

EUROSTAT 2019.11.06

Transport equipment statistics

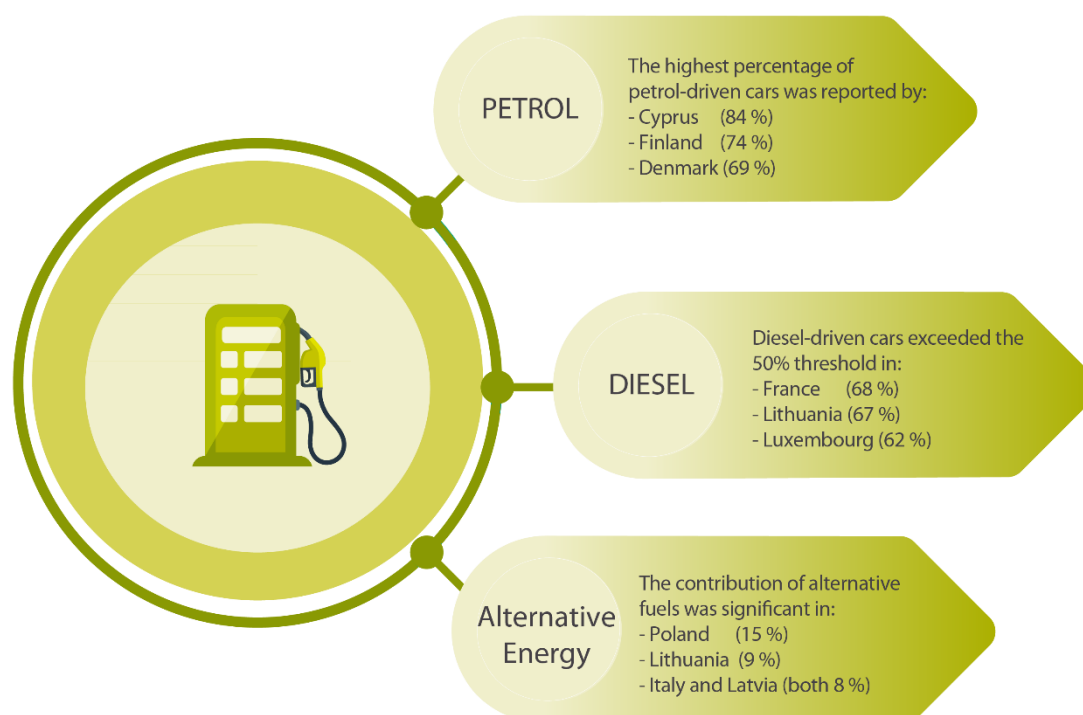
Data extracted in April 2019
Planned update: May 2020

Highlights

Most EU Member States reported an increase in the motorisation rates of passenger cars over the last ten years (2008–2017), with the highest increase recorded in Slovakia (42.2 %).

In 2017, the largest air fleet in the EU was recorded by the United Kingdom (1 312 aircraft accounting for a 19.5 % share of the EU total), followed by Germany (1 100; 16.5 % share).

Share of passenger cars, by fuel type, by country, 2017 (%)



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

Full article

Railway transport equipment

Railway transport equipment

By 2017, in most [EU Member States](#) the use of electricity as a source of power for locomotives had increased over the years (see Table 1). Diesel was almost solely used by locomotives in Estonia, Latvia and Lithuania. Electrical energy was the main source of power for railcars in eight EU Member States (Spain, France, Latvia, Austria, Poland, Portugal, Finland and Sweden) (see Table 2).

Percentage of locomotives by type of source of power, by country (%)

	Diesel			Electrical energy		
	2003	2009	2017	2003	2009	2017
Belgium	49.2	40.9	.	50.8	59.1	.
Bulgaria	55.4	51.0	.	44.6	48.4	.
Czechia	61.0	56.6	56.3	37.9	42.0	42.0
Denmark	.	.	.	.	.	.
Germany	.	.	.	.	.	.
Estonia	100.0	100.0	100.0	-	-	-
Ireland	.	.	.	.	.	.
Greece	92.8	80.3	76.2	3.9	16.9	23.8
Spain	.	48.4	47.8	.	51.6	52.2
France	59.2	49.6	53.6	40.8	50.4	46.4
Croatia	64.1	61.3	56.5	35.9	38.7	43.5
Italy	42.8	39.3	.	56.5	60.7	.
Latvia	97.4	99.6	100.0	.	.	-
Lithuania	96.5	98.5	100.0	.	.	-
Luxembourg	.	41.3	47.3	.	58.7	52.7
Hungary	53.0	51.3	48.3	45.9	46.3	50.6
Netherlands	.	.	.	.	.	.
Austria	.	.	31.0	.	.	67.6
Poland	56.9	57.3	54.7	42.5	42.7	45.3
Portugal	.	.	49.6	.	.	50.4
Romania	.	57.0	56.8	.	37.3	38.0
Slovenia	50.9	45.1	47.1	46.6	52.4	50.3
Slovakia	52.7	51.6	47.4	47.3	48.4	52.6
Finland	75.2	67.2	56.9	24.8	32.8	43.1
Sweden	31.6	32.9	30.8	68.4	67.1	69.2
United Kingdom	.	.	.	.	.	.
Norway	.	.	.	.	.	.
Switzerland	.	.	.	.	.	.
North Macedonia	.	69.8	61.9	.	30.2	38.1
Turkey	81.4	89.6	81.3	11.1	10.4	18.7

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

Source: Eurostat (online data code: rail_eq_locon)

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Table 1: Percentage of locomotives by type of source of power, by country (%)

Source: Eurostat ([rail_eq_locon](#))

Percentage of railcars by type of source of power, by country
(%)

