

TRANSPORT AND TOURISM IN THE EUROPEAN UNION

Current trends and issues

July 2026



EUROPEAN COMMISSION

Directorate-General for Mobility and Transport
Directorate A — Policy coordination
Unit A.3 — Economic Analysis and Better Regulation

Contact: Rolf DIEMER, Romain CHABERT

E-mail: MOVE-A3-SECRETARIAT@ec.europa.eu

*European Commission
B-1049 Brussels*

Transport and tourism in the European Union

Current trends and issues
July 2026

Manuscript completed in July 2026

4th edition

This document has been prepared for the European Commission however it reflects the views only of the authors, and the European Commission is not liable for any consequence stemming from the reuse of this publication.

Cover photos:

- centre right: © European Union.
- all other cover photos: © Adobe Stock.

Luxembourg: Publications Office of the European Union, 2026

© European Union, 2026



The reuse policy of European Commission documents is implemented by Commission Decision 2011/833/EU of 12 December 2011 on the reuse of Commission documents (OJ L 330, 14.12.2011, p. 39). Unless otherwise noted, the reuse of this document is authorised under a Creative Commons Attribution 4.0 International (CC BY 4.0) licence (<https://creativecommons.org/licenses/by/4.0/>). This means that reuse is allowed provided appropriate credit is given and any changes are indicated.

For any use or reproduction of elements that are not owned by the European Union, permission may need to be sought directly from the respective rightholders.

Table of contents

Table of contents.....	6
Table of figures.....	10
1. Introduction.....	13
2. Competitiveness of the EU transport system.....	18
2.1. European competitiveness framework.....	18
2.2. Single European Transport Area (SETA).....	19
2.2.1. Road.....	20
2.2.2. Rail.....	21
2.2.3. Air.....	23
2.2.4. Waterborne.....	24
3. Sustainable and smart mobility.....	25
3.1. Externalities of transport.....	25
3.1.1. Accidents.....	25
3.1.2. Air pollution.....	25
3.1.3. Noise pollution.....	26
3.1.4. Climate change.....	27
3.1.5. Congestion.....	28
3.2. Energy consumption and decarbonisation.....	29
3.2.1. Energy consumption and transport fuel mix.....	29
3.2.2. Low and zero-emission vehicles, vessels, aircraft.....	36
3.3. Digitalisation and innovative mobility.....	42
3.3.1. New technologies and digitalisation.....	42
3.3.2. Evolving mobility patterns.....	43
4. Resilience and connectivity of the network.....	45
4.1. Trans-European transport network (TEN-T).....	45
4.2. Military mobility.....	48
4.3. Infrastructure developments and investments.....	48
4.3.1. State of play of transport infrastructure.....	48
4.3.2. Infrastructure funding.....	52
5. Safety and security of the transport system.....	53

6. Social dimension of mobility	58
6.1. Issues affecting the transport workforce	58
6.2. Accessibility of transport and transport poverty	60
7. Tourism.....	63
8. Country factsheets	73
8.1. Belgium.....	74
8.1.1. Country factsheet.....	74
8.1.2. Facts and figures	76
8.2. Bulgaria	79
8.2.1. Country factsheet.....	79
8.2.2. Facts and figures	81
8.3. Czechia.....	84
8.3.1. Country factsheet.....	84
8.3.2. Facts and figures	86
8.4. Denmark	89
8.4.1. Country factsheet.....	89
8.4.2. Facts and figures	91
8.5. Germany.....	94
8.5.1. Country factsheet.....	94
8.5.2. Facts and figures	96
8.6. Estonia.....	99
8.6.1. Country factsheet.....	99
8.6.2. Facts and figures	101
8.7. Greece.....	104
8.7.1. Country factsheet.....	104
8.7.2. Facts and figures	106
8.8. Ireland.....	109
8.8.1. Country factsheet.....	109
8.8.2. Facts and figures	111
8.9. Spain	114
8.9.1. Country factsheet.....	114
8.9.2. Facts and figures	116
8.10. France	119
8.10.1. Country factsheet.....	119
8.10.2. Facts and figures	121
8.11. Croatia	124
8.11.1. Country factsheet.....	124

8.11.2.Facts and figures	126
8.12. Italy	129
8.12.1.Country factsheet.....	129
8.12.2.Facts and figures	131
8.13. Cyprus	134
8.13.1.Country factsheet.....	134
8.13.2.Facts and figures	135
8.14. Latvia	137
8.14.1.Country factsheet.....	137
8.14.2.Facts and figures	139
8.15. Lithuania	142
8.15.1.Country factsheet.....	142
8.15.2.Facts and figures	144
8.16. Luxembourg.....	147
8.16.1.Country factsheet.....	147
8.16.2.Facts and figures	149
8.17. Hungary	152
8.17.1.Country factsheet.....	152
8.17.2.Facts and figures	154
8.18. Malta.....	157
8.18.1.Country factsheet.....	157
8.18.2.Facts and figures	158
8.19. Netherlands	160
8.19.1.Country factsheet.....	160
8.19.2.Facts and figures	162
8.20. Austria	165
8.20.1.Country factsheet.....	165
8.20.2.Facts and figures	167
8.21. Poland	170
8.21.1.Country factsheet.....	170
8.21.2.Facts and figures	172
8.22. Portugal	175
8.22.1.Country factsheet.....	175
8.22.2.Facts and figures	177
8.23. Romania	180
8.23.1.Country factsheet.....	180
8.23.2.Facts and figures	182
8.24. Slovenia.....	185
8.24.1.Country factsheet.....	185
8.24.2.Facts and figures	187
8.25. Slovakia	190

8.25.1. Country factsheet.....	190
8.25.2. Facts and figures	192
8.26. Finland.....	195
8.26.1. Country factsheet.....	195
8.26.2. Facts and figures	197
8.27. Sweden.....	200
8.27.1. Country factsheet.....	200
8.27.2. Facts and figures	202

Table of figures

Figure 1: Evolution of transport activity and GDP in the EU (1995=100).....	13
Figure 2: Activity and modal split of intra-EU freight transport (1995-2023)	16
Figure 3: Activity and modal split of intra-EU passenger transport (1995-2023)	16
Figure 4: Modal split of inland freight transport in the EU (2023).....	17
Figure 5: Modal split of inland passenger transport in the EU (2023).....	17
Figure 6: Market share of all but the principal rail undertaking (2022).....	22
Figure 7: Emissions of pollutants from transport in the European Union (1990=100).....	26
Figure 8: Transport-GHG emissions by transport mode in the EU (1990-2023).....	27
Figure 9: Average peak-hour delay per representative driver in the EU (hours/year, 2023).....	28
Figure 10: Energy consumption in transport by type of fuel in the EU, evolution and breakdown.....	30
Figure 11: Energy consumption in the transport sector in 2024, by mode.....	30
Figure 12: Share of energy from renewable sources used in transport by country in 2024.....	31
Figure 13: Final energy consumption of road transport in the EU (1990-2024)	32
Figure 14: Final energy consumption of road transport in the EU by fuel type (2005, 2024).....	32
Figure 15: Final energy consumption of rail transport in the EU (1990-2024) ..	33
Figure 16: Final energy consumption of rail transport in the EU by fuel type (2005, 2024).....	33
Figure 17: Energy consumption of aviation in the EU (1990-2024)	34
Figure 18: Energy consumption of aviation in the EU by type of fuel (2005, 2024).....	34
Figure 19: Energy consumption of waterborne transport in the EU (1990-2024)	35
Figure 20: Energy consumption of waterborne transport in the EU by fuel type (2005, 2024).....	35
Figure 21: Average CO ₂ emissions from new passenger cars in Europe (gCO ₂ /km, 2000-2024).....	36
Figure 22: Uptake of zero and low emissions passenger cars (<i>left</i>) and share in new registrations (<i>right</i>).....	37
Figure 23: Alternatively fuelled passenger cars in the total fleet (2017-2025) ..	37
Figure 24: BEV passenger cars as a percentage of the total fleet (2025)	38

Figure 25: Zero and low emissions passenger cars in new registrations (% 2025)	38
Figure 26: Uptake of zero and low emissions vans in the EU.....	38
Figure 27: Share of zero and low emissions vans in total fleet (<i>left</i>) and shares in new registrations (<i>right</i>)	39
Figure 28: Uptake of zero and low emissions buses and coaches (<i>left</i>) and shares in new registrations (<i>right</i>)	39
Figure 29: Uptake of zero and low emissions trucks and lorries (<i>left</i>) and shares in new registrations (<i>right</i>)	39
Figure 30: Number of trips and travel distance (in km) per person per day in urban areas (2021).....	44
Figure 31: Use of new mobility services in the EU (2021)	44
Figure 32: Revised TEN-T schematic map.....	46
Figure 33: Number of electric recharging points in the European Union (2020- 2025)	49
Figure 34: Number of alternative fuel recharging stations in the EU (2020-2025)	49
Figure 35: Electrification of the rail network in the EU (2023).....	50
Figure 36: Length of the high-speed rail network in the EU (2000-2023, km) and breakdown between Member States (2023).....	51
Figure 37: Persons killed in road accidents by NUTS2 region (2024)	53
Figure 38: Share of woman employed in the transport sector in 2015 and 2025	59
Figure 39: Evolution of EU consumer prices and household expenditure on transport	61
Figure 40: Transition pathway for tourism (TTP) progress	65
Figure 41: Nights spent in tourist accommodations in the EU (2025, million)...	66
Figure 42: Nights spent by international guests (2024)	67
Figure 43: Arrivals at tourist accommodation establishments (million)	67
Figure 44: Net occupancy rate of bed-places and bedrooms in hotels and similar accommodation.....	68
Figure 45: Trips made by EU residents by purpose, duration and destination (2024, million).....	68
Figure 46: Direct Economic Contribution of Tourism (% of GVA or GDP, 2023)	69
Figure 47: Share of employment in the tourism ecosystem (% 2024)	69
Figure 48: Tourist expenditure evolution and figures for 2024 (EUR PPS)	70
Figure 49: Tourism seasonality (2024)	71
Figure 50: Tourism enterprises and employees by size (2025, %)	71

Figure 51: Tourism intensity (nights spent / capita)	72
--	----

1. Introduction

Transport, a common EU policy since 1957, is a cornerstone of the European Union, connecting individuals, businesses, and territories. It enables the efficient circulation of goods, services and citizens, crucial for the EU's single market and its influence in the global economy. Whether it is daily travel, international trade or tourism, transport influences how Europeans live, work, and connect with one another.

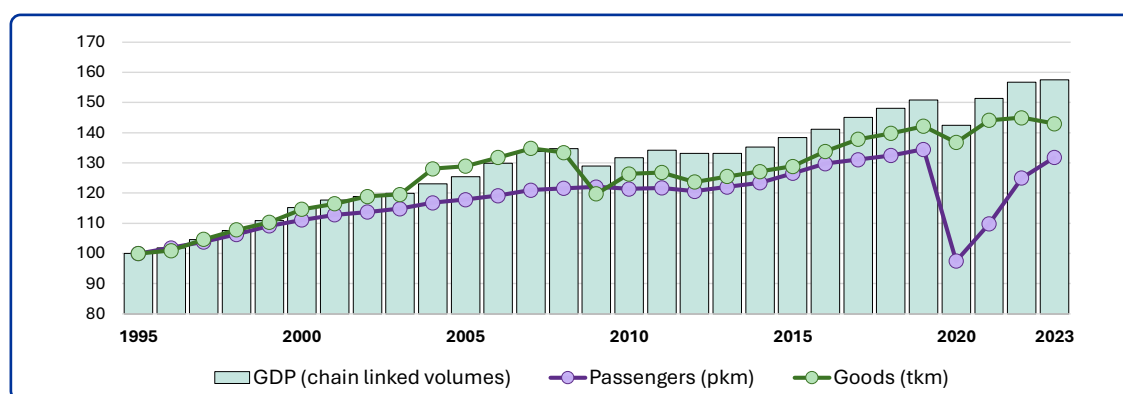
The transport network has been instrumental in supporting economic integration, regional development, and the mobility of people and goods across Member States. Today, however, the EU's transport sector stands at a crossroads. It faces growing challenges driven by climate change, rapid technological advancements, shifting population dynamics, and evolving geopolitical landscapes. These forces are reshaping how mobility is perceived and delivered. As the EU navigates this transition, the focus is on ensuring that transport remains accessible, efficient, and cohesive - while also becoming more sustainable, innovative, and resilient for the future.

The legal basis for the EU common transport policy today is Article 4(2)(g) and Title VI of the Treaty on the Functioning of the European Union (TFEU).

- **Transport in the European economy**

Transport services encompass a complex network of around 1.4 million private and public companies in the EU, employing some 10.4 million people and providing goods and services to the citizens and businesses of the EU and its trading partners. As such, the transport and storage services sector (including postal and courier activities) accounted in 2023 for more than 5% of total employment and about 5% of gross value added ⁽¹⁾.

Figure 1: Evolution of transport activity and GDP in the EU (1995=100)



Source: European Commission. EU transport in figures. Statistical pocketbook 2025. Passengers: passenger cars, powered two-wheelers, buses / coaches, tram / metro, rail, intra-EU air, intra-EU sea. Goods: road, rail, inland waterways, oil pipelines, intra-EU air, intra-EU sea. pkm: passenger-kilometre. tkm: tonne-kilometre.

⁽¹⁾ European Commission. EU transport in figures. Statistical pocketbook 2025.

The volume of transported goods in the EU increased by 43% between 1995 and 2023, while the volume of passenger transport increased by 32%. Passenger transport was severely hit by the pandemic, dropping by 27% between 2019 and 2020, while freight transport was less affected (Figure 1).

Regarding the **external trade of the EU** in 2025, the predominant mode used was maritime transport, with 74.8% of the volume of imports and exports in tonnes (45.7% of the value), followed by road transport (9.5% of volume, 22.3% of value). Air transport has a very little share of the total but represents an important share of the value (1.1% of volume, 22.9% of value) ⁽²⁾.

- **Standing with Ukraine**

The European Union stands in solidarity with Ukraine in response to Russia's war of aggression. The EU is acting swiftly and decisively by imposing wide-ranging sanctions and measures. In parallel, it is supporting the Ukrainian people by providing financial, military, and humanitarian assistance.

Since Russia's full-scale invasion of Ukraine and the blockade of Ukrainian seaports, Ukraine has been unable to export its produce and import what it needs via its usual transport routes. Against this background, the EU established '**Solidarity Lanes**' to ensure Ukraine can export grain, iron ore, steel, and other products and to import the goods it needs, from fuel to military and humanitarian assistance, via alternative transport routes: inland waterways, rail, and road. The Solidarity Lanes cover trade across all sectors and are an unprecedented cooperation of authorities and businesses in EU Member States, Ukraine, and the Republic of Moldova.

Since May 2022 ⁽³⁾, the Solidarity Lanes have allowed Ukraine to export about 214 million tonnes of goods, including nearly 91 million tonnes of grain, oilseeds, and related products. The Solidarity Lanes have also allowed Ukraine to import around 100 million tonnes of goods. The total value of trade via the Solidarity Lanes is estimated at around EUR 270 billion, including around EUR 198 billion in imports to Ukraine.

Road transport agreements with Ukraine and Moldova support the EU-Ukraine Solidarity Lanes. They have allowed additional lorries to carry goods into Ukraine, while helping Ukrainian goods to reach the EU and the rest of the world. Exports by road from Moldova to the EU increased by 57% in volume and 41% in value terms in the third quarter of 2024, respectively compared to the same period in 2021 (before the agreement). The EU also greatly benefited from the agreement, since EU exports

⁽²⁾ Eurostat. Extra-EU trade since 2000 by mode of transport, by HS2-4-6 [ds-059334].

⁽³⁾ European Commission. EU-Ukraine Solidarity Lanes (updated on 24 April 2026). https://commission.europa.eu/topics/eu-solidarity-ukraine/eu-assistance-ukraine/eu-ukraine-solidarity-lanes_en#

by road to Moldova increased by 49% in value and 36% in volume terms from the third quarter of 2021 to the third quarter of 2024 ⁽⁴⁾.

Extensive **EU sanctions** affecting air, maritime, road and rail transport ⁽⁵⁾ have limited Russia's ability to acquire the goods that it needs for military purposes and weakened its economic base. Both Russian and Belarussian carriers are also banned from EU airspace ⁽⁶⁾. In retaliation, EU air carriers are notably banned from Russian airspace, which affects their competitive position in particular on some Europe-Asia routes.

- **Tourism**

Tourism is an important and multifaceted sector within the EU, encompassing a wide range of industries including travel agencies, related accommodation, food services (restaurants, cafes, bars, catering...), and cultural activities. Its dynamism and significance for the EU stem from its considerable economic contributions as well as its cultural and social impacts. While tourism creates employment and revenue opportunities, it may also create negative externalities (environmental, social ...).

Today it faces numerous challenges, including unbalanced tourism flows, unequal dependency on tourism, environmental footprint, pressure on infrastructures, and skills gaps. It can also be affected by geopolitical tensions and conflicts. The European Commission is developing an EU Sustainable Tourism Strategy, with the aim to shape a competitive, sustainable, and inclusive tourism model that aligns with Europe's environmental goals, supports local communities, and strengthens the sector's resilience to crises ⁽⁷⁾.

⁽⁴⁾ European Commission (9 September 2025). https://transport.ec.europa.eu/news-events/news/eu-and-moldova-extend-road-transport-agreement-2025-09-19_en

⁽⁵⁾ European Commission. https://commission.europa.eu/topics/eu-solidarity-ukraine/eu-sanctions-against-russia-following-invasion-ukraine/sanctions-transport_en

⁽⁶⁾ European Commission. https://transport.ec.europa.eu/eu-mobility-transport-achievements-2019-2024/standing-ukraine_en

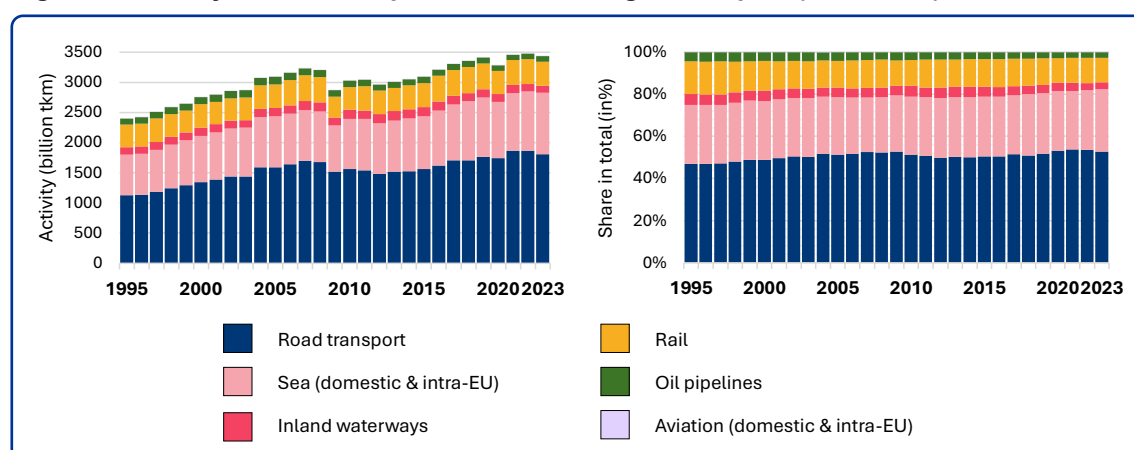
⁽⁷⁾ <https://transition-pathways.europa.eu/tourism/news/help-shape-eus-2026-sustainable-tourism-strategy>

• Evolution of intra-EU transport ⁽⁸⁾

Activity increased for most modes between 1995 and 2023.

For **freight transport**, the largest relative share still belongs to road transport, which rose from 47% in 1995 to 52.6% in 2023. Meanwhile, the share of rail decreased from 15.6% to 11.5%

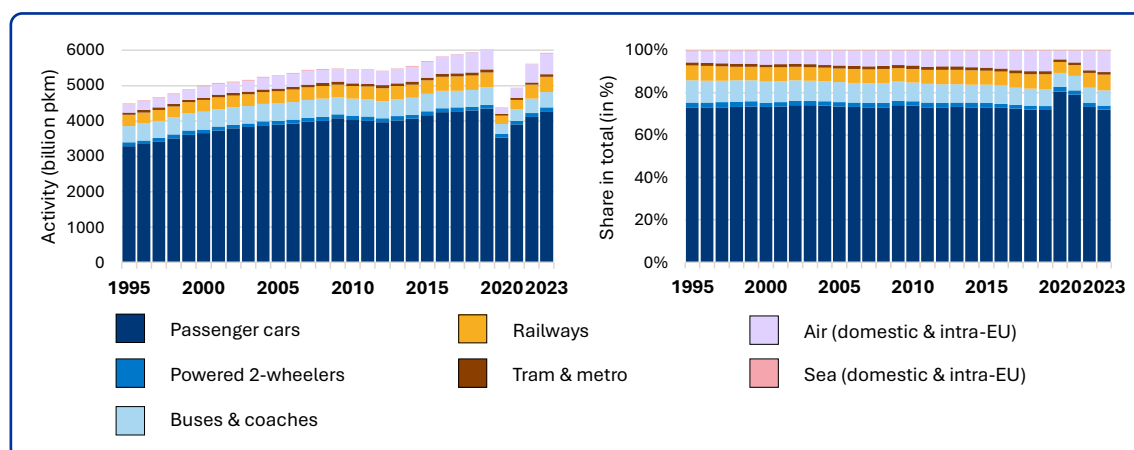
Figure 2: Activity and modal split of intra-EU freight transport (1995-2023)



Source: European Commission. EU transport in figures. Statistical pocketbook 2025. tkm: tonne-kilometre. The share of aviation, around 0.1%, is too little to clearly appear in the graphs.

