Passenger cars in the EU](#)

## Publications

- [Energy, transport and environment indicators - 2020 edition](#)
- [Eurostat regional yearbook 2020](#)
- [Illustrated glossary for transport statistics — 5th edition \(2019 edition\)](#)

## Main tables

- [Transport](#) , see:

Railway transport (rail)

Road transport (road)

Inland waterways transport (iww)

Air transport (avia)

## Database

- [Transport](#)
- Railway transport (rail), see:

Railway transport equipment (rail\_eq)

- Road transport (road), see:

Road transport equipment — Stock of vehicles (road\_eqs)

Road transport equipment — New registration of vehicles (road\_eqr)

- Inland waterways transport (iww), see:

Inland waterways transport equipment (iww\_eq)

- Air transport (avia), see:

Air transport equipment (avia\_eq)

## Dedicated section

- [Transport](#)

## Methodology

- [Common questionnaire for inland transport statistics \(rail\\_if\\_esms\)](#)
- [Air transport infrastructure, transport equipment, enterprises, employment and accidents \(avia\\_if\\_esms\)](#)



## Legislation

- [Roadmap to a single European transport area — Towards a competitive and resource efficient transport system \(COM\(2011\) 144 final\)](#)
- [A sustainable future for transport: towards an integrated, technology-led and user friendly system \(COM\(2009\) 279 final\)](#)
- [Summaries of EU legislation: A sustainable future for European transport](#)
- [Keep Europe moving — sustainable mobility for our continent \(mid-term review communication; COM\(2006\) 314 final\)](#)
- [European transport policy for 2010: time to decide \(EU transport policy White Paper; COM\(2001\) 370 final\)](#)

## External links

- [UNECE — Transport Statistics](#)
- [International Transport Forum \(ITF\)](#)
- [European Commission — Transport](#)
- [European Environment Agency — Transport](#)