	Diesel			Electrical energy		
	2003	2009	2017	2003	2009	2017
Belgium	12.6	12.3	:	87.4	87.7	:
Bulgaria	5.1	23.9	:	94.9	76.1	:
Czechia	81.8	73.9	71.3	18.2	26.1	28.7
Denmark	:	:	:	:	:	:
Germany	:	:	:	:	:	:
Estonia	50.8	58.2	98.9	49.2	41.8	1.1
Ireland	:	:	:	:	:	:
Greece	100.0	84.4	84.8	:	15.6	15.2
Spain	:	13.2	13.1	:	86.8	86.9
France	39.8	27.6	21.9	60.2	72.4	78.1
Croatia	72.3	79.4	70.9	27.7	20.6	29.1
Italy	53.2	55.2	:	46.8	44.8	:
Latvia	29.6	29.5	24.0	70.4	70.5	76.0
Lithuania	75.0	74.1	70.7	25.0	25.9	29.3
Luxembourg	:	5.6	:	:	94.4	:
Hungary	93.4	78.2	67.3	6.6	19.6	32.7
Netherlands	:	:	:	:	:	:
Austria	:	:	27.9	:	:	72.1
Poland	2.3	11.1	12.0	97.7	88.9	88.0
Portugal	:	:	20.5	:	:	79.5
Romania	:	87.9	88.7	:	12.1	11.3
Slovenia	63.2	64.2	64.8	36.8	35.8	35.2
Slovakia	75.9	72.4	74.7	24.1	27.6	25.3
Finland	:	9.7	6.8	100.0	90.3	92.4
Sweden	18.0	7.8	3.8	82.0	92.2	96.2
United Kingdom	:	:	:	:	:	:
Norway	:	:	:	:	:	:
Switzerland	:	:	:	:	:	:
North Macedonia	:	71.4	62.5	:	28.6	37.5
Turkey	35.8	38.5	35.0	64.2	61.5	65.0

Note: (:) not available.

Source: Eurostat (online data code: rail_eq_locon)



Table 2: Percentage of railcars by type of source of power, by country (%)

Source: Eurostat ([rail_eq_locon](#))

Since 2008, increases in the national capacity (number of seats) of passenger railway vehicles have only been reported in a few EU Member States: Belgium and Spain (until 2009), Hungary (until 2011), Estonia, Greece, Croatia, Luxembourg, Finland and Sweden (see Table 3). For most EU Member States for which data were available, however, decreases ranging from – 1.2 % to – 42.2 % were registered.

Capacity of passenger railway vehicles
(thousand seats)

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Belgium	294	305	:	:	:	:	:	:	:	:
Bulgaria	:	105	86	84	84	87	:	:	:	:
Czechia	305	307	309	301	293	288	287	283	266	270
Denmark	121	:	:	:	:	:	144	148	126	125
Germany	:	:	:	:	:	:	:	:	:	:
Estonia	17	16	15	15	18	24	25	25	25	25
Ireland	:	:	:	:	41	41	41	41	41	41
Greece	33	30	:	37	37	:	37	37	37	37
Spain	258	324	283	275	170	:	:	:	255	255
France	1 329	:	:	:	:	:	:	:	:	:
Croatia	34	33	32	32	33	33	33	36	36	36
Italy	860	845	845	772	:	:	:	:	:	:
Latvia	30	23	22	22	22	22	22	22	21	22
Lithuania	27	25	24	19	18	18	16	14	16	16
Luxembourg	19	19	22	21	24	24	24	26	26	27
Hungary	193	197	182	204	:	:	:	:	:	:
Netherlands	:	:	:	:	:	:	:	:	:	:
Austria	:	:	253	248	253	157	141	117	141	95
Poland	550	538	534	524	501	490	458	475	450	463
Portugal	:	:	:	:	:	:	:	:	:	163
Romania	338	:	:	:	:	:	:	:	262	262
Slovenia	22	22	22	22	22	22	22	22	22	22
Slovakia	75	73	63	57	69	64	61	62	65	64
Finland	69	69	71	73	76	78	77	73	79	80
Sweden	143	141	145	149	173	177	184	186	193	195
United Kingdom	:	:	:	:	:	:	:	:	:	:
Norway	:	:	:	:	:	:	:	:	:	:
Switzerland	:	:	:	:	:	:	:	:	:	:
North Macedonia	7	6	4	4	4	3	3	4	4	4
Turkey	107	107	102	114	134	159	166	168	170	168

Note: (:) not available.

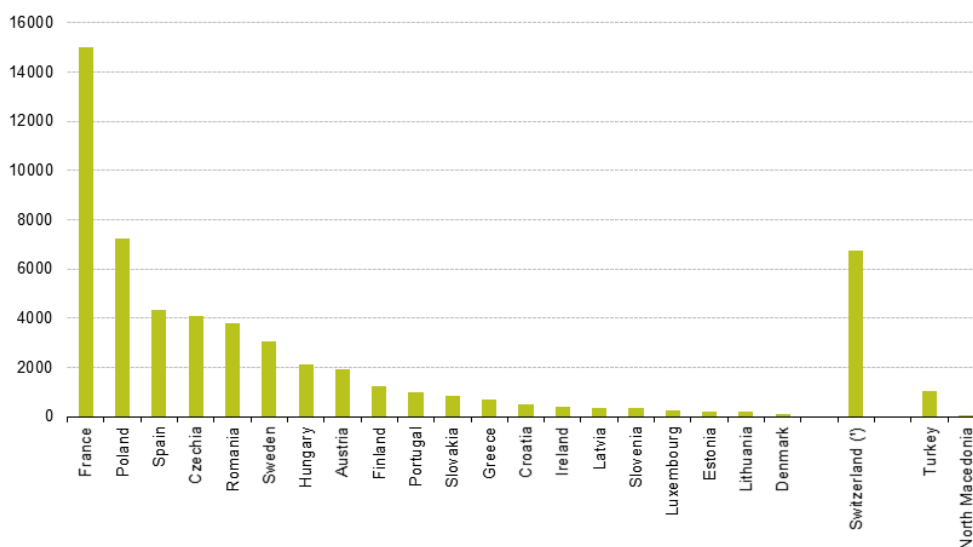
Source: Eurostat (online data code: rail_eq_pa_csb)



Table 3: Capacity of passenger railway vehicles (thousand seats)

Source: Eurostat ([rail_eq_pa_csb](#))

Passenger railway vehicles, 2017
(number)



Note: Data not available for Belgium, Bulgaria, Germany, Italy, Netherlands, United Kingdom and Norway.