Regarding **passenger transport**, the share of air transport rose from 5.3% of the total in 1995 to 9.8% in 2023. The predominant use of passenger cars remained stable at around 73% over the years, while the relative use of buses and coaches decreased.

Figure 3: Activity and modal split of intra-EU passenger transport (1995-2023)



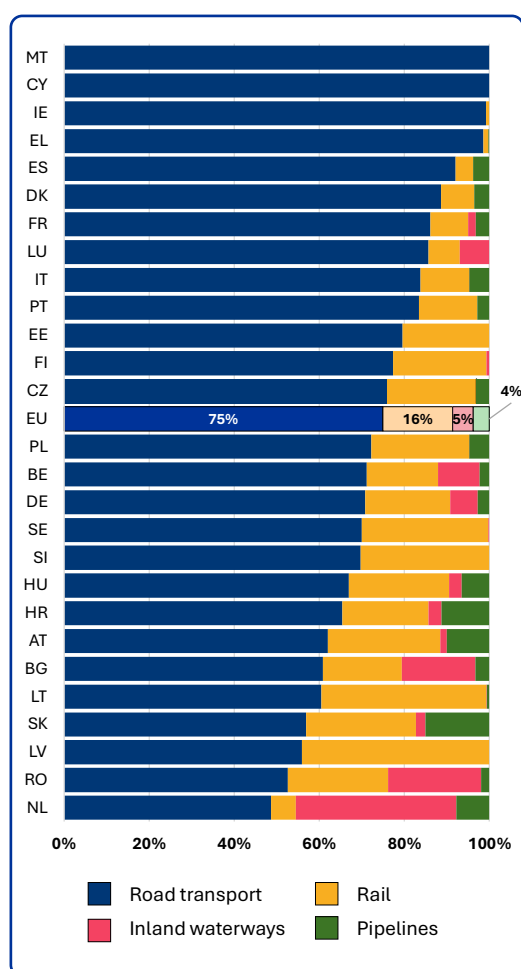
Source: European Commission. EU transport in figures. Statistical pocketbook 2025. pkm: passenger-kilometre.

⁽⁸⁾ “Intra-EU transport” includes land as well as domestic & intra-EU aviation and maritime transport.

• Modal split of inland transport ⁽⁹⁾

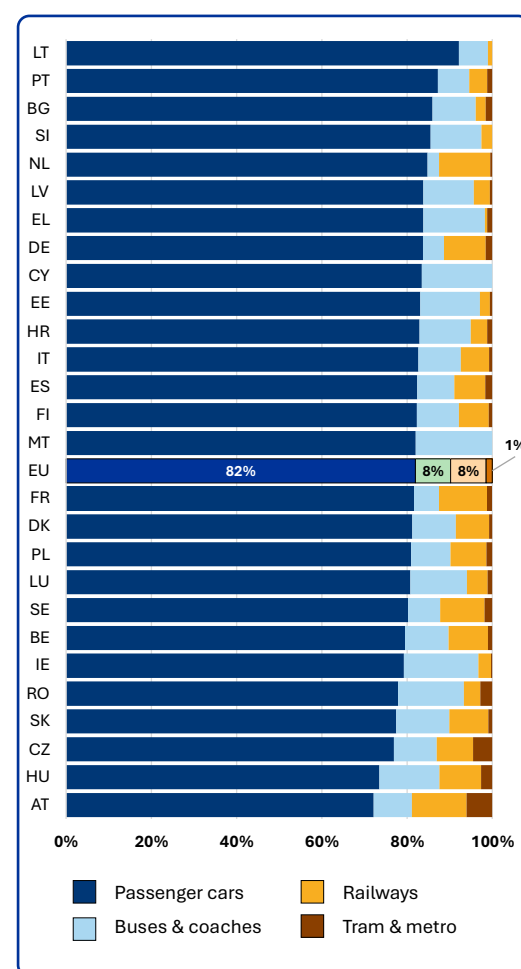
Regarding inland transport, the modal split varies quite significantly between Member States, notably for inland freight transport, where road transport ranged in 2023 from 100% (Malta, Cyprus) to 49% (Netherlands). On the other hand, the dispersion is more limited for inland passenger transport, as passenger cars were the predominantly used means of transport in all Member States in 2023, ranging from 92% (Lithuania) to 72% (Austria).

Figure 4: Modal split of inland freight transport in the EU (2023)



Source: European Commission. EU transport in figures. Statistical pocketbook 2025. Shares based on tkm.

Figure 5: Modal split of inland passenger transport in the EU (2023)



Source: European Commission. EU transport in figures. Statistical pocketbook 2025. Shares based on pkm.

⁽⁹⁾ "Inland transport" covers only land-based transport modes. The modal split of powered 2-wheelers is not reflected at Member State level but would account for 2.2% for the EU. The share of other modes would then be: passenger cars (80.2%), buses & coaches (8%), railways (8.2%) and tram & metro (1.4%). Please refer to the Statistical pocketbook (table 2.3.3.) for additional details.

2. Competitiveness of the EU transport system

A competitive transport system is essential to the European Union's economic strength, internal cohesion, and global influence. It enables the smooth functioning of the Single Market, supports trade and tourism, and ensures that people, services and goods can move efficiently across borders. At the heart of this vision and of the EU transport policy lies the ambition to complete the **Single European Transport Area** – a seamless, integrated network that removes barriers between countries and modes of transport, fostering fair competition and innovation.

Maintaining and enhancing competitiveness in this sector requires more than just physical infrastructure. It demands a forward-looking approach that embraces digital transformation, supports all transport modes, and responds to shared challenges such as market fragmentation, global competition or reliability of the supply chain, in the context of the green and digital transition. The EU is actively promoting the adoption of smart mobility solutions, automation, and data-driven services to improve efficiency, reduce costs, and enhance the user experience. Simplification efforts are ongoing, to reduce administrative burden and support the competitiveness of the sector altogether. Among different pieces of work, the European Commission has commissioned a study on remaining non-infrastructure bottlenecks in the completion of the Single European Transport Area (SETA).

2.1. European competitiveness framework

The **Competitiveness Compass** ⁽¹⁰⁾, launched in 2025, establishes competitiveness as one of the EU's overarching principles for action, setting an approach and a selection of flagship measures to translate into reality the imperatives of i) closing the innovation gaps with the USA and China, ii) creating a joint roadmap for decarbonisation and competitiveness and iii) reducing excessive dependencies and increasing security. This framework is supported by horizontal enablers to reinforce competitiveness across all sectors, namely simplification, removing barriers in the Single Market, financing, skills, and quality jobs, as well as better coordination.

These objectives, and notably their consequences for the global supply chain and international transport, are particularly relevant under the current geopolitical framework, namely Russia's war of aggression in Ukraine, or the crisis in the Middle East and related conflicts.

⁽¹⁰⁾ European Commission. A competitiveness compass for the EU (COM(2025) 30 final). <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A52025DC0030>

The areas of action for the transport system are manifold, ranging from strengthening trade defence instruments, screening foreign investments in strategic assets like ports, and advancing the Global Gateway to secure access to critical raw materials and transport corridors. Together, these policies aim to deliver a transport system that is integrated, resilient, and globally competitive – supporting EU industry, connectivity, and strategic autonomy.

Along the lines of the Competitiveness Compass, the European Commission unveiled in March 2025 an **Action Plan on the future of the automotive sector** ⁽¹¹⁾, which aims to keep the sector competitive. This will be achieved through clean mobility, innovation & digitalisation, creating a level playing field with non-EU competitors ensuring the competitiveness & supply chain resilience, and supporting the industry's workers. The European Commission then presented in December 2025 the **Automotive Package** to support the sector's efforts in the transition to clean mobility. It sets an ambitious yet pragmatic policy framework to ensure 2050 climate neutrality and strategic independence while providing more flexibility to manufacturers. It also responds to calls by EU industry to simplify rules ⁽¹²⁾.

In March 2026, the European Commission has also adopted the **EU Ports Strategy** and **EU Industrial Maritime Strategy** to drive competitiveness, sustainability, security and resilience within the EU's wider waterborne sector. The strategies focus on ports, shipping and shipbuilding ⁽¹³⁾.

2.2. Single European Transport Area (SETA)

The **Single European Transport Area (SETA)** is a cornerstone of the European Union's vision for a fully integrated and efficient transport system. It aims to break down barriers between national transport networks, creating a unified space where people, goods, and services can move freely and seamlessly across borders. By fostering interoperability, fair competition, and coordinated infrastructure development, SETA supports the EU's broader goals of economic cohesion, environmental sustainability, and social inclusion. Despite considerable progress towards integration, the competitiveness of the EU transport system continues to face structural and systemic challenges that hinder the full realisation of SETA.

⁽¹¹⁾ European Commission. COM(2025) 95 final of 5 March 2025. <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex:52025DC0095>

⁽¹²⁾ European Commission. Automotive package. https://transport.ec.europa.eu/transport-themes/action-plan-future-automotive-sector/automotive-package_en

⁽¹³⁾ European Commission. EU Ports Strategy / EU Industrial Maritime Strategy. https://transport.ec.europa.eu/transport-modes/maritime/eu-ports-and-industrial-maritime-strategies_en

A key issue is the persistence of **market fragmentation**, particularly in cross-border operations, where divergent national rules, administrative procedures, and technical standards continue to create inefficiencies and raise operational costs ⁽¹⁴⁾.

Fair competition remains a critical concern, particularly in ensuring a level playing field between EU and non-EU operators, as well as among different transport modes. For instance, in rail, there might be issues in equal access to rail facilities or interoperable and second-hand rolling stock. The study on remaining obstacles for the completion of SETA investigated these angles, among others ⁽¹⁵⁾.

Infrastructure bottlenecks and uneven investment across regions also constrain competitiveness. While the trans-European transport network (TEN-T, section 4.1) provides a strategic framework, gaps in cross-border links, last-mile connections, and multimodal hubs continue to limit network efficiency and accessibility, particularly in peripheral and less-developed areas.

Digital fragmentation is another barrier. Despite progress, limited harmonised data standards, lack of interoperability of digital platforms, and uneven uptake of digital tools across Member States hinder the development of integrated, user-centric mobility services.

2.2.1. Road

In road transport, SETA is being reinforced through a coordinated push for regulatory harmonization, digital integration, and infrastructure modernization.

As part of **Mobility Package I** ⁽¹⁶⁾, adopted in 2020, a new set of rules for the road transport sector became applicable across the EU, covering notably the issues of drivers' working conditions, posting rules for drivers in international transport and access to the haulage market.

⁽¹⁴⁾ See for instance the *b-solutions* initiative, led by the Association of European Border Regions (AEBR) and the European Commission (DG REGIO), which gathered data on cross-border cooperation and the legal and administrative obstacles that still pose limit to the interactions between neighbouring regions within Europe. 165 different border obstacles are compiled into several publications. <https://www.b-solutionsproject.com/>

⁽¹⁵⁾ European Commission. Identifying the untapped potential of completing key aspects of the Single European Transport Area (SETA) and of extending it to candidate countries – Final report. <https://data.europa.eu/doi/10.2832/5389296>

⁽¹⁶⁾ European Commission. Mobility Package I. https://transport.ec.europa.eu/transport-modes/road/mobility-package-i_en

Regarding **digitalisation**, the revised ITS Directive ⁽¹⁷⁾ mandates EU-wide availability of harmonised digital machine-readable data – covering road infrastructure and multimodal access nodes, static and dynamic traffic regulations, and real-time conditions including road safety-related events – ensuring cross-border interoperability and enabling connected mobility services. Complementing this, updated rules on Multimodal Travel Information Services (MMTIS) require Member States to provide standardized, real-time data on schedules, fares, and accessibility via National Access Points, supporting seamless multimodal journey planning and Mobility as a Service (MaaS). The implementation of the ITS working programme 2024-2028 ⁽¹⁸⁾ should also provide for enhanced rules on road safety-related traffic information services and safe and secure truck parking information services, as well as for increased data availability.

The **Passenger Package** ⁽¹⁹⁾, proposed in May 2026, aims at fostering seamless travel across Europe. Through three proposals, its ambition is to simplify planning and booking for regional, long-distance and cross-border travel, particularly for rail journeys involving multiple operators, and ensure better protection for rail passengers for the entire journey.

Digital freight transport is also addressed, through the implementation of electronic freight transport information (eFTI), which streamlines cross-border logistics by replacing paper-based documentation with interoperable digital systems.

These digital frameworks are backed by **infrastructure investments** under the Connecting Europe Facility (CEF), including the rollout of interoperable electric and hydrogen refuelling networks under the Alternative Fuels Infrastructure Regulation (AFIR). Harmonized tolling systems and digital road user charging further reduce fragmentation and enhance efficiency.

2.2.2. Rail

The **Single European Railway Area (SERA)** is being advanced through a combination of regulatory, technical, and operational measures aimed at eliminating fragmentation and enabling seamless cross-border rail services. The **Fourth Railway**

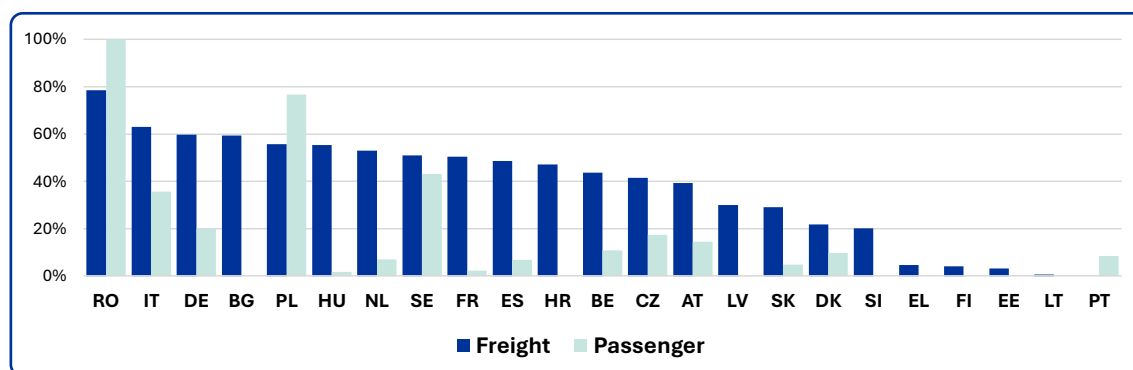
⁽¹⁷⁾ Directive (EU) 2023/2661 of 22 November 2023 amending Directive 2010/40/EU on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport.

⁽¹⁸⁾ Commission Implementing Decision 2024/6798 of 12 November 2024.

⁽¹⁹⁾ https://transport.ec.europa.eu/passenger-package_en

Package ⁽²⁰⁾ aiming to complete the liberalisation of the EU single market for rail services is now fully in force ⁽²¹⁾, ensuring interoperability, safety, and market access across Member States. It also reinforced the role of the European Union Agency for Railways (ERA). Yet, the degree of competition in the railway sector, measured nationally as the total market share of all but the biggest railway company, remains quite low, except in freight, despite increased competition. Indeed, the competitors' average market share in the EU27 rail freight market increased from 39% to 49% between 2018 and 2022 while competitors had an average 12.6% market share in national commercial passenger markets in the EU27 in 2022, an increase of 6.6 percentage points compared to 2018 ⁽²²⁾. New entrants captured, on average, a 21% share in public service contracts (+8 percentage points compared to 2018). The Commission is closely monitoring the way the national rail markets are organised and the correct implementation of Regulation 1370/2007 ⁽²³⁾ to ensure market opening to the benefit of rail passengers.

Figure 6: Market share of all but the principal rail undertaking (2022)



Source: European Commission. EU transport in figures. Statistical pocketbook 2025. Not applicable to Cyprus and Malta (no railways) nor to Ireland and Luxembourg (no competition in either freight or passenger market). 2021 figures were used for SK and RO, and 2020 figures for PT.

Technical interoperability is being advanced through the large-scale rollout of the **European Rail Traffic Management System (ERTMS)**, which replaces national signalling systems with a unified digital standard. Yet, progress on implementation is still limited, with several Member States significantly lagging behind. At the end of

⁽²⁰⁾ European Commission. Fourth Railway Package of 2016.
https://transport.ec.europa.eu/transport-modes/rail/railway-packages/fourth-railway-package-2016_en

⁽²¹⁾ The principle of mandatory tendering for public service contracts in rail applies since end of December 2023.

⁽²²⁾ European Commission. SWD (2025) 239 final, PART 2/2 of 30 July 2025.

⁽²³⁾ Regulation 1370/2007 of the European Parliament and of the Council of 23 October 2007 on public passenger transport services by rail and by road and repealing Council Regulations (EEC) Nos 1191/69 and 1107/70.

February 2023, 15% of the revised Core Network Corridors (CNC) (i.e. 59 055km) was in operation with ETCS ⁽²⁴⁾ (i.e. 8 600 km) and 61% with GSM-R ⁽²⁵⁾ ⁽²⁶⁾.

Country factsheets on the deployment of ERTMS per country provide a valuable insight into the state of play of its implementation, as of July 2023 ⁽²⁷⁾.

Member States and operators are collaborating to expand international passenger services, including night trains, while addressing rolling stock interoperability and capacity allocation. Efficient and streamlined authorisation procedures are important in reducing administrative burden. These efforts are complemented by initiatives to enhance rail freight competitiveness, for instance through digitalisation (ERTMS, but sector-specific improvements as well, such as the efforts to deploy Digital Automatic Coupling ⁽²⁸⁾) or harmonised capacity management.

2.2.3. Air

For aviation, the **Single European Sky (SES)** initiative, launched in 2004, remains central to SETA. It focuses on integrating national air traffic management (ATM) systems into a unified European framework to reduce delays, emissions, and costs.

The **Single European Sky ATM Research (SESAR)** project brings together the resources and expertise of civil and military stakeholders, with the EU institutions, to develop innovative technologies and ways of working to improve ATM performance.

To address increasing delays of flights in the EU, the European Commission has appointed Eurocontrol as the Network Manager until 2029 with a mandate to identify short-term congestion and delay reduction measures for peak travel periods. Measures have also been included in Commission Implementing Regulations such as the Network Functions, and Performance and Charging Scheme Regulations.

The **SES2+** reform aims to introduce structural changes to ensure that the sector is fit to realise its economic potential in a balanced way, by providing for a more flexible

⁽²⁴⁾ European Train Control System (ETCS) is the signalling component of ERTMS, providing automatic train protection and in-cab signalling.

⁽²⁵⁾ Global System for Mobile communication – Railways (GSM-R) is the dedicated radio communication system for railway operations and the data bearer for ETCS Levels 2 and 3.

⁽²⁶⁾ European Commission. ERTMS – State of Play. https://transport.ec.europa.eu/transport-modes/rail/ertms/state-play_en

⁽²⁷⁾ European Commission. https://transport.ec.europa.eu/transport-modes/rail/ertms/state-play/deployment-status-country_en

⁽²⁸⁾ DAC is a type of railway coupling systems enabling automated coupling of railcars, integrating not only mechanical but also pneumatic, electrical, and digital connections in a single operation.

and scalable provision of air navigation services and fit for the operating environment of today and of the future, and by improving on environmental performance ⁽²⁹⁾.

Still, air traffic management in Europe is facing multiple challenges. Among these is the imperative to establish a system capable of scaling air traffic control capacity, particularly to accommodate the surge in traffic during the summer months. The integration of new airspace entrants, such as drones, requires careful management to ensure seamless incorporation. Additionally, the progression towards digital systems highlights the necessity for enhanced safety and security protocols, particularly to guard against cyberattacks.

2.2.4. Waterborne

In the maritime sector, SETA is being advanced through the **European Maritime Single Window environment (EMSWe)**, which streamlines reporting formalities for ships across EU ports. This digital integration reduces administrative burdens and improves competitiveness, by harmonising and simplifying reporting requirements for ships arriving at, staying in, and departing from EU ports.

The main goals of the EMSWe are:

- Reducing administrative burdens for shipping operators.
- Boosting the competitiveness of EU maritime transport.
- Enhancing operational efficiency and promoting sustainability.
- Integrating maritime transport into the digital multimodal logistics chain.

The expected benefits for shipping operators are estimated at 2.2-2.5 million staff hours saved, and EUR 62-72 million in annual cost savings ⁽³⁰⁾.

EMSWe became applicable on **15 August 2025**.

Regarding **inland waterways**, the European Commission tabled a 35-point action plan in June 2021 ⁽³¹⁾ to boost its role in our mobility and logistics systems. The core objectives are to shift more cargo over Europe's rivers and canals and facilitate the transition to zero-emission barges by 2050.

⁽²⁹⁾ European Commission. Single European Sky. https://transport.ec.europa.eu/transport-modes/air/single-european-sky_en

⁽³⁰⁾ European Commission. European Maritime Single Window Environment. https://transport.ec.europa.eu/transport-modes/maritime/eu-wide-digital-maritime-system-and-services/european-maritime-single-window-environment_en

⁽³¹⁾ European Commission. NAIADES III action plan. https://transport.ec.europa.eu/transport-modes/inland-waterways/promotion-inland-waterway-transport/naiades-iii-action-plan_en

3. Sustainable and smart mobility

For the EU to become a climate-neutral economy by 2050, there is a need to make all transport modes more sustainable, propose alternatives that are widely available in a multimodal, efficient, and competitive transport system, as well as set the right incentives to drive the transition. Current efforts focus on reducing the sector's environmental footprint through cleaner energy use, improved efficiency, and innovation in vehicles, fuels, and infrastructure.

3.1. Externalities of transport

Transport activities generate **externalities that impact both the environment and society**. In the context of pressing environment and climate challenges, addressing these through EU transport policy is becoming increasingly urgent. While these externalities notably include accidents, air and noise pollution, climate change and congestion, other effects, such as water and soil pollution, are also relevant, though sometimes more difficult to evaluate. Following the work conducted in 2019 ⁽³²⁾, the European Commission is currently working on a comprehensive **study on external costs of transport**, with the aim of providing a large overview by modes of transport, as well as a valuation of related infrastructure costs and degree of internalisation through taxes and charges.

3.1.1. Accidents

In 2025, **19 400 people** lost their lives in road crashes across the EU (see section 5), a 3% decrease from 2024 (580 fewer lives lost). While this marks a step in the right direction, the overall pace of improvement remains too slow to meet the EU's goal of halving road deaths by 2030 with regards to 2019 values of 22 800 deaths.

3.1.2. Air pollution

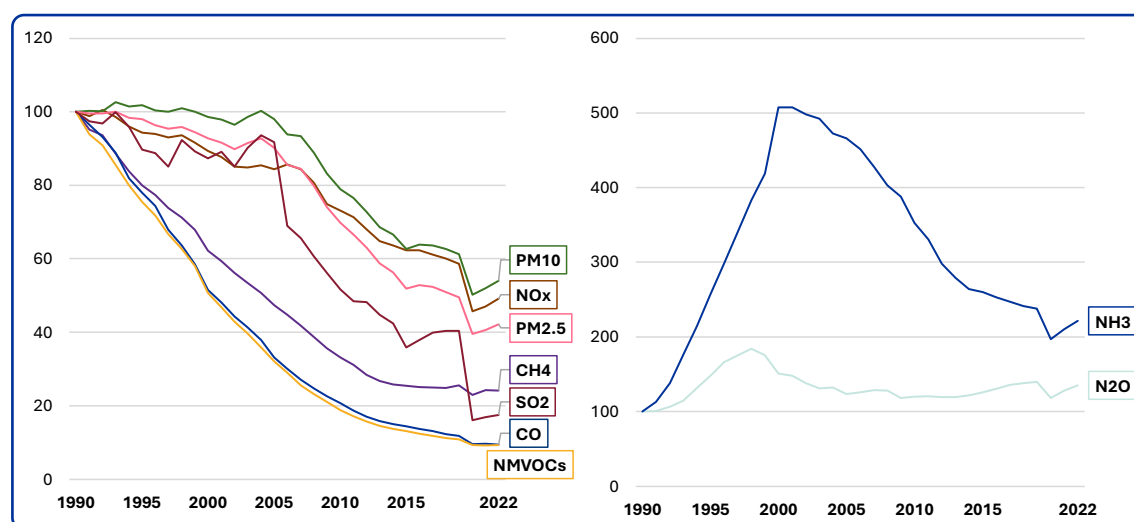
Pollutants emitted by transport activities contribute ⁽³³⁾ to ambient air pollution and put significant pressure on the environment and human health in Europe.

⁽³²⁾ European Commission. Directorate-General for Mobility and Transport, CE Delft, INFRAS, Ricardo, Wijngaarden, L. v. et al., Sustainable transport infrastructure charging and internalisation of transport externalities – Executive summary, Publications Office, 2019, <https://data.europa.eu/doi/10.2832/246834>

⁽³³⁾ There is a generally complex and non-linear relationship between direct emissions of air pollutants, their overall concentration in the atmosphere (which affects air quality) and their

In recent decades, significant policy efforts have addressed transport-related air pollution from various transport modes (road transport, rail, aviation, maritime) and have led to some notable improvements (Figure 7). Member States are required to meet the limits and target values for concentrations of pollutants set by the Ambient Air Quality Directive ⁽³⁴⁾ while also being required to achieve the emission reduction commitments on the total national emissions for five important air pollutants set by the National Emission reduction Commitments Directive (nitrogen oxides (NO_x), sulphur dioxide (SO₂), non-methane volatile organic compounds (NMVOC), ammonia (NH₃) and fine particulate matter (PM_{2.5})).

Figure 7: Emissions of pollutants from transport in the European Union (1990=100)



Source: European Environment Agency. Emissions of air pollutants from transport in Europe.

3.1.3. Noise pollution

Noise pollution is a significant environmental impact resulting from transport activities.

In 2022, exposure to noise from transport sources was estimated to impact the health and well-being of **more than 100 million people in Europe** ⁽³⁵⁾. More than 20% of the EU-27 population lives in areas where road noise levels can cause adverse health effects. This percentage can reach up to 50% in some urban areas.

impact on human health. Please refer to the EEA website for further details, notably: European Environment Agency. Sustainability of Europe's mobility systems: Air pollution. <https://www.eea.europa.eu/en/analysis/publications/sustainability-of-europes-mobility-systems/air-pollution>

⁽³⁴⁾ Directive (EU) 2024/2881 of 23 October 2024 on ambient air quality and cleaner air for Europe (recast). Official Journal of the European Union, L 2024/2881, 20 November 2024.

⁽³⁵⁾ European Environment Agency (EEA). Sustainability of Europe's mobility systems: Transport noise. <https://www.eea.europa.eu/en/analysis/publications/sustainability-of-europes-mobility-systems/transport-noise>

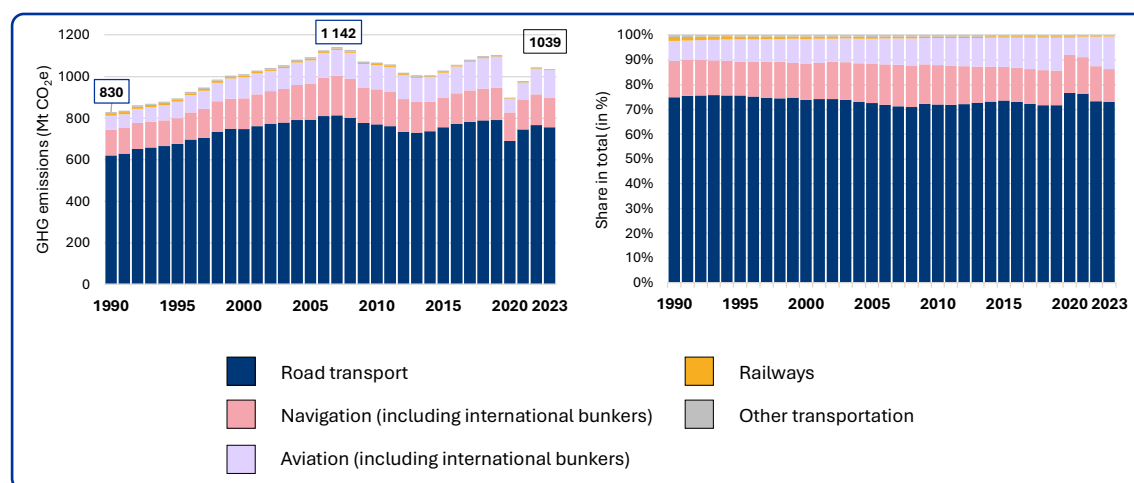
The major source of noise pollution in both urban and non-urban areas is road traffic. Based on data reported under the Environmental Noise Directive (END), it is estimated that in 2017 around 90 million people in the EU were exposed to harmful levels of road traffic noise above the END thresholds. Noise from railways and aircraft has a much lower impact in terms of the overall population, but both are significant sources of local noise pollution.

Noise is also one of the most widespread human-induced pressure on the marine biology and ecosystem, with ships and offshore activities contributing to **underwater noise pollution**. Tankers and cargo ships emerge as primary contributors to underwater radiated noise (URN) sound pressure levels, with the most affected areas in Europe including parts of the English Channel, the Strait of Gibraltar, the Adriatic Sea, the Dardanelles Strait and in the Baltic Sea ⁽³⁶⁾.

3.1.4. Climate change

The transport sector is one of the largest sources of **greenhouse gas (GHG) emissions** in the European Union, representing 31% of the total in 2023, and has shown little progress in the reduction of emissions in recent decades. Member States project that domestic transport emissions will only fall below their 1990 levels in 2032 ⁽³⁷⁾.

Figure 8: Transport-GHG emissions by transport mode in the EU (1990-2023)



Source: European Commission. EU transport in figures. Statistical pocketbook 2025.

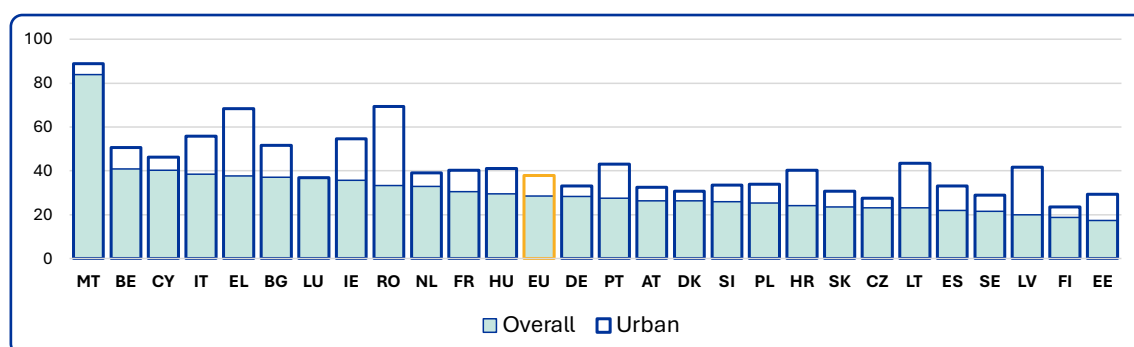
⁽³⁶⁾ European Maritime Safety Agency (EMSA). European Maritime Transport Environmental Report 2025 (EMTER 2025). <https://www.emsa.europa.eu/emter.html>

⁽³⁷⁾ European Environment Agency (EEA, 31 October 2024). Greenhouse gas emissions from transport in Europe. <https://www.eea.europa.eu/en/analysis/indicators/greenhouse-gas-emissions-from-transport>

3.1.5. Congestion

The slow deployment of smart mobility systems, which could better manage traffic flows, and problems with interoperability are causing considerable economic losses in unexploited network capacity. In most EU countries, the average driver loses **20 to 40 hours per year** in traffic congestion (Figure 9).

Figure 9: Average peak-hour delay per representative driver in the EU (hours/year, 2023)



European Commission. Joint Research Centre. Calculations based on TomTom data.

Intelligent transport systems have been designed to better manage road traffic, especially in cities. A more efficient use of roads could possibly be achieved through time-differentiated congestion charging, applied today on interurban roads to all vehicles on a handful of short stretches of motorways in France and Spain only.

3.2. Energy consumption and decarbonisation

To achieve sustainable modes of transport, it is necessary to boost production and uptake of low and zero- emission vehicles, vessels, and aircraft, supported by renewable and low carbon fuels.

3.2.1. Energy consumption and transport fuel mix

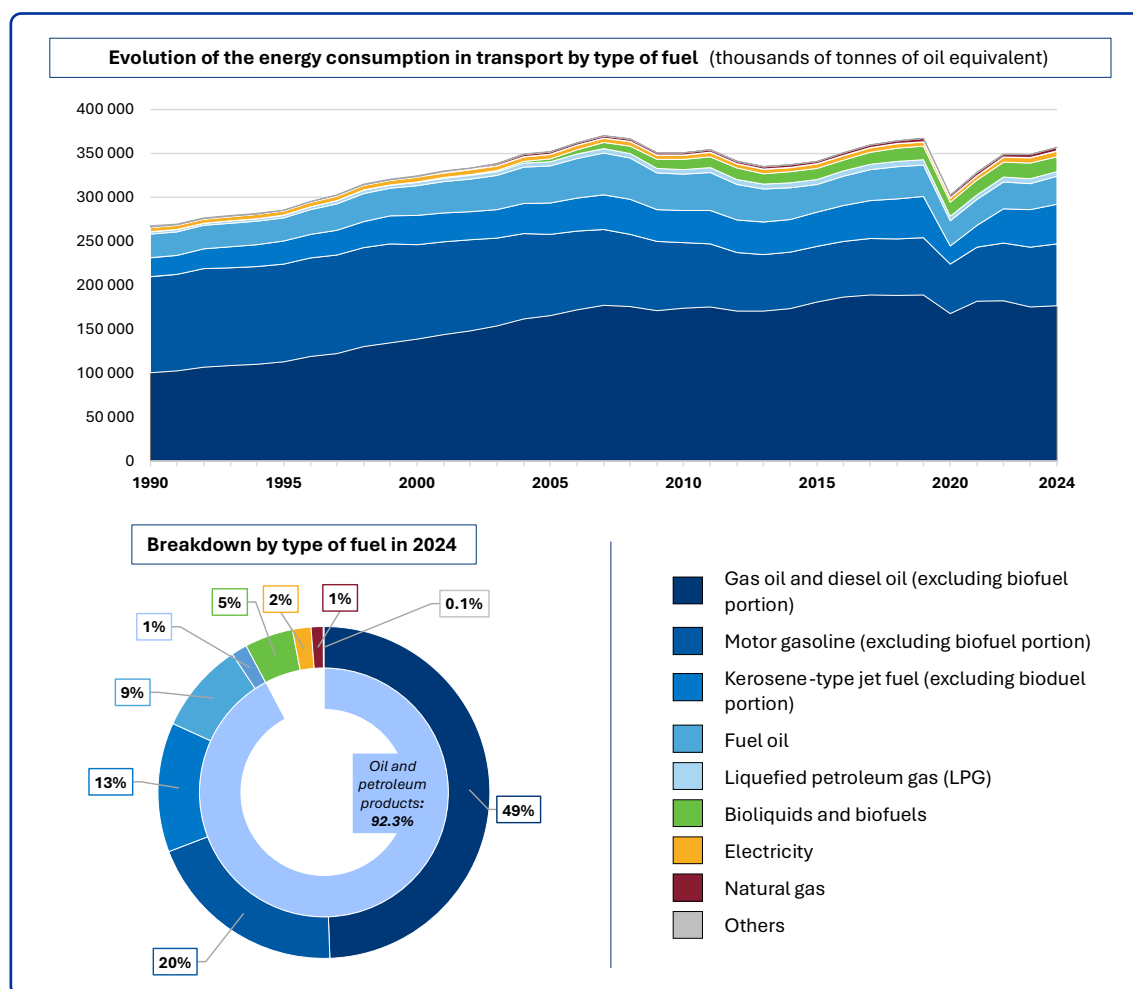
In the European Union in 2024, the transport sector accounted for 32.3% of the final energy consumption ⁽³⁸⁾. The total energy consumption of the transport system peaked in 2007 to 370.6 million tonnes of oil equivalent; a level almost reached again in 2019 with 364.7 million tonnes of oil equivalent but dropped in the following year following the COVID-19 pandemic (Figure 10).

Transport remains very dependent on oil, even though its relative share decreased. Oil-derived fuels accounted for 92.3% of energy consumption in transport in 2024, including fuel used in international navigation and aviation, against 96.9% in 2005 and up to 98% in 1990.

Road transport accounts for the largest **share of the overall consumption**, with 73.1% of the total in 2024 (Figure 11), followed by international maritime (11.2%) and international aviation (11.1%).

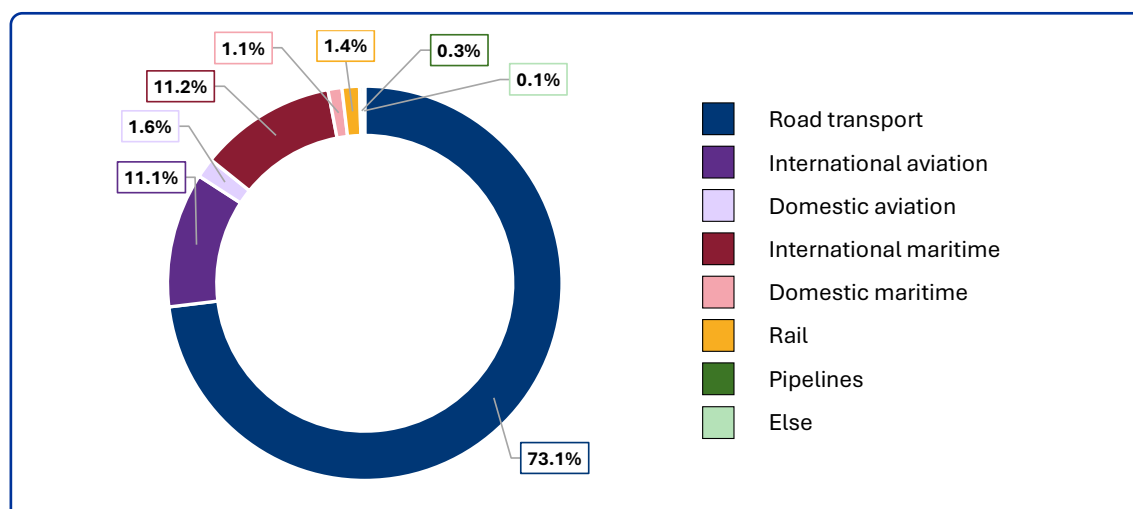
⁽³⁸⁾ Eurostat.Complete energy balances [nrg_bal_c]

Figure 10: Energy consumption in transport by type of fuel in the EU, evolution and breakdown



Source: Eurostat. Complete energy balances – Annual data [nrg_bal_c]. Including international aviation, maritime transport, and pipelines. Percentages based on thousands of tonnes of oil equivalents.

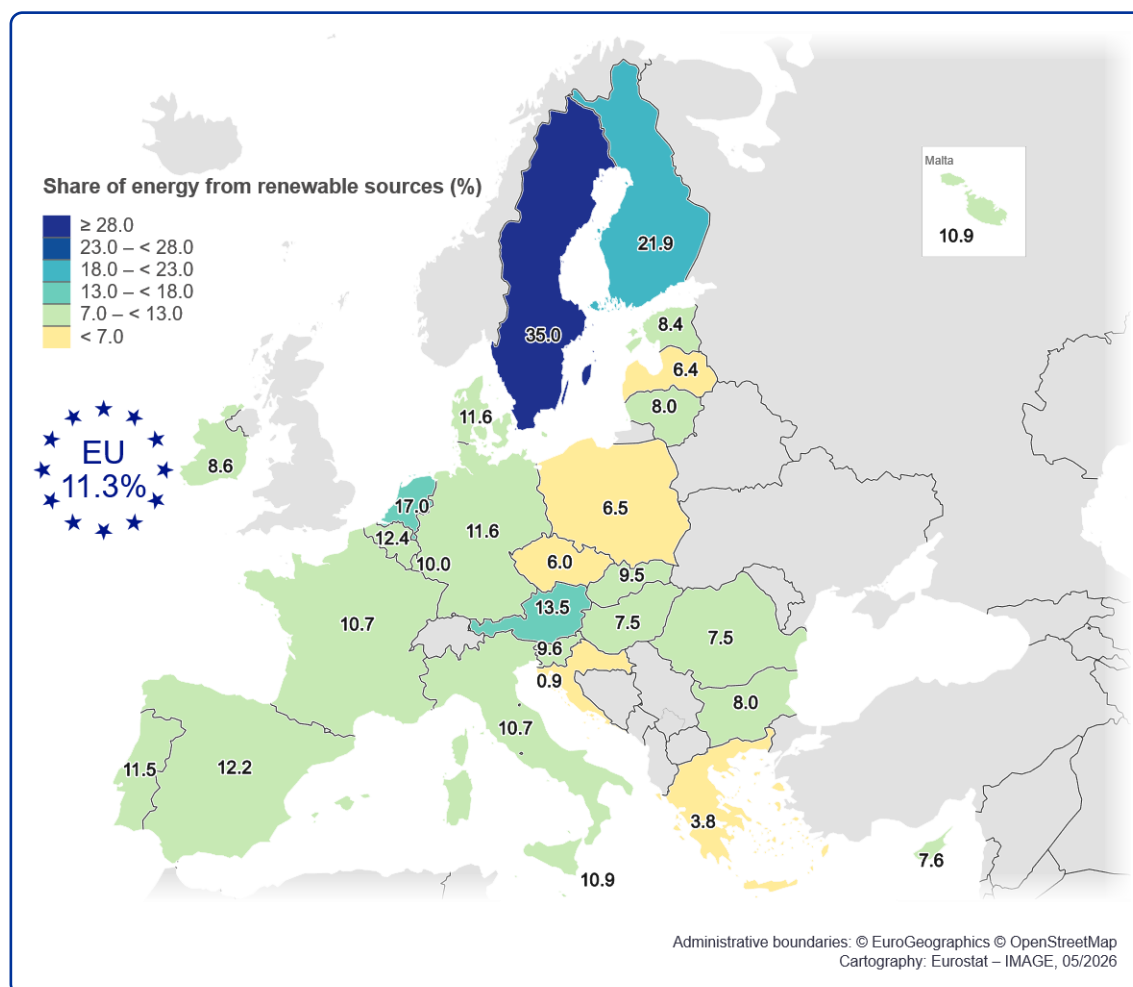
Figure 11: Energy consumption in the transport sector in 2024, by mode



Source: Eurostat. Complete energy balances – Annual data [nrg_bal_c]. Including international aviation, maritime transport, and pipelines. Percentages based on thousands of tonnes of oil equivalents.

The share of **energy from renewable sources** used for transport in the EU increased from less than 2% in 2005 to 11.3% in 2024, according to preliminary estimates ⁽³⁹⁾. Yet, progress among Member States differs significantly (1% to 35%).