(*) 2016 data instead of 2017

Source: Eurostat (online data code: rail_eq_pa_nty)

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Figure 1: Passenger railway vehicles, 2017 (number)

Source: Eurostat ([rail_eq_pa_nty](#))

Road transport equipment

Increase in motorisation rate of passenger cars in majority of EU Member States between 2008 and 2017

In the EU-28 most Member States have reported an increase in the motorisation rate of [passenger cars](#) over the last ten years (2008–2017). 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). The highest increases were recorded in Slovakia (42.2 %), Poland (40.5 %) and Estonia (33.2 %). The only exceptions were Latvia (-17.4 %), Lithuania (-8.0 %) and Denmark (-6.4 %). The lowest motorisation rates (number of passenger cars per 1 000 inhabitants) in 2017 were reported by Romania (261: 2015 data), Hungary (355) and Latvia (356). The highest motorisation rates were recorded in Luxembourg (670), Italy (625: 2016 data), Finland (617), Malta (613) and Cyprus (609).

Motorisation rate of passenger cars, by country

(number of passenger cars / 1 000 inhabitants)

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Belgium	477	479	480	488	489	491	494	497	503	508
Bulgaria	317	337	353	368	385	402	418	442	443	393
Czechia	424	424	429	436	448	450	459	485	502	522
Denmark	468	:	:	:	:	405	412	419	429	438
Germany	504	510	527	534	539	543	547	548	555	561
Estonia	413	409	416	433	456	478	497	514	534	550
Ireland	442	433	424	428	423	428	431	436	439	444
Greece	453	462	469	469	470	469	471	474	479	487
Spain	479	473	475	476	476	474	474	481	492	504
France	:	486	487	486	490	498	490	484	479	478
Croatia	360	358	355	355	339	341	349	358	374	389
Italy	612	614	619	625	621	608	610	:	625	:
Cyprus	557	563	551	545	549	553	565	575	595	609
Latvia	431	426	307	299	305	317	331	345	341	356
Lithuania	525	540	554	570	590	615	413	431	456	483
Luxembourg	665	660	659	658	663	661	662	661	662	670
Hungary	305	301	299	299	301	308	315	325	338	355
Malta	558	566	581	592	591	596	605	611	615	613
Netherlands	457	460	464	470	472	471	472	477	481	487
Austria	514	522	530	537	542	546	547	546	:	555
Poland	422	434	453	476	492	510	526	546	571	593
Portugal	417	422	444	447	406	415	453	457	470	492
Romania	197	209	214	216	224	235	247	261	:	:
Slovenia	514	517	518	519	518	516	518	523	531	541
Slovakia	287	295	310	324	337	347	360	375	390	408
Finland	507	519	535	551	560	570	580	590	604	617
Sweden	462	460	460	464	465	466	470	474	477	479
United Kingdom	458	452	451	448	449	:	:	463	469	471
Iceland	:	:	:	:	:	:	:	:	:	:
Liechtenstein	715	722	744	749	760	757	762	766	773	:
Norway	458	462	469	477	484	489	495	501	506	514
Switzerland	518	515	518	523	529	531	532	535	537	539
North Macedonia	128	137	151	152	146	168	180	185	190	194
Turkey	95	98	102	109	114	121	127	134	142	149

Note: (:) not available.

Source: Eurostat (online data code: road_eqs_carhab)

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Table 4: Motorisation rate of passenger cars, by country (number of passenger cars / 1 000 inhabitants)

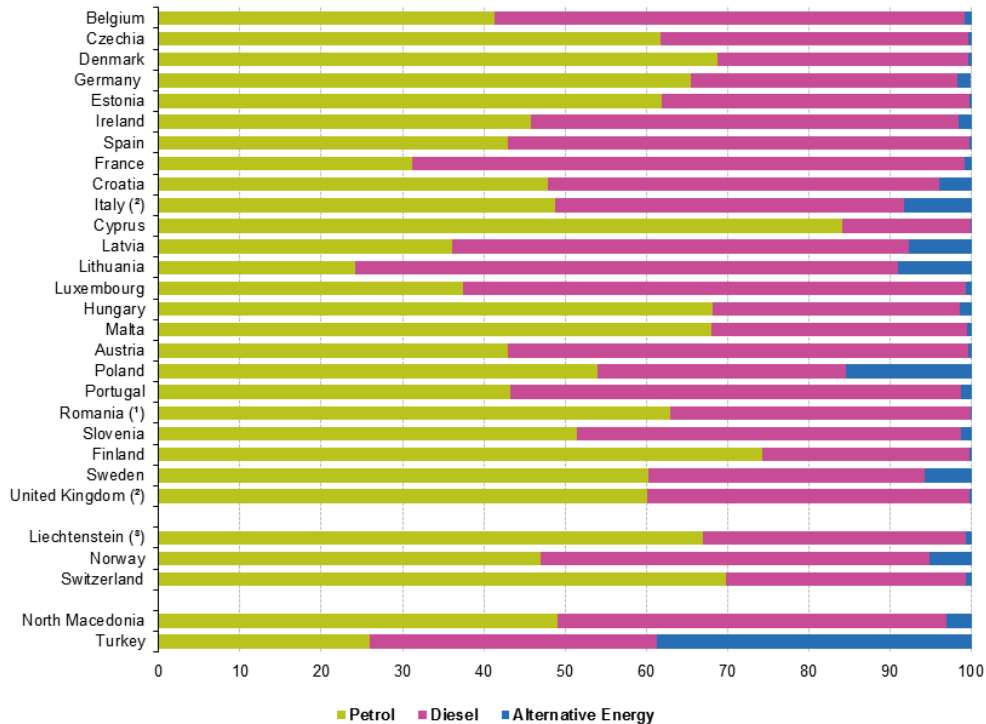
Source: Eurostat ([road_eqs_carhab](#))