Figure 12: Share of energy from renewable sources used in transport by country in 2024



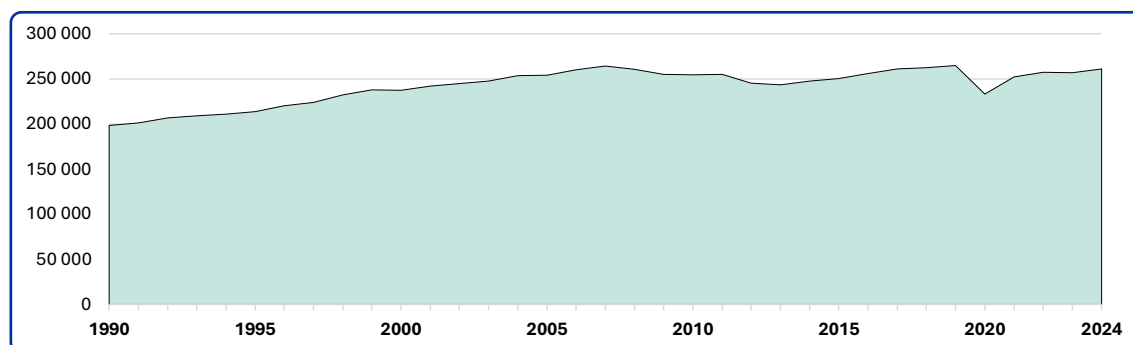
Source: European Environment Agency (EEA). Share of energy from renewable sources used in transport by country. Estimated values only (November 2025).

⁽³⁹⁾ European Environment Agency (EEA). Share of energy from renewable sources used in transport by country. <https://www.eea.europa.eu/en/analysis/indicators/use-of-renewable-energy-for>

Road transport

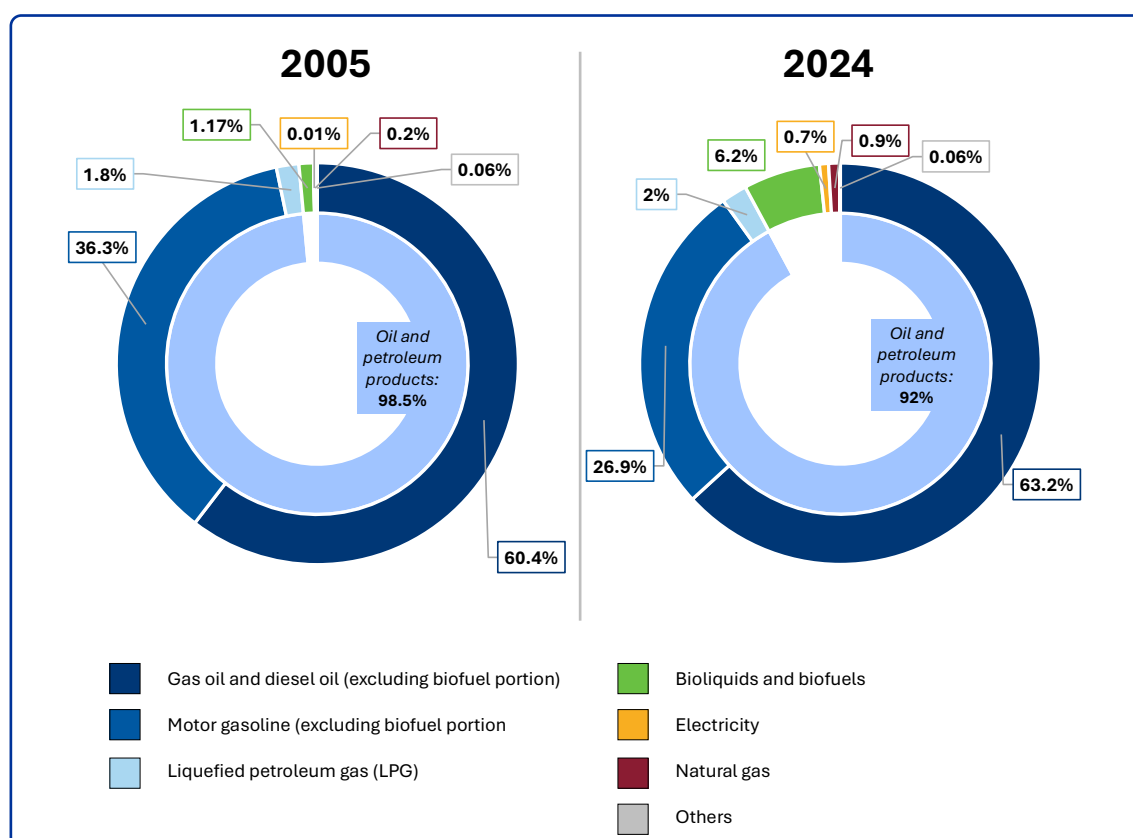
The final energy consumption of road transport in the EU **increased by 31%** between 1990 and 2024, from 198 551 tonnes of oil equivalent to 261 051 tonnes. Over the same period, the use of energy products evolved considerably, as motor gasoline was the most used fuel in 1990 (54.8% in 1990, 36.2% in 2005, 26.9% in 2024), supplanted by gas and diesel oil (63.2% in 2024).

Figure 13: Final energy consumption of road transport in the EU (1990-2024)



Source: Eurostat. Complete energy balances – Annual data [nrg_bal_c]. Final energy consumption in thousands of tonnes of oil equivalents.

Figure 14: Final energy consumption of road transport in the EU by fuel type (2005, 2024)

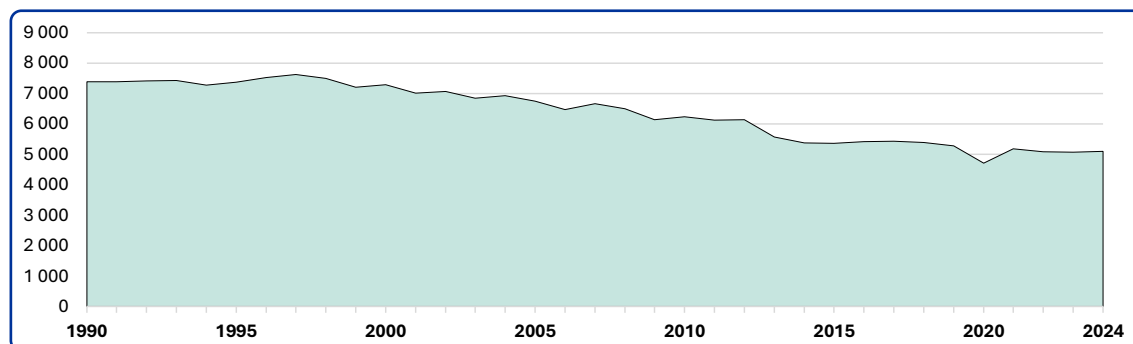


Source: Eurostat. Complete energy balances – Annual data [nrg_bal_c]. Percentages based on thousands of tonnes of oil equivalents.

• Rail transport

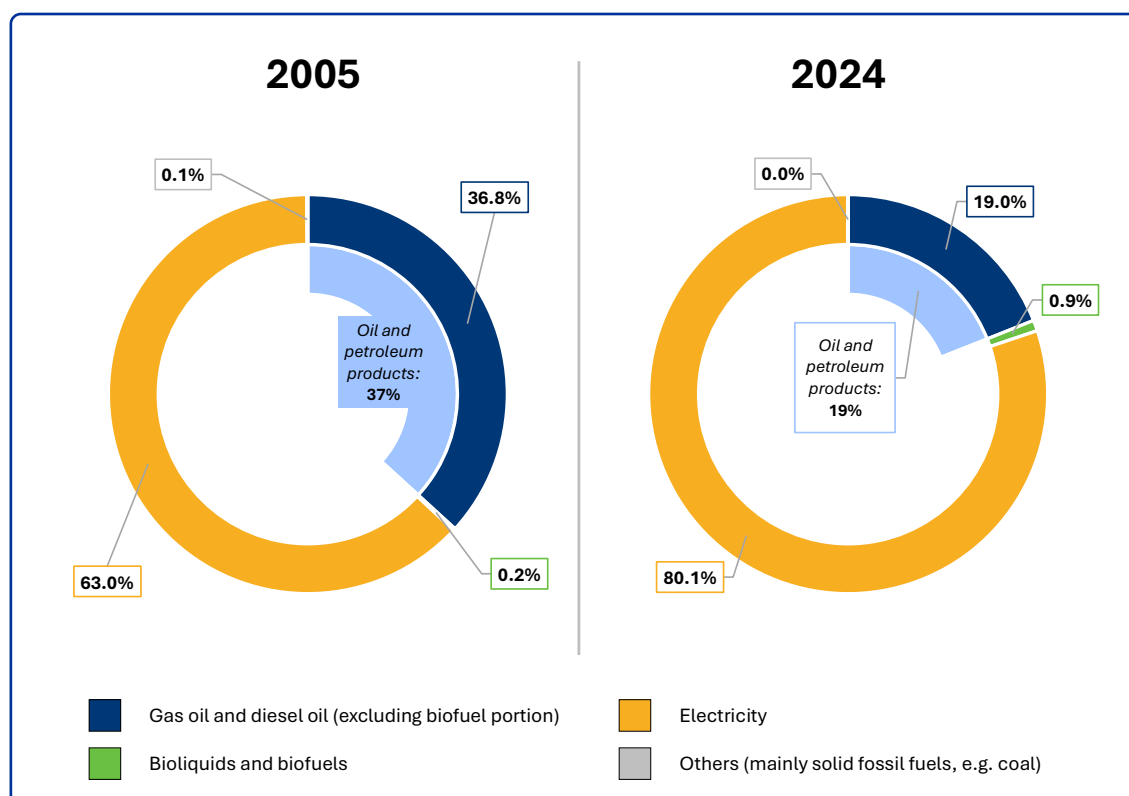
In rail transport, final energy consumption **decreased by 30.9%** between 1990 and 2024, from 7 389 thousand tonnes of oil equivalents in 1990 to 5 105 thousand tonnes in 2024. The electrification of the sector increased over time, from 52.6% of the total energy consumption in 1990 to 63% in 2005 and 80.1% in 2024.

Figure 15: Final energy consumption of rail transport in the EU (1990-2024)



Source: Eurostat. Complete energy balances – Annual data [nrg_bal_c]. Final energy consumption in thousands of tonnes of oil equivalents.

Figure 16: Final energy consumption of rail transport in the EU by fuel type (2005, 2024)

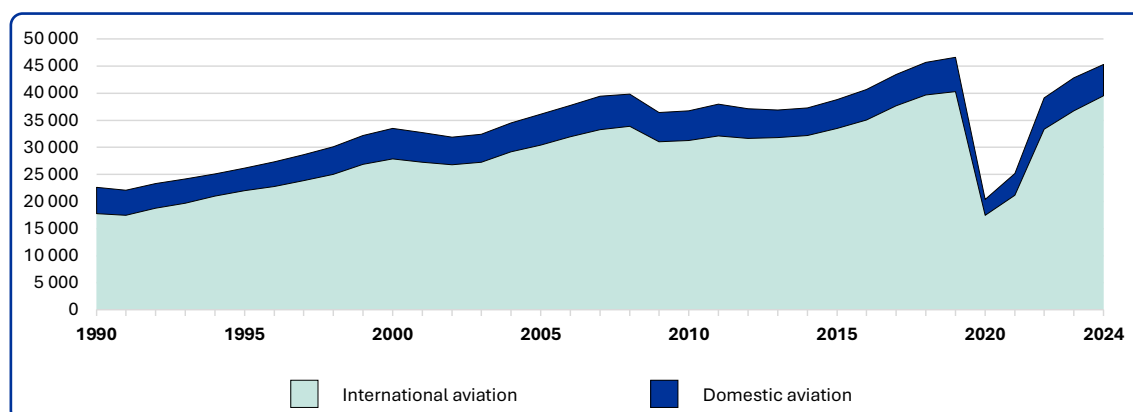


Source: Eurostat. Complete energy balances – Annual data [nrg_bal_c]. Percentages based on thousands of tonnes of oil equivalents.

• Aviation

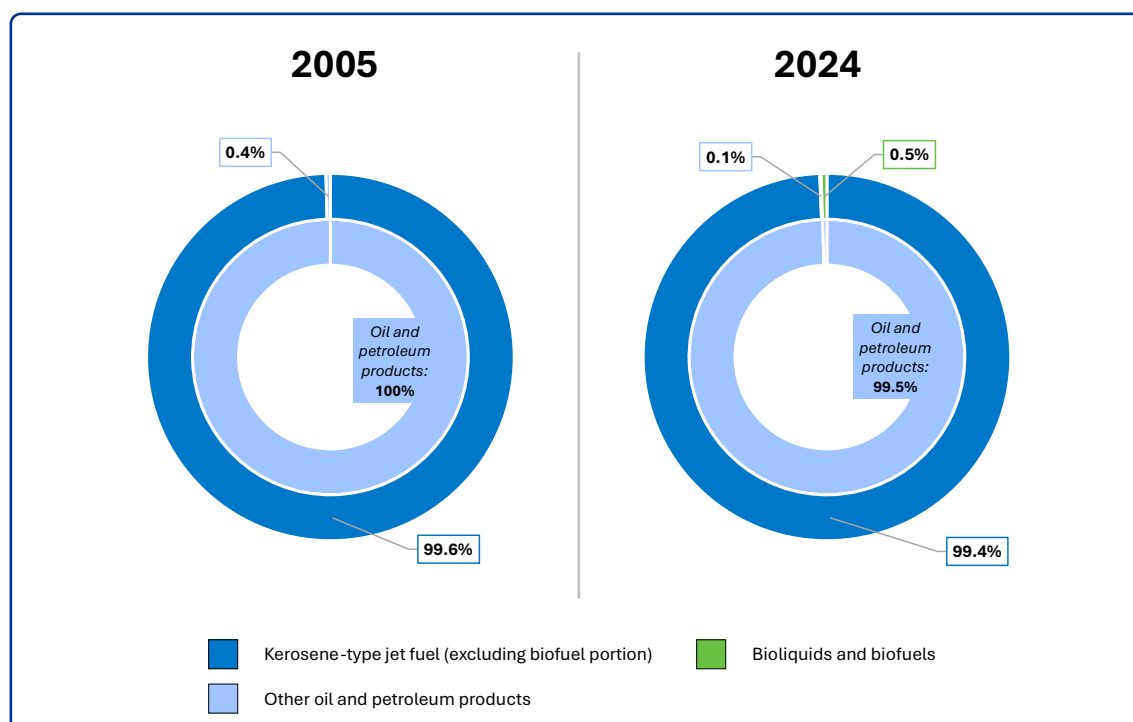
The energy use of aviation **increased by 100%** between 1990 and 2024. In 1990, kerosene-type jet fuel accounted for 81.4% of consumption of **domestic aviation**, while gasoline-type jet fuel accounted for 15.8%. Aviation gasoline is still used today (reported in the graph below under “Other oil and petroleum products”) for a few domestic flights operating small aircraft equipped with piston engines. **International aviation** is historically predominantly powered by kerosene-type jet fuel.

Figure 17: Energy consumption of aviation in the EU (1990-2024)



Source: Eurostat. Complete energy balances – Annual data [nrg_bal_c]. Energy consumption in thousands of tonnes of oil equivalents.

Figure 18: Energy consumption of aviation in the EU by type of fuel (2005, 2024)

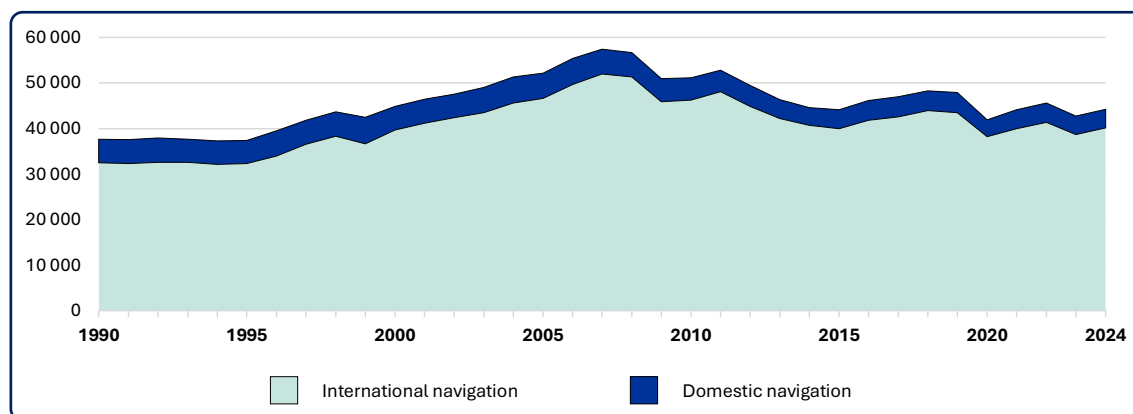


Source: Eurostat. Complete energy balances – Annual data [nrg_bal_c]. Percentages based on thousands of tonnes of oil equivalents.

• Waterborne transport

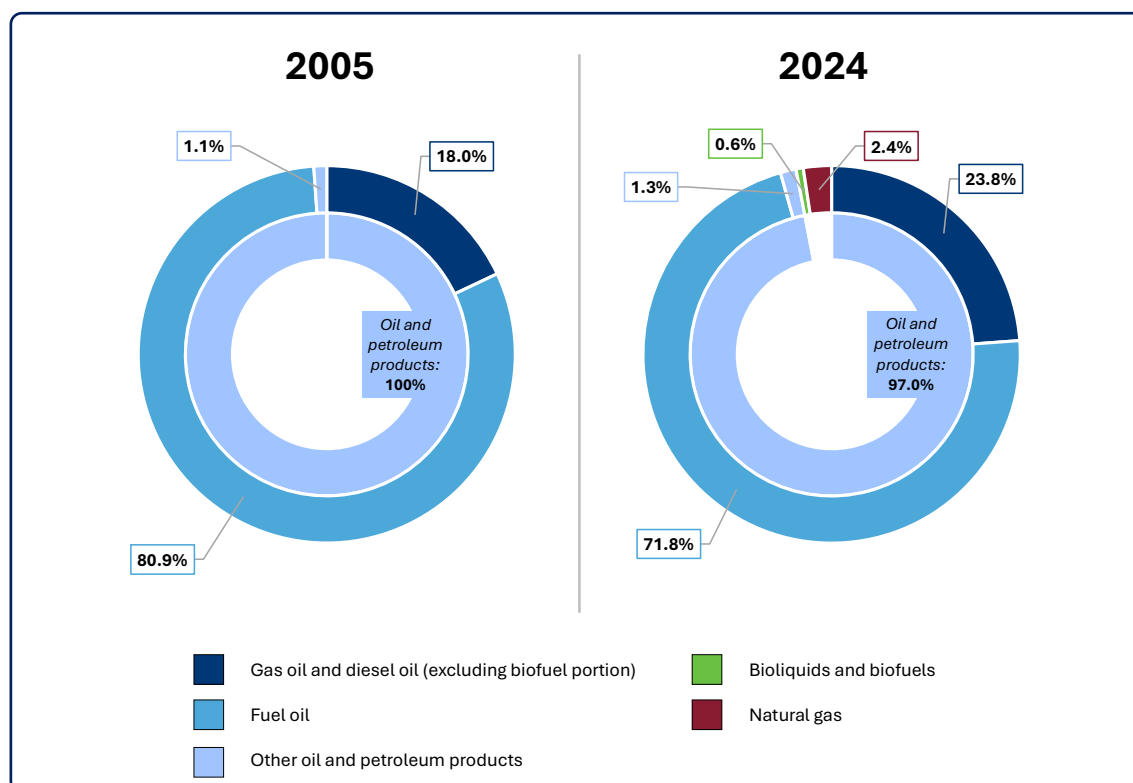
The energy consumption of waterborne transport **increased by 17%** between 1990 and 2024, from 37 691 thousand tonnes of oil equivalent to 44 197 thousand tonnes, peaking in 2007 with 57 418 thousand tonnes.

Figure 19: Energy consumption of waterborne transport in the EU (1990-2024)



Source: Eurostat. Complete energy balances – Annual data [nrg_bal_c]. Energy consumption in thousands of tonnes of oil equivalents.

Figure 20: Energy consumption of waterborne transport in the EU by fuel type (2005, 2024)



Source: Eurostat. Complete energy balances – Annual data [nrg_bal_c]. Percentages based on thousands of tonnes of oil equivalents.

3.2.2. Low and zero-emission vehicles, vessels, aircraft

Low and zero-emission vehicles, vessels and aircraft are means of transport using a propulsion technology that does not produce internal combustion engine exhaust (for zero-emission), or reduced emissions compared to conventional engines.

The **European Alternative Fuel Observatory**, started in 2015, has over the years developed into a key reference point for information about alternative fuels in Europe, where interested parties may find data on vehicles and infrastructure, and information on public incentives and legislation.

- **Road transport**

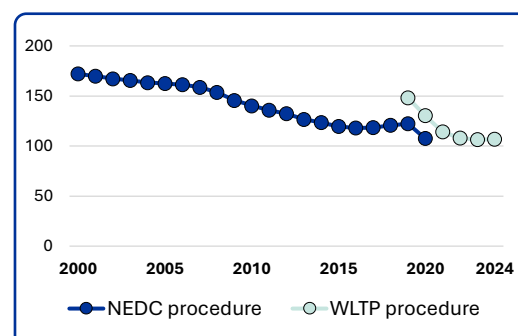
For road transport, zero-emission vehicles today consist mainly of battery electric vehicles (BEV) and hydrogen vehicles (H₂) while low-emissions vehicles includes plug-in hybrid electric vehicles (PHEV).

Passenger cars (M1)

The efficiency of the **passenger car** segment has been improving over time. With stricter CO₂ emission targets in place since 2020, the average CO₂ emissions from all new passenger cars registered in Europe (European Union, Norway, and Iceland) fell by 28% between 2019 and 2024.

The main driver of this decrease in emissions is the surge in zero and low emission vehicles ⁽⁴⁰⁾.

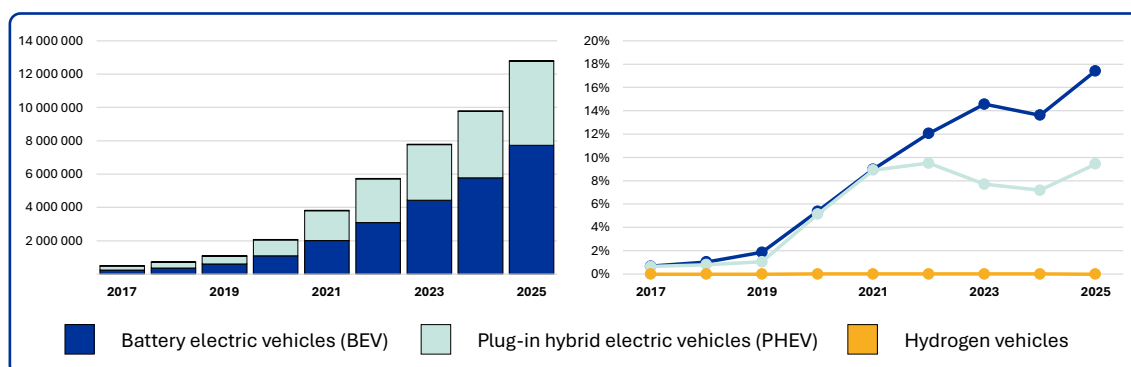
Figure 21: Average CO₂ emissions from new passenger cars in Europe (gCO₂/km, 2000-2024)



Source: EEA. Average CO₂ emissions from new passenger cars. NEDC: New European Driving Cycle. WLTP: Worldwide Harmonised Light Vehicle Test Procedure.

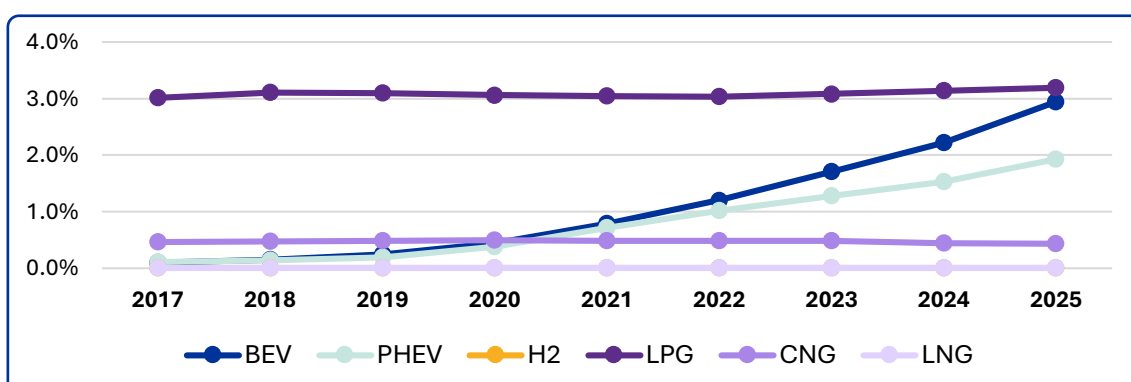
The uptake of zero and low emissions passenger car in the EU kept its pace, with an increase of 3 million cars in 2025, compared to 2 million vehicles in 2024 and 2023. Thus, the fleet of zero and low emissions passenger cars in the EU is now above 12 million vehicles (Figure 22).

⁽⁴⁰⁾ European Environment Agency (EEA). CO₂ emissions performance of new passenger cars in Europe. <https://www.eea.europa.eu/en/analysis/indicators/co2-performance-of-new-passenger>

Figure 22: Uptake of zero and low emissions passenger cars (left) and share in new registrations (right)

Source: European Alternative Fuels Observatory (May 2026).

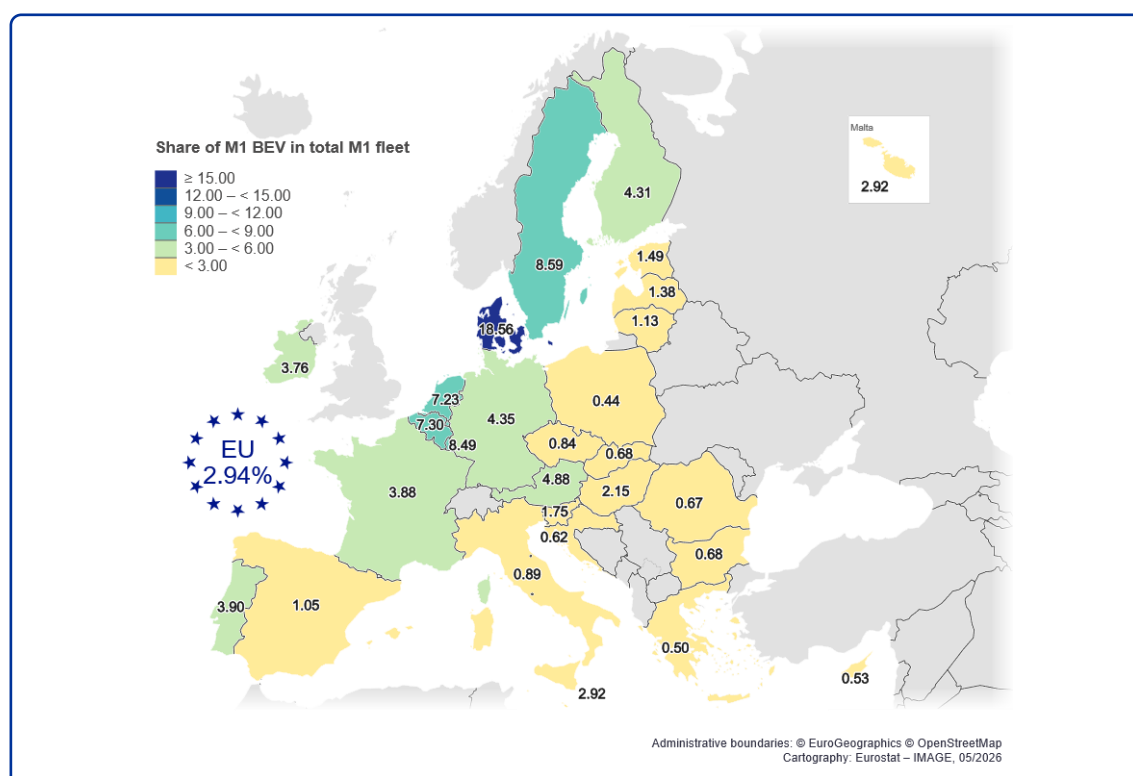
On the world scale, more than 20 million new electric cars (BEV and PHEV) were registered globally in 2025. As a result, about 5% of the global car stock is now electrified⁽⁴¹⁾. In the EU, the share of zero and low emissions passenger cars as a percentage of the total fleet stood at 4.87% in 2025, including 2.94% battery electric vehicles (BEV) (Figure 23).

Figure 23: Alternatively fuelled passenger cars in the total fleet (2017-2025)

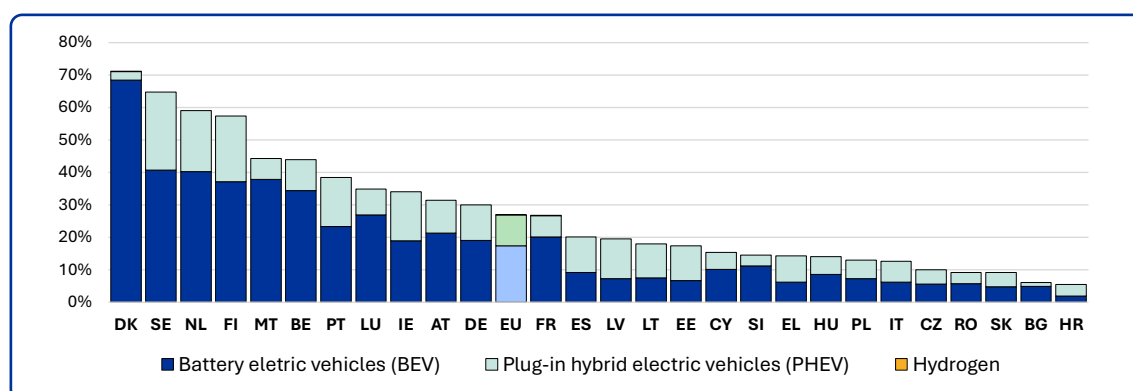
Source: European Alternative Fuel Observatory (May 2026). BEV: Battery Electric Vehicles, PHEV: Plug-in Hybrid Electric Vehicles, H2: Hydrogen, LPG: Liquefied Petroleum Gas, CNG: Compressed Natural Gas, LNG: Liquefied Natural Gas.

Moreover, the increase of the fleet of battery electric passenger cars in the EU hides some strong disparities between countries. Those disparities are further underlined when it comes to new registrations, with a share of BEV registrations ranging from 68.5% (Denmark) to 1.9% (Croatia) in 2025.

⁽⁴¹⁾ International Energy Agency (IEA, 2026). Global EV Outlook 2026: Moving towards increased affordability. <https://www.iea.org/reports/global-ev-outlook-2026>

Figure 24: BEV passenger cars as a percentage of the total fleet (2025)


Source: European Alternative Fuels Observatory (May 2026).

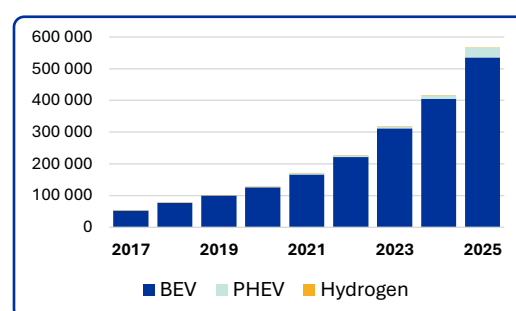
Figure 25: Zero and low emissions passenger cars in new registrations (% , 2025)


Source: European Alternative Fuel Observatory (May 2026).

Vans (N1)

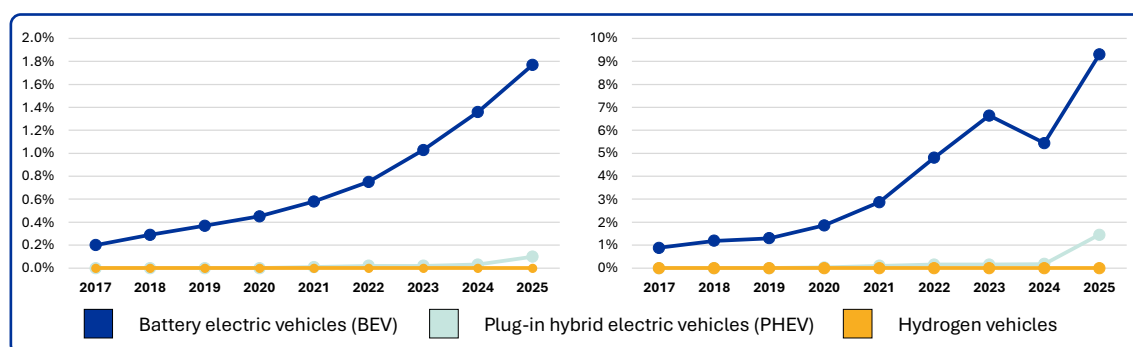
The uptake of zero and low emissions **vans** in the EU followed a similar path, reaching close to 600 000 vehicles by end of 2025 (Figure 26).

This increase is notably driven by the uptake of battery electric vans, at 1.77% of the total fleet in 2025.

Figure 26: Uptake of zero and low emissions vans in the EU


Source: European Alternative Fuel Observatory (May 2026).

Figure 27: Share of zero and low emissions vans in total fleet (left) and shares in new registrations (right)

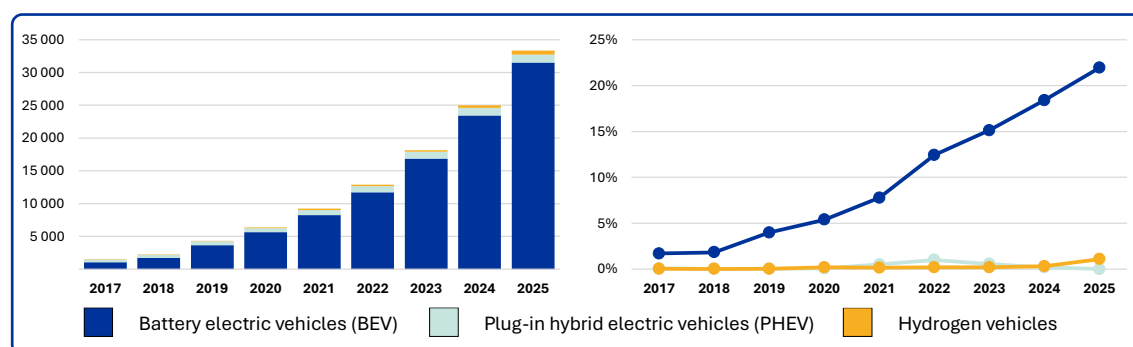


Source: European Alternative Fuel Observatory (May 2026).

Buses and coaches (M2 & M3)

There is a similar evolution regarding **zero and low emissions buses and coaches**, which accounted for 23% of new registrations in 2025.

Figure 28: Uptake of zero and low emissions buses and coaches (left) and shares in new registrations (right)

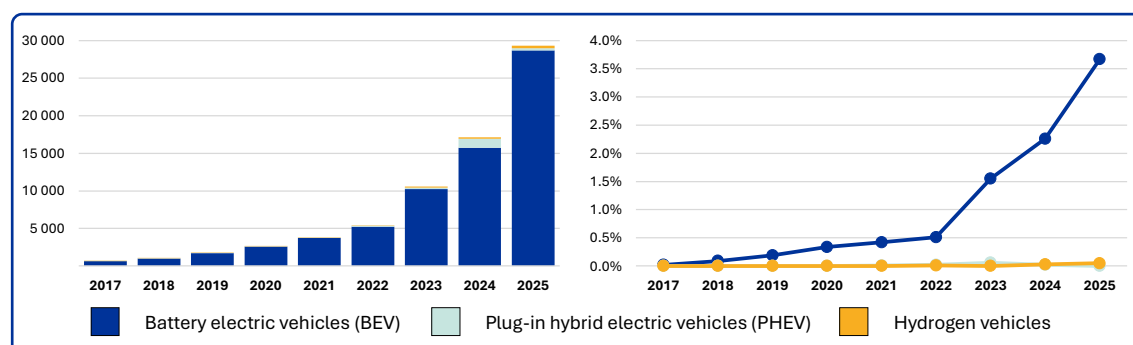


Source: European Alternative Fuels Observatory (May 2026).

Trucks and lorries (N2 & N3)

On the other hand, while the uptake of **zero and low emissions lorries** in the EU has accelerated in recent years, they remain quite low as a share of overall new registrations (3.7% for 2025).

Figure 29: Uptake of zero and low emissions trucks and lorries (left) and shares in new registrations (right)



Source: European Alternative Fuels Observatory (May 2026).

- **Rail transport**

Electrification alone cannot fully mitigate the environmental impacts of railways, but innovative technologies can play an important role in improving energy efficiency, ensuring the optimal use of current railway assets, and limiting GHG emissions.

Several solutions have proven their potential: **fuel-cell- and hydrogen-powered** trains on the one hand and **battery-powered** trains on the other. Some studies ⁽⁴²⁾ show that hydrogen-powered trains offer good technical performance, with similar flexibility and versatility to diesel-powered fleets. They also make economic sense on non-electrified routes of over 100 km for regional passenger transport, on mainline routes with low traffic and on last-mile delivery routes ⁽⁴³⁾.

- **Aviation**

In recent years, EASA has received an increasing number of enquiries regarding the certification of novel aircraft configurations and sources of propulsion with zero carbon emissions in operation when produced with renewable energy ⁽⁴⁴⁾.

The two main alternatives to conventionally powered aircraft that are being developed are electric aircraft and hydrogen aircraft ⁽⁴⁵⁾, with hybrid electric aircraft considered as a transition technology for short range and regional aviation.

- An **electric aircraft** is an aircraft powered by electricity, usually via one or more electric motors which drive propellers. Electricity is supplied to and stored in on-board batteries. Most of electric aircraft models are only prototypes or demonstrations not available in commercial production.
- **Hybrid electric aircrafts** combine both electric and hydrocarbon fuel power sources as a necessary transitional phase for zero emission aviation in certain applications such as short range or regional flights. Several projects are ongoing, including through EU fundings (and notably Horizon Europe).
- A **hydrogen-powered aircraft** uses hydrogen fuel as a power source. Hydrogen can either be burned in a jet engine or another kind of internal combustion engine or can be used in a fuel cell to generate electricity to power an electric motor. Unlike most aircraft, which store fuel in the wings,

⁽⁴²⁾ Fuel Cells and Hydrogen 2 Joint Undertaking, Shift2Rail Joint Undertaking, Garrison, F., Andrae, P., Erofeeva, S. et al., Study on the use of fuel cells and hydrogen in the railway environment, Publications Office, 2019, <https://data.europa.eu/doi/10.2881/495604>

⁽⁴³⁾ European Union Agency for Railways (ERA, 2024). Rail Environmental Report 2024. <https://www.era.europa.eu/content/2024-rail-environmental-report>

⁽⁴⁴⁾ European Union Aviation Safety Agency (EASA, 2025). European Aviation Environmental Report 2025. <https://www.easa.europa.eu/en/domains/environment/eaer>

⁽⁴⁵⁾ European Alternative Fuels Observatory. Alternative fuelled aircraft.

hydrogen-powered aircraft are usually designed with the hydrogen fuel tanks inside the fuselage. Several projects are currently underway as well.

- **Waterborne transport**

Improved ship design and operation can contribute to reducing GHG emissions. In 2011, the International Maritime Organization (IMO) introduced a mandatory ship energy efficiency management plan (SEEMP) and an energy efficiency instrument for the design of new ships (Energy Efficiency design index – EEDI). In 2021, the IMO adopted an energy efficiency instrument for existing ships (EEXI) and an operational carbon intensity rating mechanism (CII).

Several alternative technologies are studied to increase the sustainability of the maritime transport sector, whether onboard or onshore ⁽⁴⁶⁾:

- Methanol use as a shipping fuel is rising, with 33 ships currently in operation and 29 on order in 2024.
- The number of biofuel-powered ships is also expected to grow, although there are limitations in terms of the amount of biomass available as well as its compliance with sustainability criteria.
- Synthetic fuels, including e-fuels, are considered advantageous ‘drop-in’ fuels and have been studied as potential medium- and long-term alternatives for marine fuel, while there are currently 112 global projects aiming to produce green and blue ammonia as zero carbon fuels.
- The number of wind propulsion systems is increasing, with installations on over 30 ships and ongoing retrofits on 26 more.
- Hydrogen-powered ships include three in operation and five currently on order.

In 2023, the EU maritime sector had 1083 battery-powered ships in operation, with 160 more on order for 2024.

⁽⁴⁶⁾ European Maritime Safety Agency (EMSA) & European Environment Agency (EEA). European Maritime Transport Environmental Report 2025.
<https://www.eea.europa.eu/en/analysis/publications/maritime-transport-2025>

3.3. Digitalisation and innovative mobility

Digitalisation is increasingly shaping the transport sector, introducing new tools, systems, and technologies that are transforming how mobility is planned, managed, and experienced.

3.3.1. New technologies and digitalisation

Digitalisation and automation have potential to further improve safety, security, reliability, and comfort, as well as to maintain EU's leadership in transport equipment manufacturing and services while improving the global competitiveness through efficient and resilient logistic chains. Accelerating the **digitalisation of mobility** requires boosting the development and deployment of key enabling technologies ⁽⁴⁷⁾, such as Connected and Automated Mobility (CAM), 5G connectivity, artificial intelligence, semiconductors, open European software-defined vehicle platforms, cybersecurity.

Through **Horizon 2020**, the EU provided support to numerous research and innovation projects, developing, and testing new transport solutions. This support is still ongoing with the funding programmes under the 2021-2027 long-term budget, with an emphasis on deployment.

The European Commission is also proactively shaping the future of mobility by developing and validating **new technologies and services** to stay ahead of the curve. These workstreams entail the creation of favourable conditions for the developments of innovative technologies and services such as drones (unmanned aircraft) for commercial applications, autonomous vehicles, hyperloop, hydrogen aircraft, electric personal air vehicles, electric waterborne transport, and clean urban logistics.

Automation and digitalisation are creating many new challenges as well as opportunities for the transport workforce (see Section 6.1).

⁽⁴⁷⁾ European Commission. Technologies and digitalisation in transport. <https://digital-strategy.ec.europa.eu/en/policies/technologies-digitalisation-transport>

3.3.2. Evolving mobility patterns

The EU supports cities and regions in developing sustainable mobility policies that prioritise efficient public transport and strong connectivity. It also promotes active mobility – such as walking and cycling – as a way to enhance quality of life and reduce emissions.

The **new EU Urban Mobility Framework** ⁽⁴⁸⁾ complements the revised guidelines for the trans-European transport network, which require 431 major cities designated as ‘urban nodes’ to adopt Sustainable Urban Mobility Plans and submit them to the Commission by 2027. Data for urban mobility indicators will be reported to the Commission per urban node as of end 2027. This framework provides a shared set of measures and initiatives to help cities across the EU make their transport systems more sustainable.

In parallel, the **Climate-Neutral and Smart Cities Mission** ⁽⁴⁹⁾ helps 100 EU cities in their pathway to climate-neutrality by 2030, positioning them as innovation hubs that can inspire and guide other urban areas across Europe. The European Union is reshaping its approach to urban and regional mobility through a comprehensive policy framework that supports climate neutrality, digital innovation, and inclusive access.