In 2017, more than half of cars were petrol driven in majority of EU Member States

In 13 out of 24 EU Member States for which 2017 data are available, more than 50 % of the cars were petrol driven (see Figure 2). The highest percentage of petrol-driven cars was reported in Cyprus (84.1 %), followed by Finland (74.2 %) and Denmark (68.7 %). Diesel-driven cars exceeded the 50 % threshold in France (68.0 %), Lithuania (66.9 %), Luxembourg (61.8 %), Belgium (57.8 %), Spain (56.9 %), Austria (56.6 %), Latvia (56.3 %), Portugal (55.5 %) and Ireland (52.6 %). The contribution

of [alternative fuels](#) was significant in Poland (15.4 %), Lithuania (9.0 %), Italy (8.3 %: 2016 data) and Latvia (7.6 %).

Share of passenger cars, by fuel type, by country, 2017
(%)



Note: Data not available for Bulgaria, Greece, Netherlands and Slovakia.

(*) 2015 instead of 2017.

(*) Great Britain only.

(*) 2016 instead of 2017.

Source: Eurostat (online data code: road_eqs_carpda)

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Figure 2: Share of passenger cars, by fuel type, by country, 2017 (%)

Source: Eurostat ([road_eqs_carpda](#))

In 2017, the renewal rate of passenger cars (the ratio of first registered to total passenger cars) in the EU- 28 ranged from 2.5 % in Greece and Latvia to 13.1 % in Luxembourg (see Table 5). Renewal rates of passenger cars have had a tendency to decrease in the majority of EU Member States since 2008, likely as a consequence of the global financial and economic crisis, but from 2017 an increase can be noted in some countries.

Renewal rate of passenger cars, by country

(passenger cars first registration / total passenger cars, %)

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Belgium	10.5	9.2	10.5	10.7	9.0	8.9	8.8	9.0	9.6	9.6
Bulgaria	14.9	8.0	7.2	7.1	7.0	6.9	7.0	7.1	7.6	8.7
Czechia	3.2	3.6	3.7	3.8	3.7	3.5	4.0	4.5	4.9	4.9
Denmark	7.1	:	:	:	:	7.9	8.1	8.6	9.0	8.8
Germany	7.5	9.1	6.9	7.4	7.1	6.7	6.8	7.1	7.2	7.4
Estonia	4.5	1.8	1.9	3.0	3.2	3.1	3.2	3.1	3.3	3.5
Ireland	7.9	3.0	5.4	5.3	4.0	3.8	4.2	6.3	7.1	6.2
Greece	5.9	4.8	2.9	2.1	1.2	1.3	1.7	1.9	2.1	2.5
Spain	5.4	4.4	4.5	3.7	3.2	3.4	4.0	4.9	5.4	5.7
France	:	7.2	7.0	6.8	5.8	5.3	5.4	5.8	6.2	6.5
Croatia	6.2	3.5	3.1	3.2	2.8	3.2	4.6	4.9	6.2	5.9
Italy	6.1	6.0	5.4	4.8	3.8	3.5	:	4.3	4.9	:
Cyprus	11.6	8.1	7.1	5.9	4.3	3.1	3.7	4.4	5.5	6.8
Latvia	5.9	1.9	4.2	7.1	8.1	8.8	2.0	2.1	2.5	2.5
Lithuania	11.5	8.1	9.5	7.7	8.7	8.6	11.3	10.6	10.8	11.9
Luxembourg	16.0	14.3	14.7	14.4	14.2	12.8	13.4	12.2	12.9	13.1
Hungary	5.8	:	2.1	2.6	3.6	4.2	5.3	6.3	7.2	7.8
Malta	4.2	6.7	5.6	6.4	5.2	5.1	5.8	6.1	5.9	6.4
Netherlands	6.6	5.1	6.2	7.1	6.3	5.3	4.9	5.5	4.7	4.9
Austria	6.9	7.3	7.4	7.9	7.3	6.9	6.5	6.5	6.8	7.2
Poland	8.0	5.2	5.1	5.1	4.8	5.1	5.2	5.5	6.3	5.9
Portugal	:	:	5.3	3.8	2.6	:	3.7	4.8	5.6	4.4
Romania	14.6	7.7	7.2	4.1	5.4	6.0	:	6.4	:	:
Slovenia	6.8	5.4	5.7	5.6	4.7	4.9	5.1	5.6	5.9	6.5
Slovakia	9.8	9.3	7.6	7.5	7.2	6.1	6.5	6.8	7.2	7.5
Finland	5.2	3.3	3.9	4.3	3.7	3.3	3.3	3.4	3.6	3.5
Sweden	6.0	5.3	7.1	7.4	6.8	6.5	7.1	7.8	8.1	8.1
United Kingdom (*)	7.4	7.0	7.0	6.7	:	:	:	8.6	8.6	8.0
Iceland	:	:	:	:	:	:	:	:	:	:
Liechtenstein	7.9	6.3	6.6	7.4	7.5	6.8	6.3	7.1	6.8	:
Norway	6.3	5.6	6.9	7.1	7.0	7.0	6.7	6.8	6.4	6.8
Switzerland	7.2	6.6	7.3	7.9	7.8	7.2	6.9	7.3	7.1	6.9
North Macedonia	6.8	4.6	15.9	12.8	10.9	9.2	8.0	7.6	7.7	6.6
Turkey	5.2	5.0	6.4	7.4	6.5	7.1	5.9	7.0	6.6	6.2

Note: (:) not available.

(*) Great Britain only.

Source: Eurostat (online data codes: road_eqr_carmot and road_eqs_carmot)

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Table 5: Renewal rate of passenger cars, by country (passenger cars first registration / total passenger cars, %)

Source: Eurostat ([road_eqr_carmot](#)) and ([road_eqs_carmot](#))

Highest increase in motorisation rate of lorries and road tractors in the EU-28 recorded in Bulgaria

In 2017, the motorisation rate of lorries and road tractors in the EU-28 varied from 41 lorries and road tractors per 1 000 inhabitants in Croatia and Lithuania to 130 in Portugal (see Table 6). These variations are probably partly due to the fact that the EU Member States register very light lorries and vans differently. Besides Portugal, rates above 100 were also recorded in Cyprus (125), Finland (111),

Spain (110) and France 101. By contrast, as well as in Croatia and Lithuania, low rates were also recorded in Latvia (45). Between 2008 and 2017, the trend was not consistent among EU Member States. The highest increases were observed in the eastern EU Member States, especially Bulgaria (50.1 %), Estonia (40.3 %), Finland (35.7 %) and Poland (35.0 %). On the other hand, the highest decreases were recorded in Latvia (-23.6 %), Cyprus (-20.6 %) and Lithuania (-12.5 %).

Motorisation rate of lorries and road tractors, by country

(number of lorries and road tractors / 1 000 inhabitants)

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Belgium	67	67	68	69	70	:	:	72	74	77
Bulgaria	40	43	45	47	50	54	57	62	64	60
Czechia	59	58	57	57	58	57	:	62	62	65
Denmark	:	:	:	:	:	79	78	77	76	76
Germany	31	31	32	33	34	35	:	:	:	:
Estonia	62	61	61	63	66	70	73	77	82	87
Ireland	:	:	:	:	70	:	68	70	72	72
Greece	:	:	:	:	:	:	:	:	:	:
Spain	118	116	114	113	110	:	108	109	109	110
France	87	87	88	89	90	103	103	102	101	101
Croatia	39	38	36	35	32	:	:	35	38	41
Italy	69	70	70	70	70	67	:	68	69	70
Cyprus	157	156	147	141	132	127	123	122	124	125
Latvia	59	56	34	35	37	47	42	44	43	45
Lithuania	47	46	43	45	46	49	34	36	38	41
Luxembourg	71	70	71	72	71	69	68	69	70	72
Hungary	45	47	46	47	47	47	49	50	53	55
Malta	106	104	103	103	102	101	100	98	98	99
Netherlands	63	62	61	59	58	57	56	57	58	60
Austria	46	47	48	49	50	50	51	51	52	54
Poland	71	73	78	82	83	85	88	90	93	96
Portugal	:	:	137	135	119	120	130	127	127	130
Romania	31	32	33	34	36	:	:	:	:	:
Slovenia	42	41	41	41	41	:	:	:	:	:
Slovakia	50	54	55	56	57	:	:	117	119	:
Finland	82	85	89	93	96	:	101	104	107	111
Sweden	56	55	56	58	58	58	59	60	61	62
United Kingdom (*)	61	59	59	59	:	:	:	63	65	66
Liechtenstein	76	76	78	80	83	83	83	84	87	:
Norway	110	109	108	108	109	:	:	:	106	106
Switzerland	43	43	43	44	45	46	46	47	48	49
North Macedonia	8	9	9	16	15	17	:	:	:	:
Turkey	40	41	10	10	10	48	49	52	53	55

Note: (:) not available.

(*) Great Britain only.

Source: Eurostat (online data codes: road_eqs_lorroa_h, road_eqs_lorroa and demo_pjan)

eurostat 



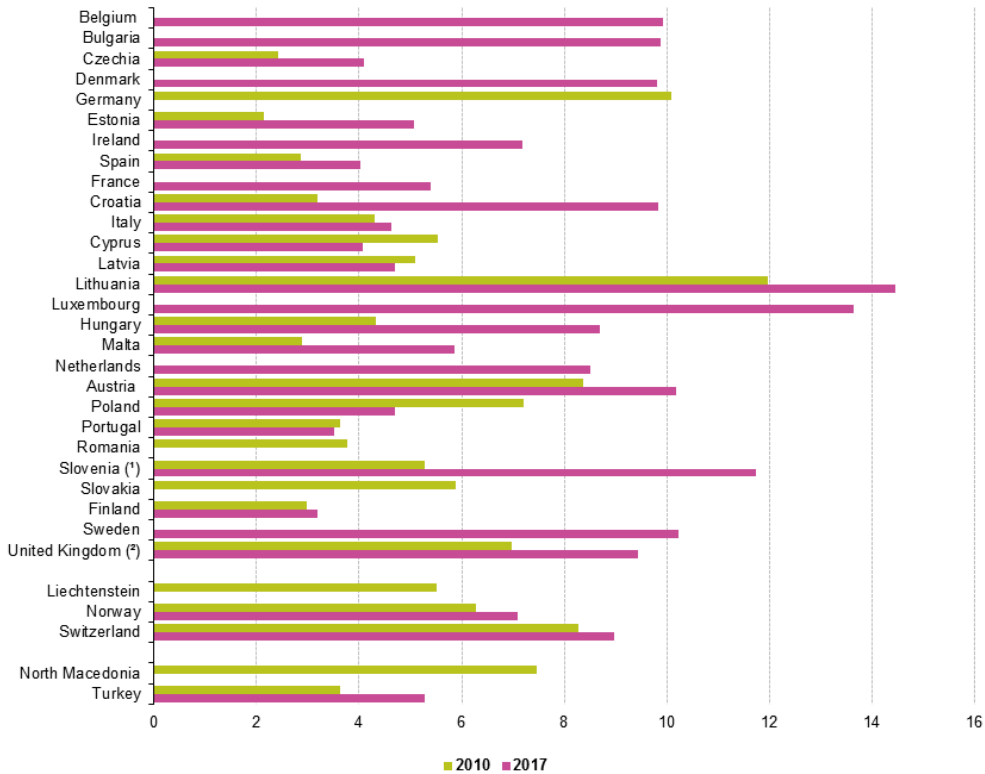
Table 6: Motorisation rate of lorries and road tractors, by country (number of lorries and road tractors / 1 000 inhabitants)