In April 2024, the **European Declaration on Cycling** was adopted ⁽⁵⁰⁾, recognising cycling as a sustainable, accessible, and affordable means of transport, with strong added value for the EU economy. It includes clear commitments, such as safe and coherent cycling networks in cities, better links with public transport and secure parking spaces and access to recharging points for e-bikes. These commitments shall be taken at EU, national regional and local level. These are all necessary elements in improving the quality and quantity of cycling infrastructure across Member States and making cycling more attractive to the public. The first progress report on the European declaration on cycling ⁽⁵¹⁾, shows strong momentum across the EU to boost cycling infrastructure and policies. It highlights positive developments but also the need to improve aspects such as cycle logistics, safe parking, charging in buildings, carriage of bikes on trains, climate-proofing infrastructure and engagement with industry.

⁽⁴⁸⁾ COM(2021) 811 final of 14 December 2021.

⁽⁴⁹⁾ European Commission. EU Mission: Climate-Neutral and Smart Cities. https://research-and-innovation.ec.europa.eu/funding/funding-opportunities/funding-programmes-and-open-calls/horizon-europe/eu-missions-horizon-europe/climate-neutral-and-smart-cities_en

⁽⁵⁰⁾ European Commission. EU institutions commit to boost cycling across Europe. https://transport.ec.europa.eu/news-events/news/eu-institutions-commit-boost-cycling-across-europe-2024-04-03_en

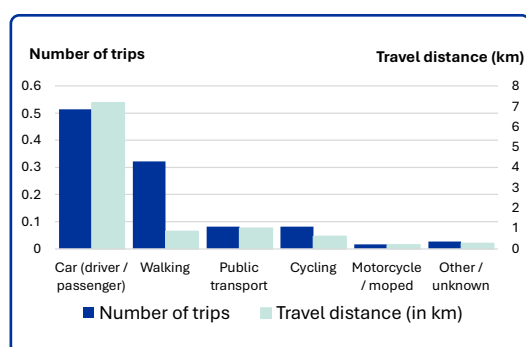
⁽⁵¹⁾ COM(2025) 566 final of 30 September 2025.

Regarding the analysis of the related mobility patterns, the European Commission carried out an **EU-wide survey on New Mobility Patterns** ⁽⁵²⁾ covering all mobility modes, including active modes. The travel survey targeted individuals aged between 15 and 84 years old and was conducted from March to August 2021. The results provided information for relevant indicators on different topics, including the ownership and use of cars according to different parameters, or the purposes of daily trips. The study highlighted differences between urban and general mobility patterns, both regarding the average number of trips (respectively 1.04 and 2.02 per day) and the average distance travelled (respectively 10.1km and 26.6km per day).

Regarding urban mobility, the results of the survey highlighted a strong reliance on cars, with walking as the second most common option (Figure 30).

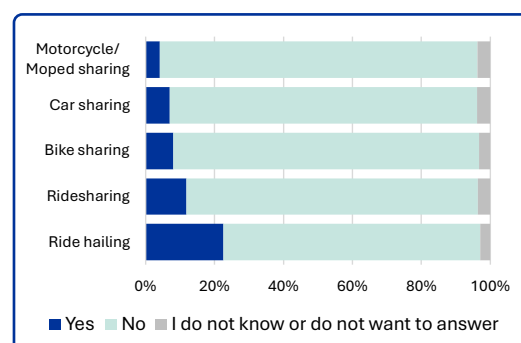
The survey also underlined that the most used new mobility services were ride hailing ⁽⁵³⁾ and ride sharing ⁽⁵⁴⁾ with respectively 23% and 12% of the population using them (Figure 31).

Figure 30: Number of trips and travel distance (in km) per person per day in urban areas (2021)



Source: European Commission. Study on New Mobility Patterns in European Cities ⁽⁵⁵⁾.

Figure 31: Use of new mobility services in the EU (2021)



Source: European Commission. Study on New Mobility Patterns in European Cities (2022).

However, these services are not frequently used, with respectively 70% and 60% of the population using ride hailing and ride sharing less than once a month. Very few people use these two services daily - only 1% for ride hailing and 4% for ride sharing. Other shared services have currently a very low uptake in the EU. The main reason to use these sharing services is to move around the city and its surroundings.

⁽⁵²⁾ The European Commission is currently carrying a follow-up study on the results of this survey, through further disaggregation and analysis of mobility patterns.

⁽⁵³⁾ Service which allows the passenger to ask for a car and driver to come immediately and take you somewhere.

⁽⁵⁴⁾ Arrangement through websites or mobile apps, in which a passenger travels in a private vehicle driven by its owner, heading in the same direction for a fee or for free.

⁽⁵⁵⁾ European Commission (2022). Study on New Mobility Patterns in European Cities: Task A – EU-wide passenger mobility survey. <https://data.europa.eu/doi/10.2832/728583>

4. Resilience and connectivity of the network

The European Union is reinforcing the resilience and connectivity of its transport network to meet the demands of a changing geopolitical landscape, climate imperatives, and evolving mobility needs. The transformation of infrastructure under the revised trans-European transport network (TEN-T) Regulation, adopted in 2024, is central to this effort. This framework supports both civilian and military mobility, while promoting sustainability, multimodality, and strategic autonomy.

4.1. Trans-European transport network (TEN-T)

The EU's **trans-European transport network** (TEN-T) policy is a key instrument for planning and developing a coherent, efficient, multimodal, and high-quality transport infrastructure network across the EU. The network comprises railways, inland waterways, short sea shipping routes and roads linking urban nodes, maritime and inland ports, airports, and multimodal terminals.

It fosters efficient transportation for people and goods, ensures access to jobs and services, and enables trade and economic growth. It strengthens the EU's economic, social, and territorial cohesion and creates seamless transport systems across borders, without gaps, bottlenecks, or missing links. In particular since its revision in 2024, it also aims to reduce the environmental and climate impact of transport and to increase the safety and the resilience of the network.

The TEN-T policy is based on Regulation (EU) 2024/1679. The network is structured in three parts. The core network includes the most important connections between major cities and nodes and must be completed by 2030. The extended core network needs to be completed ten years later, in 2040. The comprehensive network connects all regions of the EU to the core and extended core network and should be completed by 2050 ⁽⁵⁶⁾. In addition, 9 European transport corridors and two horizontal priorities (European Maritime Space and European Railway Traffic Management System) have been established (Figure 32). The European Coordinators in charge of those corridors aim to ensure a swift, harmonised and coordinated implementation of the network.

The **European Maritime Space** aims to integrate the maritime space with other transport modes efficiently, viably, and sustainably. For this purpose, short-sea

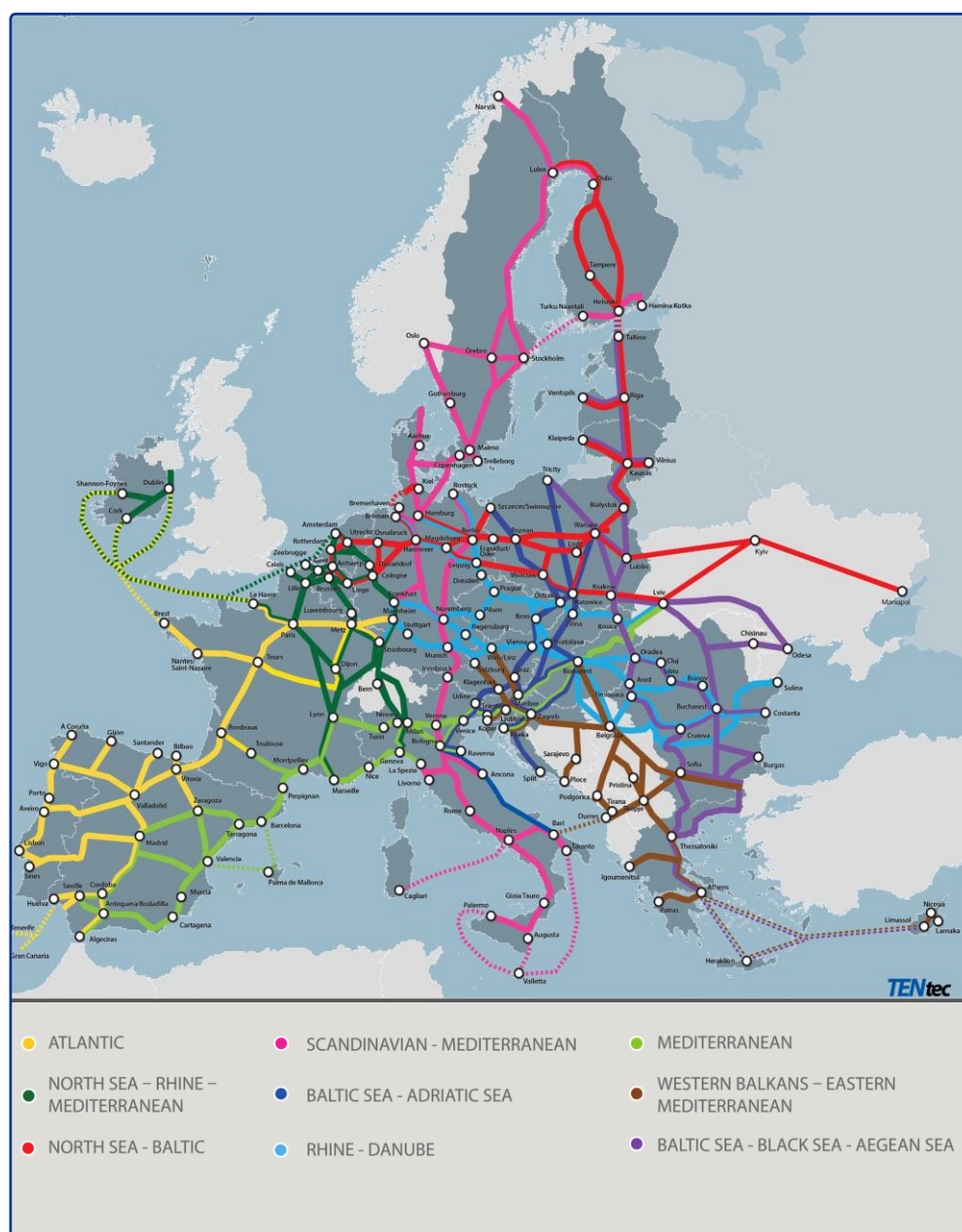
⁽⁵⁶⁾ European Commission. Trans-European Transport Network (TEN-T). https://transport.ec.europa.eu/transport-themes/infrastructure-and-investment/trans-european-transport-network-ten-t_en

shipping routes will be upgraded, and new ones will be created, while maritime ports will be further developed as well as their hinterland connections.

The **European Rail Traffic Management System (ERTMS)** must be rolled out on the entire TEN-T network as the single European signalling system in Europe to make rail safer and more efficient. Consequently, national legacy 'class B' systems must be decommissioned progressively; incentivising European industry to invest in ERTMS.

In addition, transport links with **neighbouring third countries** will be improved by integrating Ukraine, Moldova as well as the six Western Balkan partners into the newly established European Transport Corridors.

Figure 32: Revised TEN-T schematic map



European Commission. TEN-T Schematic Map of the European Transport Corridors (2024).

Among other, the requirements of the revised TEN-T Regulation concern:

- **Rail travel speed:** Passenger railway lines on TEN-T core and extended core network shall allow trains to travel at 160 km/h or faster by 2040 while freight railway lines should allow for a minimum speed of 100km/h on the core and extended core network
- **Airport connectivity:** Major airports, handling more than 12 million passengers annually, will have to be directly connected by long-distance rail including at high speed where possible, a major step towards improving connectivity and accessibility for passengers and strengthening the competitiveness of rail vs. domestic flights.
- **Safe and Secure Parking:** Safe and secure parking areas shall be developed on the core and extended core road network of the TEN-T by 2040, on average every 150 km. This is key to assuring safety and appropriate working conditions for professional drivers.
- **Road safety-related information:** Member States shall ensure by 2030, for the TEN-T comprehensive network, the deployment or use of the means to detect safety-related events or conditions, and the collection of the relevant road traffic data for the purpose of providing road safety-related minimum universal traffic information.
- **Inland Waterways:** Definition of the Good Navigation Status (GNS) for the core network with minimum requirements for good navigability (at defined reference water levels) to be met by 2030 and ensuring adequate hinterland connectivity of the inland ports.
- **Maritime transport:** All core ports and those comprehensive ports with a total annual cargo volume of more than 2 million tons are connected with the rail and road infrastructure and, where possible, inland waterways.
- **Freight terminals:** The number of transshipment terminals must develop in line with the current and expected traffic flows and the needs of the sector. Equally handling capacity at freight terminals must improve. This, as well as allowing the circulation of 740 meters trains across the network, will help shift more freight onto more sustainable transport modes and give a push to Europe's combined transport sector (the use of combinations such as rail-road to move freight).
- **Urban mobility:** All 431 urban nodes along the TEN-T network will have to develop Sustainable Urban Mobility Plans to promote zero and low emission mobility and collect data for urban mobility indicators in the areas of safety, sustainability and accessibility.
- **Alternative fuels:** The TEN-T is the basis for the deployment of recharging points and refuelling points for alternative fuels, such as hydrogen. It complements the requirements of the Alternative Fuels Infrastructure Regulation for urban nodes and terminals.

4.2. Military mobility

Military Mobility is an EU initiative to ensure swift and seamless movement of military personnel, materiel, and assets – including at short notice and at large scale – within and beyond the EU.

The trans-European transport network can serve a dual use, military and civilian. In close cooperation with the Member States, the Commission ensures that the network is coherent and meets the requirements for both types of use.

In November 2025, the European Commission and High Representative for Foreign Affairs and Security Policy presented the **Military Mobility Package** ⁽⁵⁷⁾, aimed at ensuring the seamless movement of troops, equipment, and military assets across the EU. The Package builds on lessons learned from the revised Action Plan 2.0 and the 2024 Military Mobility Pledge. It has been developed in close coordination with the European External Action Service (EEAS) and the European Defence Agency (EDA).

4.3. Infrastructure developments and investments

Modern, resilient, and sustainable infrastructure is the foundation of the European Union's transport strategy. As mobility patterns evolve and climate targets become more ambitious, the EU is accelerating the transformation of its transport systems to meet future demands.

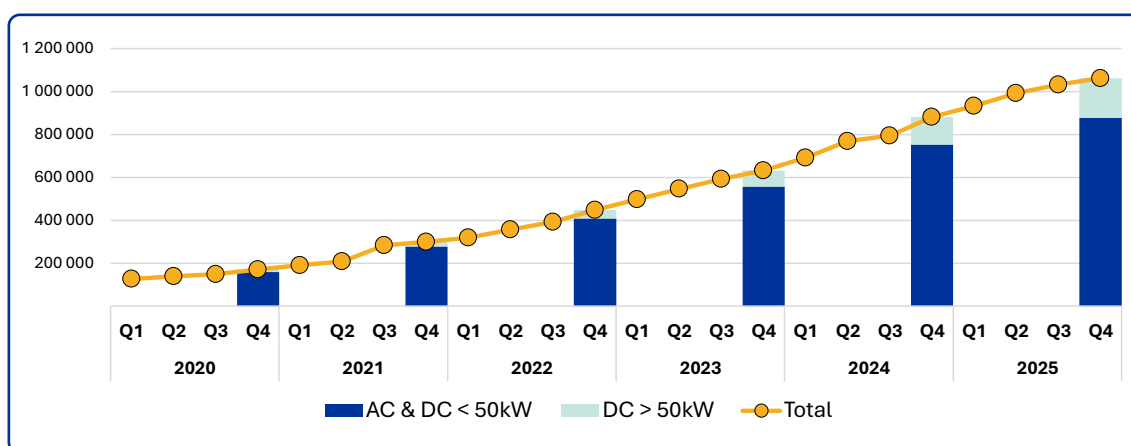
4.3.1. State of play of transport infrastructure

The European Union is steadily advancing the modernisation of its transport infrastructure to support the transition toward sustainable and resilient mobility. This transformation is particularly visible in the deployment of alternative fuel infrastructure and the electrification of key transport modes.

- **Road: alternative fuel infrastructure**

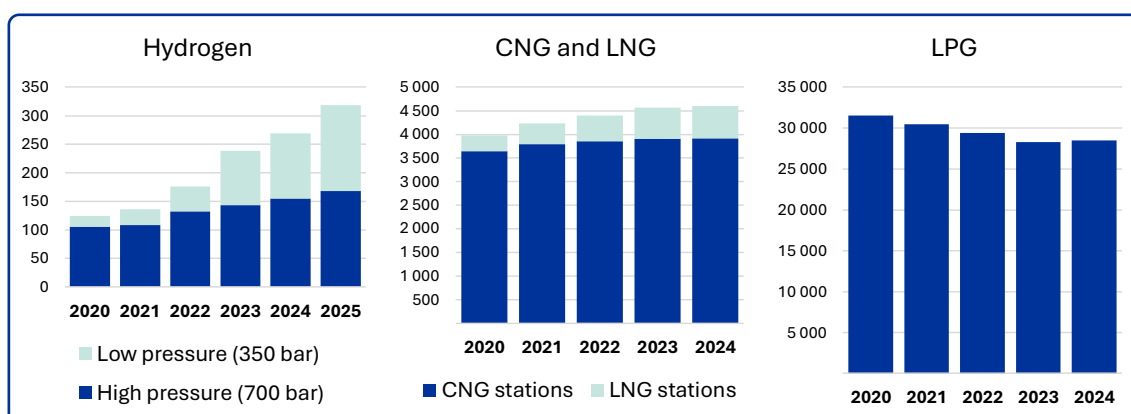
The availability of electric recharging points along the European road network increased steadily over the past few years. Starting from 130 000 recharging points in 2020, there were more than 1 000 000 available recharging points by the end of 2025 according to the European Alternative Fuels Observatory (+735%), with an average 10% quarterly increase over the past 5 years.

⁽⁵⁷⁾ European Commission. Military Mobility Package. https://transport.ec.europa.eu/transport-themes/military-mobility_en

Figure 33: Number of electric recharging points in the European Union (2020-2025)


Source: European Alternative Fuels Observatory (May 2026).

Regarding other alternative fuels, the increase of hydrogen refuelling stations is important (+156% between 2020 and 2025, from 124 to 318 stations). For compressed natural gas (CNG), liquefied natural gas (LNG) and liquefied petroleum gas (LPG), evolutions are more limited.

Figure 34: Number of alternative fuel recharging stations in the EU (2020-2025)


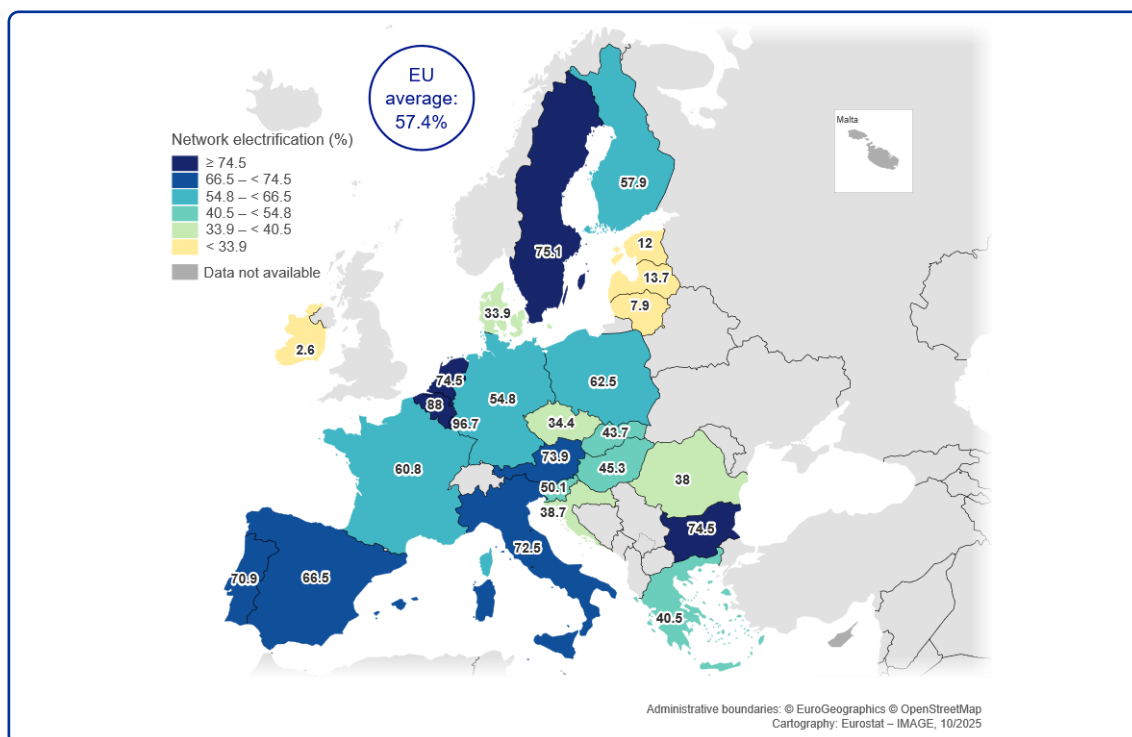
Source: European Alternative Fuels Observatory (May 2026).

• Rail: electrification and high-speed network

The current **electrification** of the rail network in the EU stands in average at 57.4% of the active network (in 2023), with strong disparities between countries. It should be noted that this share covers the complete network, including underused, non-electrified lines. About 80% of the traffic is running on electrified lines ⁽⁵⁸⁾.

⁽⁵⁸⁾ European Alternative Fuel Observatory. Electrification of rail infrastructure.
<https://alternative-fuels-observatory.ec.europa.eu/transport-mode/rail>

Figure 35: Electrification of the rail network in the EU (2023)



Source: European Commission. EU transport in figures. Statistical pocketbook 2025.

Another aspect of rail infrastructure development is **high-speed rail**, considering its potential to deliver fast, sustainable, and competitive mobility across borders. Both the Draghi⁽⁵⁹⁾ and Letta⁽⁶⁰⁾ strategic reports highlighted the development of a comprehensive, pan-European high-speed rail network as a major priority to boost Europe's economy and increase its competitiveness.