Source: Eurostat ([road_eqs_lorroa_h](#)), ([road_eqs_lorroa](#)) and ([demo_pjan](#))

Among those EU Member States for which data are available, five recorded renewal rates of lorries and road tractors are above 10 % in 2017: Lithuania (14.5 %), Luxembourg (13.6 %) and Slovenia (11.8 %)

(see Figure 3). By contrast, the decreases in renewal rates between 2008 and 2017 were substantial in Poland (-34.7 %) and Cyprus (-26.4 %).

Renewal rate of lorries and road tractors, by country, 2010 and 2017
(lorries and road tractors first registration/total lorries and road tractors, %)



Note: Data not available for Greece and Iceland.

(*) only tractor data

(†) Great Britain only.

Source: Eurostat (online data codes: road_eqr_tracmot, road_eqr_tracm, road_eqr_lormot, road_eqs_lorroa and road_eqs_lorroa_h)



Figure 3: Renewal rate of lorries and road tractors, by country, 2010 and 2017 (lorries and road tractors first registration/total lorries and road tractors, %)

Source: Eurostat ([road_eqr_tracmot](#)), ([road_eqr_tracm](#)), ([road_eqr_lormot](#)), ([road_eqs_lorroa](#)) and ([road_eqs_lorroa_h](#))

Inland waterway transport equipment

Significant increase in number of vessels in Bulgaria, Croatia and Lithuania

In the last 15 years (2003–2017) significant increases in the number of self-propelled barges were recorded in Bulgaria (1 600 %), Croatia (340 %) and Lithuania (36 %), while in Hungary the number of

vessels decreased by 70 %. However, these numbers must be put into perspective, as the EU Member States they relate to have only recently developed their previously small fleets. Bulgaria's self-propelled barge fleet only includes 34 vessels, Croatia's 22 and Lithuania's 34 (see Table 7).

Number of vessels, selected countries, 2017

	Self-propelled barge		Tug and pusher		Dumb and pushed vessel	
	Number	% change since 2003	Number	% change since 2003	Number	% change since 2003
Bulgaria	34	1 600.0	30	-11.8	112	-32.9
Czechia	33	-56.6	71	-46.6	106	-52.7
Germany	1 157	-10.6	414	:	825	-29.4
France	752	-38.3	:	:	334	-51.0
Croatia	22	340.0	36	-23.4	116	-12.1
Lithuania	34	36.0	37	76.2	29	0.0
Hungary	70	-69.6	56	-30.0	243	-37.9
Netherlands	3 265	:	728	:	1 065	:
Poland	89	-3.3	219	-15.4	509	3.9
Romania	164	:	295	-67.9	1 139	-42.5
Slovakia	10	-61.5	33	-25.0	100	-51.5
Finland	185	37.0	27	-12.9	50	61.3
United Kingdom	158	4.6	:	:	287	-15.3
Switzerland	10	:	9	:	3	:

Note: (:) not available.

Source: Eurostat (online data code: [iww_eq_age](#) & [iww_eq_loadcap](#))

eurostat 

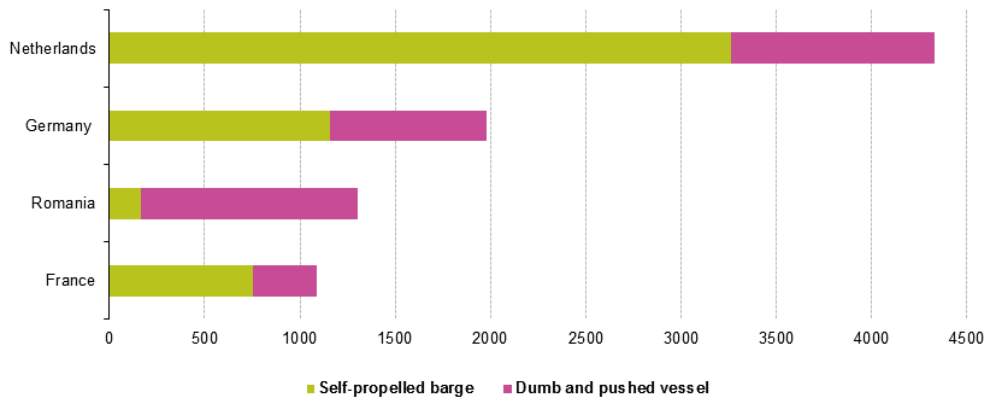


Table 7: Number of vessels, selected countries, 2017

Source: Eurostat ([iww_eq_age](#)) and ([iww_eq_loadcap](#))

In 2017, self-propelled barges accounted for 75.4 % of total loading capacity in the Netherlands, 69.2 % in France and 58.4 % in Germany. In Romania (87.4 %), dumb and pushed vessels provided the majority of load capacity (see Figure 4).

Total loading capacity of self-propelled vessels and dumb and pushed vessels, top 4 countries, 2017
(1 000 tonnes)



Source: Eurostat (online data code: iww_eq_loadcap)

eurostat 

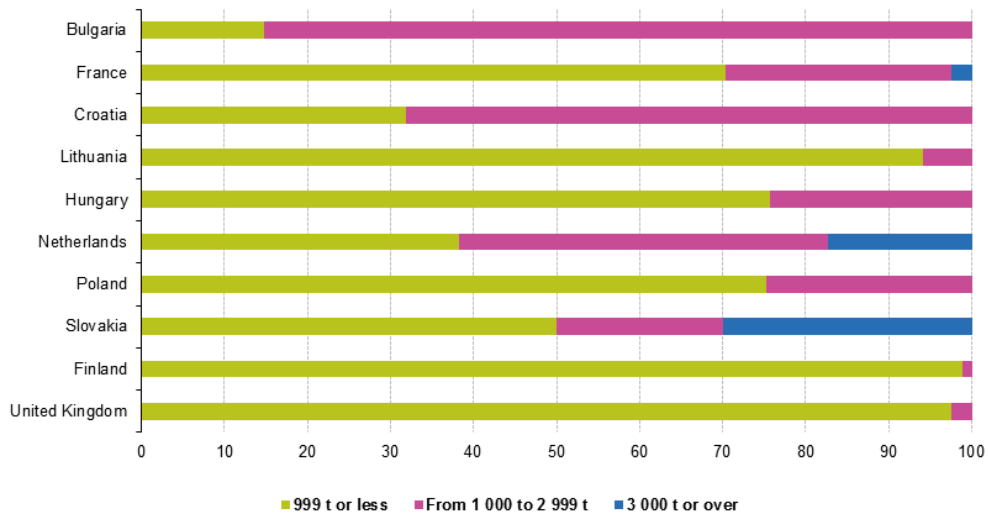


Figure 4: Total loading capacity of self-propelled vessels and dumb and pushed vessels, top 4 countries, 2017 (1 000 tonnes)

Source: Eurostat ([iww_eq_age_loa](#))

The percentage of self-propelled barge vessels with high loading capacity (over 1 000 t) stood at over 50 % in Bulgaria (85.3 %), Croatia (68.2 %) and Netherlands (61.7 %) (see Figure 5). In the case of dumb and pushed vessels, the highest percentage contribution of high-loading capacity vessels was found in Bulgaria (95.5 %), Poland (85.0 %) and Hungary (76.6 %) (see Figure 6). Please note that the Netherlands, where inland waterways transport plays an important role, does not provide data about their fleet.

Number of self-propelled vessels by load capacity, selected countries, 2017
(%)



Source: Eurostat (online data code: iww_eq_loadcap)

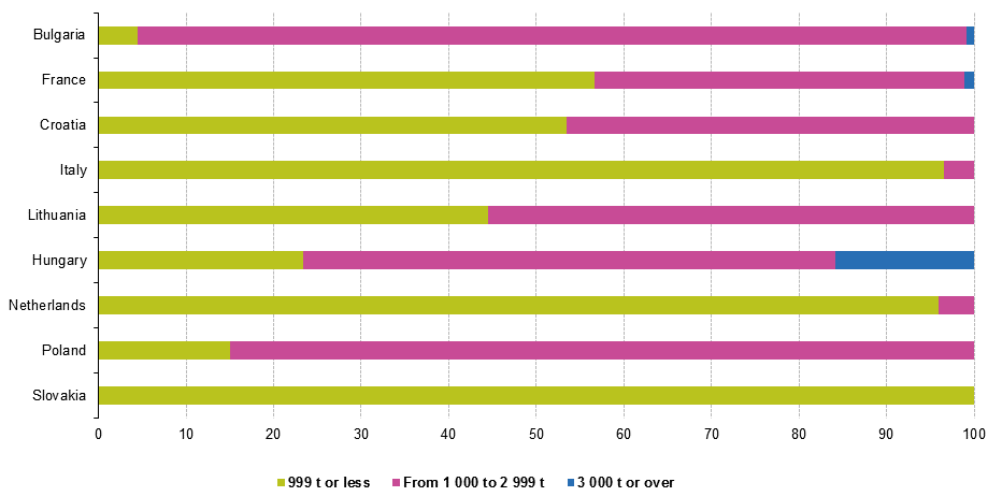
eurostat



Figure 5: Number of self-propelled vessels by load capacity, selected countries, 2017 (%)

Source: Eurostat ([iww_eq_loadcap](#))

Number of dumb and pushed vessels by load capacity, selected countries, 2017
(%)



Source: Eurostat (online data code: iww_eq_loadcap)

eurostat



Figure 6: Number of dumb and pushed vessels by load capacity, selected countries, 2017 (%)

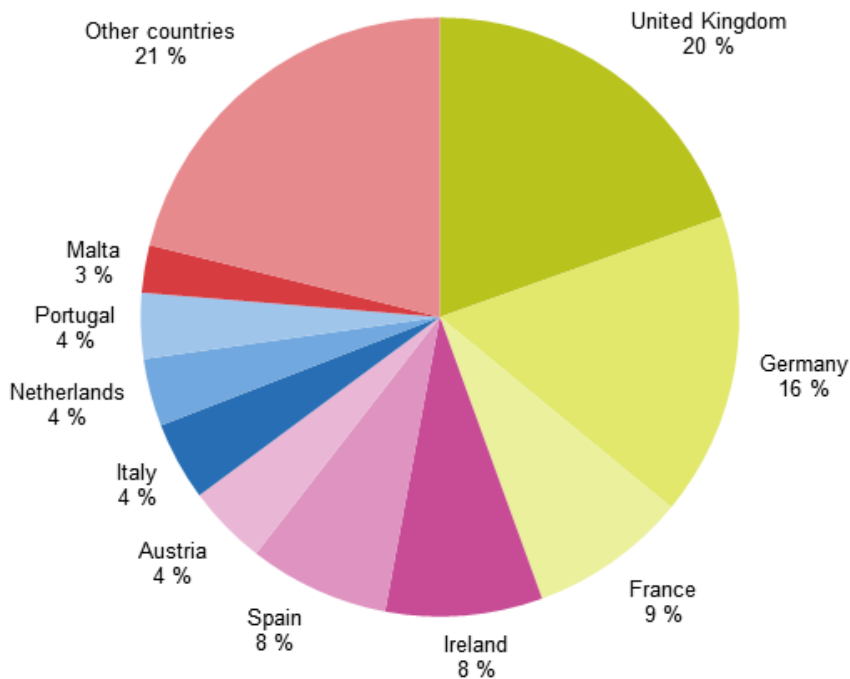
Source: Eurostat ([iww_eq_loadcap](#))