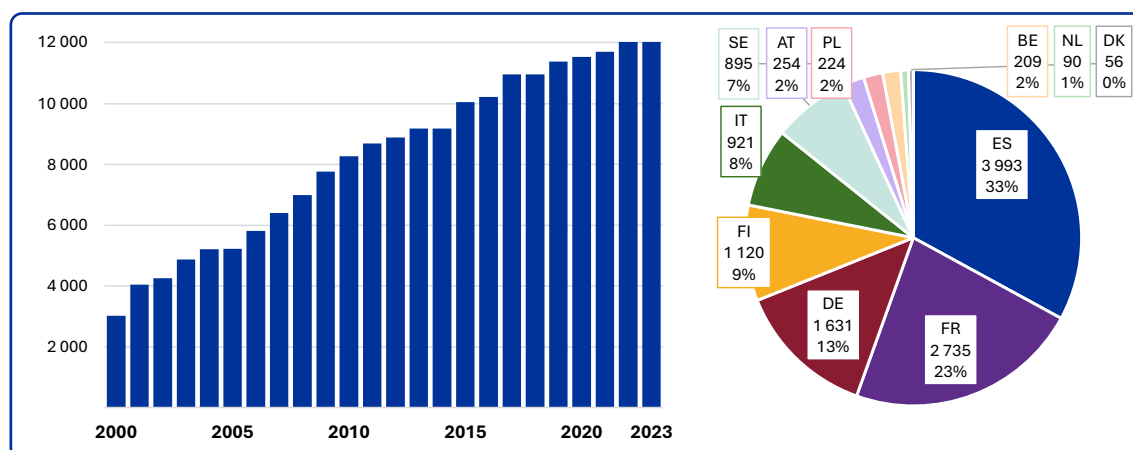
In November 2025, the European Commission unveiled a comprehensive plan⁽⁶¹⁾ to accelerate the development of high-speed rail across the EU, offering passengers significantly reduced travel times. By boosting fast, comfortable, safe and reliable rail services, the plan supports the EU's twin goals of becoming carbon-neutral by 2050 and strengthening Europe's global competitiveness.

⁽⁵⁹⁾ Draghi, M. (2024). The future of European competitiveness: A competitiveness strategy for Europe (Part A).

⁽⁶⁰⁾ Letta, E. (2024). Much more than a market: Empowering the Single Market to deliver a sustainable future and prosperity for all EU citizens.

⁽⁶¹⁾ COM(2025) 903 final. Connecting Europe through High-Speed Rail.
https://transport.ec.europa.eu/news-events/news/commission-launches-plan-accelerate-high-speed-rail-across-europe-2025-11-05_en

Figure 36: Length of the high-speed rail network in the EU (2000-2023, km) and breakdown between Member States (2023)



Source: European Commission. EU transport in figures. Statistical pocketbook 2025. Shares based on km.

• Aviation

The European Aviation Environmental Report (2025) ⁽⁶²⁾ highlights several innovative environmental measures taken by airports, such as sustainable taxiing or new airport pavements. Regarding renewables and low-carbon fuels infrastructure, the report underlines the framework for the deployment of Sustainable Aviation Fuels (SAFs), supported by European airports through various means. Under **CEF Transport Alternative Fuel Infrastructure Facility**, 20 projects representing 63 airports from across the EU have been selected since 2021, with a total EU Grant support exceeding EUR 160 million. The support has been directed to electricity and pre-conditioned air supply to stationary aircraft, electric charging of ground support equipment, electricity grid connections and green electricity generation.

• Waterborne

In 2023, according to the European Maritime Safety Agency (EMSA) ⁽⁶³⁾, at least 44 ports have already implemented onshore power supply (OPS) connections, with 352 berths equipped with shore-to-ship power supply facilities. However, only a limited number of ships are currently able to connect to high voltage OPS.

• Logistic

For high value-added products and services produced in Europe, transport costs may not be a significant proportion of total costs. However, the reliability of logistics is

⁽⁶²⁾ European Union Aviation Safety Agency (EASA, 2025). European Aviation Environmental Report 2025, p. 118.

⁽⁶³⁾ European Maritime Safety Agency (EMSA) & European Environment Agency (EEA). (2025). European Maritime Transport Environmental Report 2025. EEA-EMSA Joint Report 15/2024. <https://www.eea.europa.eu/en/analysis/publications/maritime-transport-2025>

critical to the functioning of increasingly complex value chains. The World Bank revised logistics performance indicators (LPI 2.0) ⁽⁶⁴⁾ provide standardized and comparable measures of supply chain connectivity, speed, and reliability across economies and over time.

4.3.2. Infrastructure funding

Delivering this infrastructure transformation requires substantial and sustained investment. The European Union supports these efforts through a combination of grants, financial instruments, and public-private partnerships, with the Connecting Europe Facility playing a central role.

The **Connecting Europe Facility (CEF)** is the EU funding instrument for strategic investment in transport, energy, and digital infrastructure. In the transport sector, CEF is dedicated to the implementation of the Trans-European Transport Network (TEN-T) and aims at supporting investments in cross-border connections, missing links as well as promoting sustainability and digitalisation. During the period 2014-2020, CEF Transport has awarded EUR 23.2 billion in grants to co-finance projects of common interest, out of which EUR 11.3 billion was transferred from the Cohesion Fund.

Over the period 2021-2027, **EUR 25.8 billion** are made available to support transport infrastructure projects. A total of EUR 11.3 billion are earmarked for countries eligible to receive support from the Cohesion Fund. CEF Transport also aims to ensure the dual use of transport infrastructure, meeting both civilian and military needs, through **EUR 1.75 billion** dedicated to military mobility.

In July 2025, the Commission adopted a proposal for the next Multiannual Financial Framework for the period 2028-2034, including a financial envelope of **EUR 81.4 billion** for the CEF for investments in trans-European networks for transport and energy infrastructure, including military mobility and renewable energy projects. Specifically for transport and military mobility, the envisioned budget is of **EUR 51.5 billion** ⁽⁶⁵⁾.

⁽⁶⁴⁾ World Bank; Arvis, Jean-François; Herrera Dappe, Matias; Ulybina, Daria; Wiederer, Christina. Connecting to Compete 2025 : The New Logistics Performance Indicators 2.0 (English). Washington, D.C. World Bank Group.
<http://documents.worldbank.org/curated/en/099042226142014971>

⁽⁶⁵⁾ Proposal for a Regulation of the European parliament and of the Council establishing the Connecting Europe Facility for the period 2028-2034, amending Regulation (EU) 2024/1679 and repealing Regulation (EU) 2021/1153. COM(2025) 547 final.

5. Safety and security of the transport system

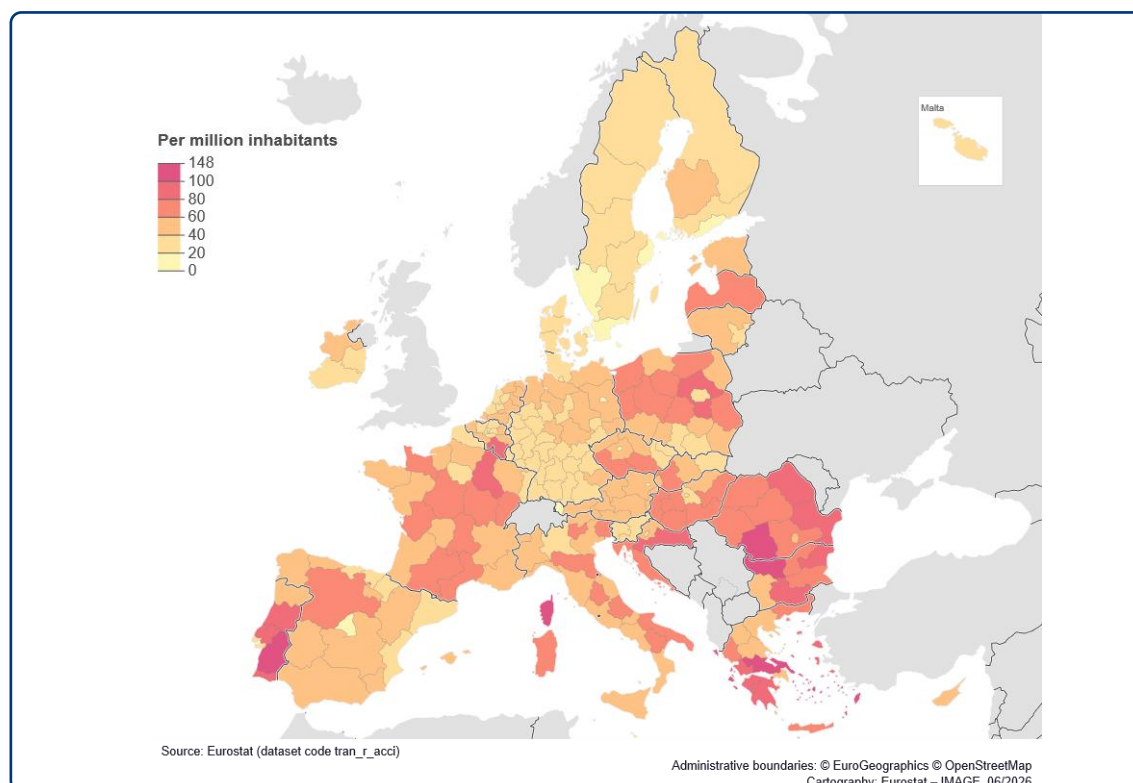
The **safety and security** of the transport system is paramount and should never be compromised, with the EU remaining a world leader in this field. Continuous efforts with international, national, and local authorities, stakeholders, and citizens are key if we are to meet our goal of zero fatalities from mobility.

- **Safety of the transport system**

Road

Some 19 400 people lost their lives on EU roads in 2025 according to preliminary estimates ⁽⁶⁶⁾, a 3% decrease from 2024, meaning that 580 fewer people died on European roads. Given the increase in vehicles on EU roads and kilometres driven, this is a significant achievement. However, the preliminary data also highlights the need for sustained efforts at all levels as most Member States are not yet on track to meet the EU's goal of halving road deaths and serious injuries by 2030.

Figure 37: Persons killed in road accidents by NUTS2 region (2024)



Source: Eurostat. Road traffic accidents by type of accident and main vehicle involved [tran_r_acci]. 2022 data for Greece.

⁽⁶⁶⁾ European Commission (24 March 2026).

https://ec.europa.eu/commission/presscorner/detail/en/ip_26_672

Continuing along the path to Vision Zero – close to zero fatalities and serious injuries on the EU's roads by 2050 – the Commission presented in March 2023 a **road safety package** ⁽⁶⁷⁾. It included proposals for a probation period for novice drivers, including a zero-tolerance rule on drink-driving; changes to training and testing to better prepare drivers for sharing roads with vulnerable users; and better EU cross-border enforcement of road safety traffic rules. Modernised rules on driving licences and mutual recognition of driving disqualifications entered into force across the EU in November 2025 ⁽⁶⁸⁾.

In April 2025 ⁽⁶⁹⁾, the Commission presented a **comprehensive overhaul of the EU's road safety and vehicle registration rules**, further improving road safety in the EU. The new rules will take into account the growing presence of electric vehicles and adapt to emerging technologies. They will introduce enhanced inspections, including periodic technical inspections for electric vehicles and advanced driver-assistance systems, annual inspections for older cars and vans, and advanced emission testing methods to detect high-emitting vehicles to reduce fine particles pollution. Additionally, the Commission proposes to introduce digital vehicle registration and periodic testing certificates, simplify cross-border data sharing, and protect citizens against fraudulent activities such as odometer tampering. Also, periodic technical inspections will be made easier for those temporarily residing in another EU country. Between 2026 and 2050, it is estimated that these proposals will save around 7 000 lives and prevent around 65 000 serious injuries.

Updated legislation for the eCall infrastructure ⁽⁷⁰⁾ required EU public safety answering points to receive and handle eCalls using 4G and 5G communication networks as from 1st January 2026.

⁽⁶⁷⁾ European Commission. European Commission proposes updated requirements for driving licences and better cross-border enforcement (1 March 2023). https://transport.ec.europa.eu/news-events/news/european-commission-proposes-updated-requirements-driving-licences-and-better-cross-border-2023-03-01_en

⁽⁶⁸⁾ European Commission. Modernised EU rules on driving licences and driving disqualifications enter into force (25 November 2025). https://transport.ec.europa.eu/news-events/news/modernised-eu-rules-driving-licences-and-driving-disqualifications-enter-force-2025-11-25_en

⁽⁶⁹⁾ European Commission. Updated rules for safer roads, less air pollution and digital vehicle documents (24 April 2025). https://ec.europa.eu/commission/presscorner/detail/en/ip_25_1083

⁽⁷⁰⁾ Commission Delegated Regulation (EU) 2024/1084 of 6 February 2024 amending Delegated Regulation (EU) No 305/2013 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the harmonised provision for an interoperable EU-wide eCall.

Rail

The EU is looking to maintain high standards and to harmonise safety requirements. The number of **rail fatalities** in the EU remains low and decreasing over the years.

The decrease in significant accidents over the last decade has been driven by lower number of “external” accidents (in which third party, i.e. trespassers and level crossing users, are involved) while the number of “internal” accidents (collisions, derailments and fires in rolling stock) appears stagnating. The progress has also been very uneven across the EU Member States, with the variance in safety levels remaining high (although the variance for significant accidents and related casualties has declined in the last decade). Yet, with 1 565 significant accidents, 841 fatalities (suicides excluded) and 650 serious injuries in 2023, the overall toll of railway accidents remains high ⁽⁷¹⁾.

Aviation

On **aviation**, the EU air safety policy ensures a high level of safety for passengers, promoting rules that are cost efficient and facilitate the free movement of products, services and persons involved in civil aviation. Given the unprecedented growth in air traffic and large number of carriers resulting from the successful implementation of the single aviation market, the EU has prioritised work on effective aviation safety standards. One of these initiatives includes regularly updating a list of airlines banned from EU skies due to lack of compliance with safety requirements.

Maritime

In **maritime** transport, safety of both passenger and merchant ships is equally of paramount importance. The Commission has progressively developed safety policies in response to several major shipping accidents since the 1990s (see for instance the oil spills of *Erika* (1999) or *Prestige* (2002)).

EU action in the field of maritime safety and protection of the environment generates significant added value to the international legal frameworks, such as SOLAS ⁽⁷²⁾ and MARPOL ⁽⁷³⁾, which are overseen by the International Maritime Organization (IMO).

(71) European Union Agency for Railways (ERA). Safety Overview 2025.
<https://www.era.europa.eu/sites/default/files/2025-03/safety-overview-2025.pdf?t=1758547753>

(72) International Convention for the Safety of Life at Sea (SOLAS).
[https://www.imo.org/en/about/conventions/pages/international-convention-for-the-safety-of-life-at-sea-\(solas\),-1974.aspx](https://www.imo.org/en/about/conventions/pages/international-convention-for-the-safety-of-life-at-sea-(solas),-1974.aspx)

(73) International Convention for the Prevention of Pollution from Ships (MARPOL).
[https://www.imo.org/en/about/conventions/pages/international-convention-for-the-prevention-of-pollution-from-ships-\(marpol\).aspx](https://www.imo.org/en/about/conventions/pages/international-convention-for-the-prevention-of-pollution-from-ships-(marpol).aspx)

The EU's waters are among the busiest in the world, something that has a direct impact on maritime safety, with more than 680 000 calls to EU ports in 2020. Qualified seafarers are essential to ensuring the safety of ship operations and are vital for the future of the maritime sector ⁽⁷⁴⁾.

- **Security of the transport system** ⁽⁷⁵⁾

Transport security in our ports, airports, and land infrastructure, faces a wide spectrum of challenges. Terrorist attacks and violent extremism continue to pose a threat to the EU, while new hybrid and technological threats - such as cyberattacks, drone incursions, and disruptions to critical infrastructure - test traditional protection measures. Other forms of security threats to transport are more common: crimes committed on the premises of transport operators, stowaways, robbery of valuable cargo in transit, or piracy on the high seas. These risks expose vulnerabilities of the entire transport supply chain, leading to possible massive economic cost in terms ranging from the cash value of cargo thefts to insurance losses, business interruption and damage to property.

The main challenge for the Commission is to reconcile the security of persons and goods, with the openness and efficiency of the transport system and the specific business models of the different transport modes.

A robust implementation of the existing EU legal instruments has and will continue to provide a solid basis for transport security, while necessary adaptations are necessary to an ever-evolving threat and risk environment. Actions have been taken, for example, to reinforce aviation security standards through a mechanism to share information about security incidents ⁽⁷⁶⁾. The EU Ports Strategy will also further strengthen the implementation of maritime security legislation to effectively address emerging threats, secure ports, and enhance EU supply chain security. Transport critical entities are also within the scope of the Directive on Critical Entities Resilience ⁽⁷⁷⁾ to strengthen critical infrastructures resilience from physical incidents, including malicious attacks. This will be complemented by stricter rules for strategic infrastructure for military mobility. As for Cybersecurity, while all transport modes (including land and rail) are primarily addressed via horizontal legislation such as the

⁽⁷⁴⁾ European Maritime Safety Agency (EMSA, 2022). European Maritime Safety Report (EMSAFE). <https://www.emsa.europa.eu/publications/item/4735-emsafe-report.html>

⁽⁷⁵⁾ European Commission. Security & Safety. https://transport.ec.europa.eu/transport-themes/security-safety_en

⁽⁷⁶⁾ European Commission. Commission unveils ProtectEU – a new European Internal Security Strategy (1 April 2025). https://ec.europa.eu/commission/presscorner/detail/en/ip_25_920

⁽⁷⁷⁾ Directive (EU) 2022/2557 of the European Parliament and of the Council of 14 December 2022.

Network and Information Security Directive (NIS2) ⁽⁷⁸⁾ and the Cyber Resilience Act ⁽⁷⁹⁾, existing EU legislation in aviation and maritime security contributes to assuring a high level of protection.

Innovative technologies also offer tremendous potential in facilitating passenger and cargo flows in a manner that achieves the highest level of security while minimizing adverse effects on operations.

Finally, as transport is international by nature, it is equally important to ensure a coordinated EU approach to security standards developed at ICAO (for aviation security) and IMO (for maritime security). The Commission further complements this approach by cooperation with third countries on transport security, including the exchange of experiences and best practices.

⁽⁷⁸⁾ Directive (EU) 2022/2555 of the European Parliament and of the Council of 14 December 2022

⁽⁷⁹⁾ Regulation (EU) 2024/2847 of the European Parliament and of the Council of 23 October 2024.

6. Social dimension of mobility

Greening mobility and digitalisation should leave nobody behind: it is crucial that mobility is available and affordable for all, that rural and remote regions are better connected, accessible for persons with reduced mobility and persons with disabilities, and that the sector offers fair working conditions, reskilling opportunities, and provides attractive jobs. The European Pillar of Social Rights ⁽⁸⁰⁾ is the European compass to make sure that the green and digital transitions are socially fair and just.

6.1. Issues affecting the transport workforce

For almost a decade, **labour and skills shortages** have been increasing in all Member States. These shortages are driven by challenges related to working conditions in some sectors and location, demographic shifts, demand for new skills linked to technological developments and the twin green and digital transitions, the drive to develop further our own industrial sectors as well as defence and security needs. In March 2024, the Commission presented an action plan to tackle labour and skills shortages and proposed to work together with Member States and social partners to address these issues over the coming months and years ⁽⁸¹⁾.

As part of the action plan, the European Commission hosted in April 2024 a participatory conference in Brussels to address labour market developments and labour shortages in the transport sector in the European Union (EU). The event brought together stakeholders, including public authorities, employers' organisations, transport companies, trade unions, and education and training institutions, to discuss key challenges and share good practices ⁽⁸²⁾.

The vacancy rate (measure of unmet demand for labour) increased over time in the transport and storage sector and was measured at 2.7% in 2022. According to the Employment and Social Developments in Europe report 2023 ⁽⁸³⁾, land transport and

⁽⁸⁰⁾ European pillar of social rights. <https://data.europa.eu/doi/10.2792/95934>

⁽⁸¹⁾ European Commission. Labour and skills shortages in the EU: an action plan. COM(2024) 131 final.

⁽⁸²⁾ European Commission: Directorate-General for Mobility and Transport, COWI and Panteia, *Participatory conference on labour market developments and labour shortages in the transport sector in the European Union – Conference report*, Publications Office of the European Union, 2024, <https://data.europa.eu/doi/10.2832/522192>

⁽⁸³⁾ European Commission (6 July 2023). Employment and Social Developments in Europe (ESDE) – Addressing labour shortages and skills gaps in the EU. https://employment-social-affairs.ec.europa.eu/employment-and-social-developments-europe-addressing-labour-shortages-and-skills-gaps-eu-2023_en

transport via pipelines was one of the sub-sectors with the most persistent labour shortages. ‘Heavy truck and lorry drivers’ have been one of the road occupation categories with the most prevalent shortages mentioned over the last few years – as well as experiencing an increasing trend.

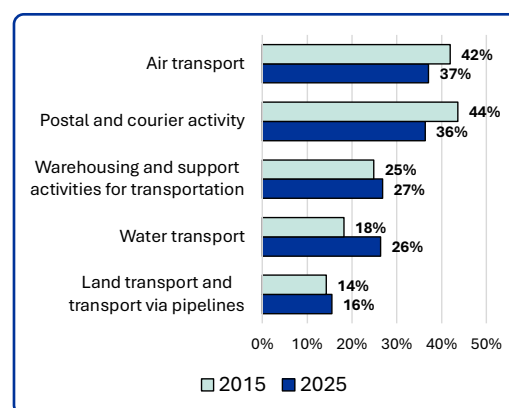
The International Road Transport Union (IRU) estimated 233 000 unfilled truck driver positions in 2023 in Europe. For passenger transport (buses and coaches), the estimation was 105 000 unfilled positions, representing 10% of the total professional driver population, an increase of 54% since 2022 ⁽⁸⁴⁾.