Air transport equipment

Largest commercial air fleet among EU-28 recorded in the United Kingdom in 2017

In 2017, the largest numbers of commercial aircraft were reported by the four largest EU Member States and Ireland (see Figure 7). The largest air fleet was recorded in the United Kingdom (1 312 aircraft accounting for a 19.5 % share of the EU total), followed by Germany (1 100; 16.5 % share), France (571; 8.5 % share), Ireland (569; 8.5 % share) and Spain (509; 7.6 % share). In terms of number of aircraft per million inhabitants, Malta (362) and Luxembourg (203) held the highest values, while the lowest were Poland (4) and Romania (3).

EU airfleet by operator country, top 10 countries, 2017
(%)



Source: Eurostat (online data code: avia_eq_arc_typ)

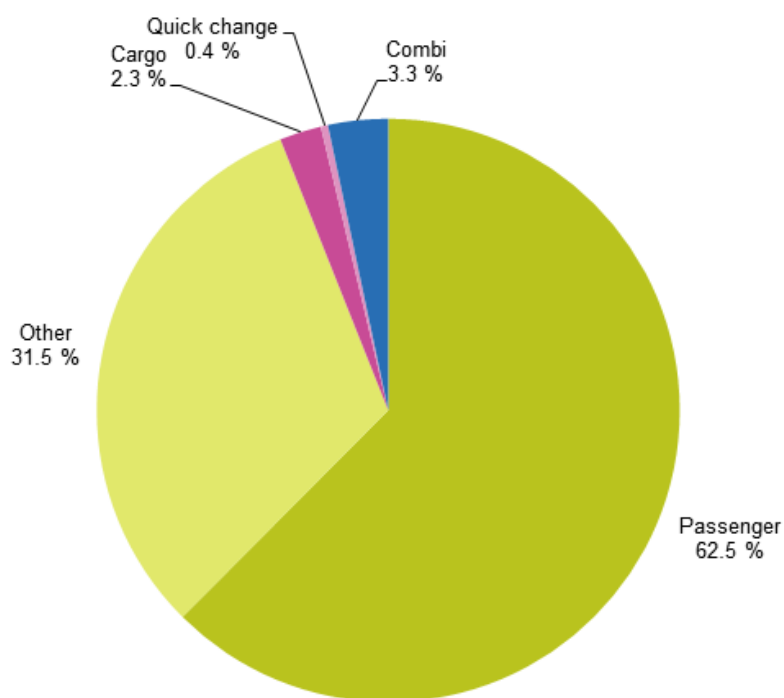


Figure 7: EU commercial airfleet by operator country, top 10 countries, 2017 (%)

Source: Eurostat ([avia_eq_arc_typ](#))

Besides the fleet size, Eurostat collects data on the age and type of aircraft. In 2017, there were 6 716 commercial aircraft in the EU-28, a 4.5 % increase compared with 2013. Aircraft that were 20 years or older accounted for 0 % of the fleet in Finland and 54.8 % of the fleet in Sweden in 2017. Around 63 % of the commercial aircraft in the EU-28 were used to carry passengers, while cargo aircraft accounted for 2.3 % (see Figure 8). Quick change aircraft (0.4 %) only made up a very small fraction of the commercial fleet in the EU-28. Around 31.5 % of the commercial fleet were 'Other aircraft', meaning that they were not used for commercial air transport. This category includes mainly business/corporate/executive aircraft but also special purpose/ambulance aircraft.

Commercial aircraft fleet by type of aircraft, EU-28, 2017
(%)



Source: Eurostat (online data code: avia_eq_arc_typ)

eurostat 



Figure 8: Commercial aircraft fleet by type of aircraft, EU-28, 2017 (%)

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, data refer both to vehicles/vessels and containers:

- Railway transport: data are available for locomotives, railcars, passenger railway vehicles and wagons.
- Road transport: 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.
- Inland waterway transport: data cover freight vessels, classified according to the load capacity and date of construction.
- Air transport: data cover commercial aircraft only, by type and age of aircraft.

Most data are available since 1990 (in some cases they can date back to 1970) and are collected for the [EU-28](#), [EFTA](#) and [candidate countries](#). Not all data are available for all EU Member States, thus it is difficult to derive EU averages.

Context

The EU's policy on transport is governed by [Title VI](#) (Articles 90 to 100) of the Treaty on the Functioning of the European Union. The guiding policy document is the [2001 White Paper](#), which was revised in 2006, and sets the priorities for action on transport issues, including environmental aspects. The overall aim of the European transport policy is to reconcile the growing mobility needs of citizens with the requirements of sustainable development.

The European Commission adopted a Communication in mid-2009 entitled, '[A sustainable future for transport: towards an integrated, technology-led and user friendly system](#)' (COM (2009) 279 final),

reviewing the outcomes of the 2001 White Paper and underlining the challenges to be faced in the coming years in the transport sector, mainly the scarcity of fossil fuels and the need for reducing greenhouse emissions.

Following on from this, 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). The roadmap proposes 40 initiatives for the next decade to build a competitive transport system that aims to increase mobility, remove major barriers, and stimulate growth and employment.