The **share of women employed in the transport sector** is low, even though some progress has been made over the past 10 years. According to Eurostat, women represented 22.7% of the labour force in the transport sector in 2025, including warehousing and postal services (Figure 38).

The objective of the Women in Transport - EU Platform for change, launched in 2017, is to strengthen women's employment and equal opportunities for women and men in the transport sector thanks to the actions brought about by the Platform members ⁽⁸⁵⁾.

To help the sector improve recruitment and retention of women, the Platform has published recommendations and transferable good practices from all modes of transport ⁽⁸⁶⁾.

Figure 38: Share of woman employed in the transport sector in 2015 and 2025



Source: Eurostat. Employed persons by detailed economic activity (NACE Rev. 2 two-digit level) (2008-2026) [lfsa_egan22d].

⁽⁸⁴⁾ International Road Transport Union (IRU, 21 December 2023). Global driver shortages: 2023 year in review. <https://www.iru.org/news-resources/newsroom/global-driver-shortages-2023-year-review>

⁽⁸⁵⁾ European Commission. Women in Transport – EU Platform for Change. https://transport.ec.europa.eu/transport-themes/social-issues-equality-and-attractiveness-transport-sector/equality/women-transport-eu-platform-change_en

⁽⁸⁶⁾ European Commission (2025). Women in transport - EU Platform for Change: 25 recommendations to attract, recruit and retain women in the transport sector. <https://data.europa.eu/doi/10.2832/1448625>

In 2023, a total of 717 100 young people aged between 18 and 30 were employed in the transport sector across the EU, making up 6.8% of the total workforce ⁽⁸⁷⁾. In October 2025, the Commission organised a conference on ‘Young people and transport jobs: making transport careers more attractive’ ⁽⁸⁸⁾, bringing together young people and representatives from the transport sector from across the EU.

Other initiatives also exist to support the transport workforce and its users, such as the Ambassadors for #DiversityInTransport, seeking to promote diversity, equality and inclusion within the EU transport sector ⁽⁸⁹⁾.

Automation and digitalisation are creating many new challenges as well as opportunities for the transport workforce. With the Recommendation on the **impact of automation and digitalisation on the transport workforce** ⁽⁹⁰⁾, the Commission raises awareness of these changes in the transport sector and invites relevant stakeholders, such as employers’ and workers’ organisations and national authorities, to consider and promote different means to ensure a just transition for transport workers.

6.2. Accessibility of transport and transport poverty

The consumer prices for operation of personal transport equipment and for transport services have increased between 2015 and 2024 at a similar pace than overall consumer prices. In 2024, transport was the third largest category of expenditure for households (12.7% of the total), following housing and related charges (23.6%) and food and non-alcoholic beverages (13.2%) ⁽⁹¹⁾.

⁽⁸⁷⁾ Eurostat. Structural Business Statistics data Employment by sex, age and detailed economic activity (from 2008 onwards, NACE Rev. 2 two-digit level), 2023 (accessed 24 February 2025).

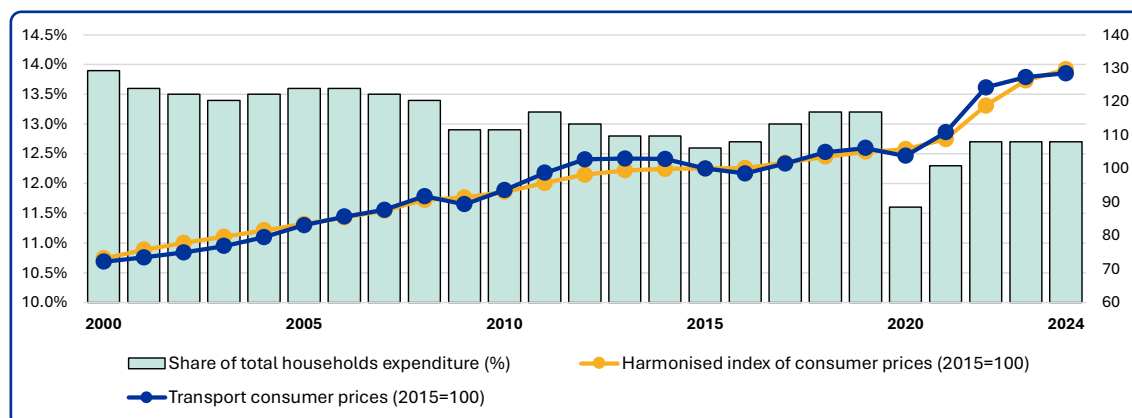
⁽⁸⁸⁾ European Commission. https://transport.ec.europa.eu/news-events/events/young-people-and-transport-jobs-making-transport-careers-more-attractive-2025-10-15_en

⁽⁸⁹⁾ European Commission. https://transport.ec.europa.eu/transport-themes/social-issues-equality-and-attractiveness-transport-sector/equality/diversity-transport_en

⁽⁹⁰⁾ Commission Recommendation (EU) 2024/236 of 29 November 2023.

⁽⁹¹⁾ Eurostat. Household final consumption expenditure by purpose (COICOP 2018) [nama_10_cp18].

Figure 39: Evolution of EU consumer prices and household expenditure on transport



Source: Eurostat. HICP annual data (average index/rate of change) [prc_hicp_aind]. Eurostat. Household final consumption expenditure of households by purpose (COICOP 2018) [nama_10_cp18].

Access to transport for all is a political priority of the European Commission. The **European Pillar of Social Rights**, places transport among the essential services to which everyone has the right to access. It stresses that such services should be of good quality and that support for access – intended in broad terms and covering availability, accessibility, and affordability – shall be available for those in need.

According to the Commission’s report on access to essential services ⁽⁹²⁾, people at risk of poverty or social exclusion in the EU have difficulties in accessing essential services such as energy, transport, and digital communication. According to the latest available data (which for transport dates back to 2014), 2.4 % of all people in the EU and 5.8 % of those at risk of poverty could not afford to use public transport regularly. In addition to cost, access to transport depends on other factors, including the quality and frequency of services, notably in rural and remote regions, the state of the infrastructure and the rolling stock and their accessibility (both digital and physical), e.g. to persons with disabilities and persons with reduced mobility or persons with limited IT literacy. The lack of up-to-date EU-level data on transport affordability, availability and accessibility for different user groups underscores the need to regularly collect this data, to be able to fully assess the situation.

The European Commission adopted in May 2025 recommendations to Member States how to address the complex challenges of **transport poverty** across the EU notably in the context of the upcoming Social Climate Plans ⁽⁹³⁾.

⁽⁹²⁾ European Commission (2023). Skills shortages and recruitment challenges in transport: Towards resilient transport labour markets. <https://data.europa.eu/doi/10.2767/447353>

⁽⁹³⁾ European Commission (22 May 2025). Recommendations for Member States to help tackle transport poverty and promote fair, sustainable mobility. https://transport.ec.europa.eu/news-events/news/recommendations-member-states-help-tackle-transport-poverty-and-promote-fair-sustainable-mobility-2025-05-22_en

The **Social Climate Fund** is expected to mobilise at least €86.7 billion between 2026 and 2032. It will provide significant financial support to help Member States implement structural reforms and advance sustainable, inclusive mobility. To access these fundings, Member States were required to develop national Social Climate Plans by end of June 2025, outlining targeted measures and investments to support vulnerable groups affected by the new emissions trading system. One possibility is through social leasing schemes for zero-emission vehicles, targeting vulnerable transport users, as outlined in the Automotive Action Plan. Additionally, the Commission recommends improving transport services in low-income areas, developing public transport infrastructure to connect these areas to city centres, and implementing voucher programmes for public transport, zero-emission on-demand services, and enhanced accessibility for people with disabilities.

In support of these efforts, the Joint Research Centre has launched the Transport Poverty Hub ⁽⁹⁴⁾, an online platform providing high-resolution maps, which help visually identify areas with well-developed and underdeveloped transport networks, providing valuable insights to policymakers into regional connectivity.

⁽⁹⁴⁾ Joint Research Centre (JRC). Transport Poverty Hub – Voilà Dashboard.
<https://jeodpp.jrc.ec.europa.eu/eu/vaas/voila/render/mobitrans/transportpoverty/TransportPovertyHub.ipynb>

7. Tourism

Introduction

The EU has taken several initiatives to support the tourism sector and address the challenges surrounding tourism to promote a balance between economic growth, social cohesion, and environmental and social sustainability. Continued focus on innovation, sustainability, and collaboration among Member States, regional and local authorities, and the private sector is key to shaping the future of tourism, considering the diverse interests involved – from maintaining competitiveness and consumer protection to promoting cultural heritage and environmental/social sustainability.

Statistics show that the tourism sector has recovered from the COVID-19 pandemic, with nights spent at EU tourist accommodations reaching new records since 2023. However, the rebound is uneven at the regional level. Efforts to build resilience and sustainability are underway, with a focus on adapting to unforeseen natural and political crises, enhancing digitalisation, and supporting small and medium-sized enterprises.

Policies to aid the sector include financial support for businesses, especially SMEs, diversification of tourism offers to reduce seasonality, and initiatives to restore consumer confidence via enhanced safety protocols.

EU competence on tourism

The EU's competence in tourism is defined under Article 195 of the Treaty on the Functioning of the European Union (TFEU). This article allows the EU to complement the actions of Member States by promoting the competitiveness of companies active in tourism. Key decision-making levels are the Member States, regional, and local authorities, with the EU acting in a supporting and coordinating role, encouraging the exchange of good practices, building capacity and avoiding duplication.

The EU influences the tourism industry through various legislative acts that regulate specific aspects of tourism, such as package travel ⁽⁹⁵⁾, passenger rights ⁽⁹⁶⁾, short-

⁽⁹⁵⁾ European Commission. Package Travel Directive. https://commission.europa.eu/law/law-topic/consumer-protection-law/travel-and-timeshare-law/package-travel-directive_en

⁽⁹⁶⁾ Including:

- Regulation (EC) No 261/2004 (*air passengers rights*).
- Regulation (EC) 1107/006 (*rights of disabled persons and persons with reduced mobility travelling by air*).
- Regulation (EU) 181/2011 (*rights of passengers in bus and coach transport*).
- Regulation (EU) 1177/2010 (*rights of passengers when travelling by sea and inland waterway*).
- Regulation (EU) 2021/782 (*rail passengers' rights and obligations*).

term rentals ⁽⁹⁷⁾, tourism statistics ⁽⁹⁸⁾, sustainable transportation and accommodations ⁽⁹⁹⁾, or the development of a Common European Tourism Data Space ⁽¹⁰⁰⁾. In this context, the European Parliament and the Council of the EU reached in June 2026 a landmark agreement on the revision of the EU air passenger rights clarifies existing provisions and reinforces legal certainty for travellers, airlines, and enforcement authorities across the Union ⁽¹⁰¹⁾. The political agreement notably includes clearer rules on compensation rights for delays and claims procedures, extraordinary circumstances, fare transparency and hand baggage, scope and passenger information, improved rights for passengers with reduced mobility and disabilities, as well as a ban on no-show policies for return flights.

Political framework

The European Commission collaborates with Member States in areas like data collection and promoting tourism strategies. It also supports tourism through regulatory frameworks and policy coordination. In 2022, it published the Transition Pathway for Tourism (TTP) ⁽¹⁰²⁾, which is a comprehensive strategy with several areas of action and setting stakeholder participation mechanisms.

The second annual stocktaking report on the Transition Pathway for Tourism which was published in 2025 ⁽¹⁰³⁾ demonstrates that the co-creation process for developing the transition pathway and its key actions have inspired a significant number of stakeholders to take action. By August 2024, there were 529 published stakeholder pledges covering all 27 areas of action identified in the transition pathway. Published commitments to supporting the pathway's objectives were collected from 240 organisations across 36 EU and non-EU countries.

⁽⁹⁷⁾ Regulation (EU) 2024/1028 of the European Parliament and of the Council of 11 April 2024 on data collection and sharing relating to short-term accommodation rental services and amending Regulation (EU) 2018/1724.

⁽⁹⁸⁾ Regulation (EU) No 692/2011 of the European Parliament and of the Council of 6 July 2011 concerning European statistics on tourism and repealing Council Directive 95/57/EC.

⁽⁹⁹⁾ European Commission. EU Ecolabel Tourist Accommodation. https://environment.ec.europa.eu/topics/circular-economy/eu-ecolabel/eu-ecolabel-tourist-accommodation_enh

⁽¹⁰⁰⁾ C(2023)4787 Communication from the Commission – Towards a Common European Tourism Data Space: Boosting data sharing and innovation across the tourism ecosystem.

⁽¹⁰¹⁾ European Commission (15 June 2026). https://transport.ec.europa.eu/news-events/news/commission-welcomes-landmark-agreement-revised-air-passenger-rights-2026-06-15_en

⁽¹⁰²⁾ European Commission (2022). Transition pathway for tourism. <https://data.europa.eu/doi/10.2873/344425>

⁽¹⁰³⁾ European Commission (2025). Transition pathway for tourism. <https://data.europa.eu/doi/10.2873/1096076>

Figure 40: Transition pathway for tourism (TTP) progress


Source: European Commission. Transition pathway for tourism – Taking stock of progress by 2024 (p4).

The European Commission emphasizes collaborative governance, involving public and private stakeholders, residents, and visitors. This is evident in the establishment of destination management models and initiatives like the "Smart Tourism Capital" award (renamed European Capitals of Tourism for the 2027 call), which focuses on sustainable destination management.

Table 1 - European Capitals of Smart Tourism ⁽¹⁰⁴⁾

	European Capitals of Smart Tourism	European Green Pioneers of Smart Tourism
2019	Helsinki (FI), Lyon (FR)	
2020	Gothenburg (SE), Málaga (ES)	
2022	Bordeaux (FR), Valencia (ES)	
2023	Pafos (CY), Seville (ES)	
2024	Dublin (IE)	Grosseto (IT)
2025	Torino (IT)	Benidorm (ES)
2026	Tampere (FI)	Dubrovnik (HR)

⁽¹⁰⁴⁾ European Commission. Winners and Finalists – European Capital and Green Pioneer of Smart Tourism. https://smart-tourism-capital.ec.europa.eu/winners-and-finalists_en

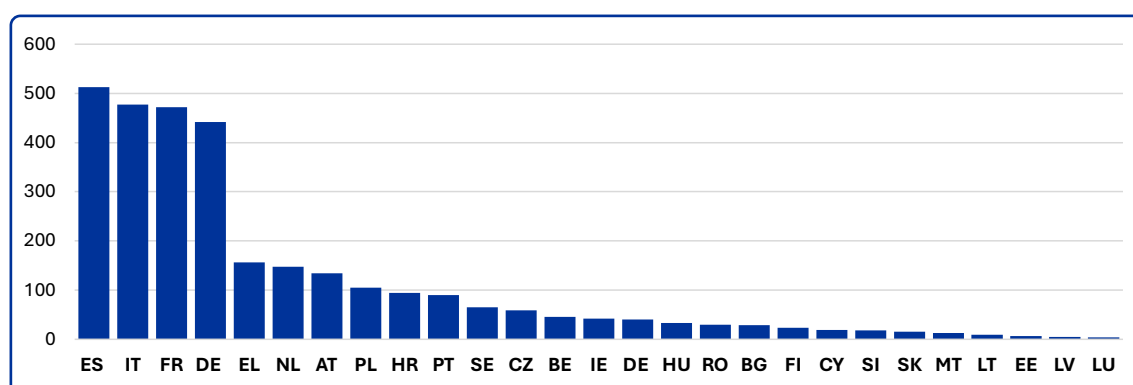
Coherent with the TTP, the Council of the European Union adopted in December 2022 the EU Agenda for Tourism 2030 ⁽¹⁰⁵⁾. It contains a multiannual work plan that sets out the EU's priorities for the tourism sector, focusing on five key areas: growing the diversity and accessibility of tourism offers, promoting digital services and innovation, enhancing skills and work conditions, fostering collaboration across sectors, and integrating sustainability as a core component of tourism policies. This strategic document adopts a comprehensive approach, engaging with multiple stakeholders, including EU institutions, national governments, regional authorities, and private sector players.

Main tourism data

2025 was the year on record with the highest tourism activity in the EU, with the total number of nights spent at tourist accommodation establishments exceeding 3 billion.

Four countries (Spain, France, Germany and Italy) accounted for more than 60% of overnight stays, underscoring their pivotal roles within this sector. Nearly 20% of EU nights are spent in the top 7 NUTS2 regions: Canarias (ES), Jadranska Hrvatska (HR), Ile de France (FR), Cataluña (ES), Andalucía (ES), Veneto (IT), and Illes Balears (ES). Coastal and maritime tourism constitutes half of the EU's blue economy employment and half of its turnover ⁽¹⁰⁶⁾.

Figure 41: Nights spent in tourist accommodations in the EU (2025, million)

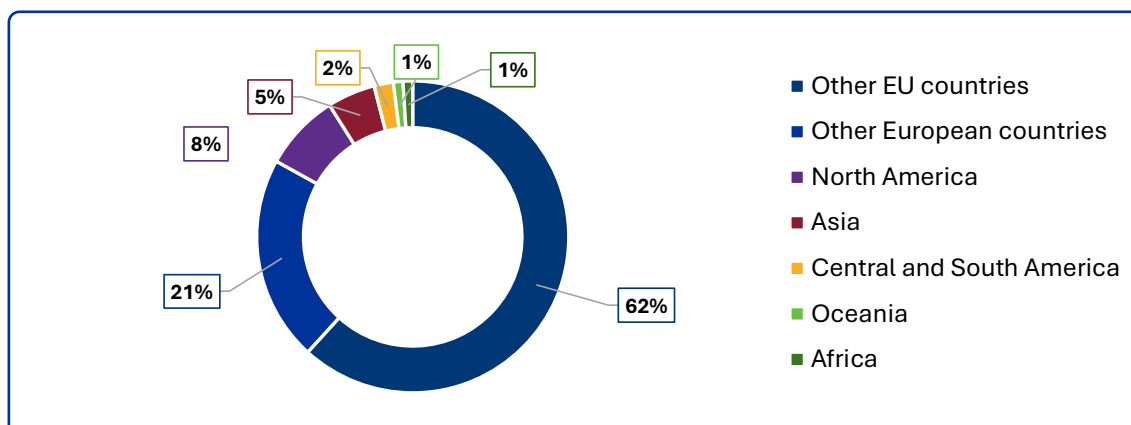


Source: Eurostat. Nights spent at tourist accommodation establishments - monthly data [tour_occ_nim].

In 2024, domestic tourists within the EU made up 52% of nights spent in tourism accommodations, demonstrating a strong internal tourism market. However, 85% of the total tourism growth between 2023 and 2025 was driven by cross-border tourism. Tourists from other EU countries accounted for 30%, with 18% of tourist nights attributed to visitors from outside the EU.

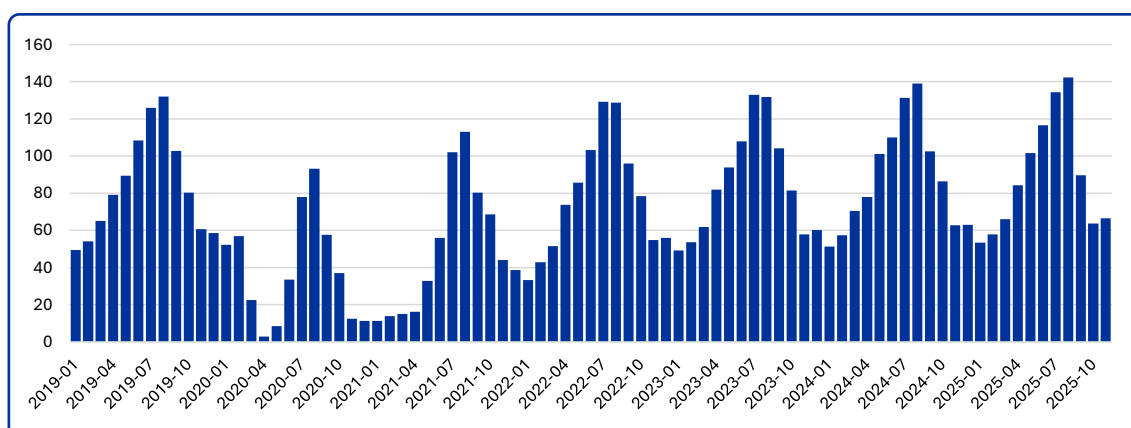
⁽¹⁰⁵⁾ Council of the European Union (1 December 2022). Council conclusions on the European Agenda for Tourism 2030. Document ST 15441/2022 INIT. <https://data.consilium.europa.eu/doc/document/ST-15441-2022-INIT/en/pdf>

⁽¹⁰⁶⁾ European Commission. Coastal tourism – EU Blue Economy Observatory. https://blue-economy-observatory.ec.europa.eu/eu-blue-economy-sectors/coastal-tourism_en

Figure 42: Nights spent by international guests (2024)


Source: Eurostat. Tourism statistics - annual results for the accommodation sector [tour_occ_ninraw].

In 2025, the EU-27 received 582 million tourism arrivals, which reflects a leading 38% share of all global tourism arrivals ⁽¹⁰⁷⁾. However, the EU share has reduced since the end of the covid-19 mobility restrictions: after receiving 49% in 2021, or 47% in 2022, it has stabilised back to 2019 levels, when EU-27 received 540 million travellers accounting for 37% of total global arrivals.

Figure 43: Arrivals at tourist accommodation establishments (million)


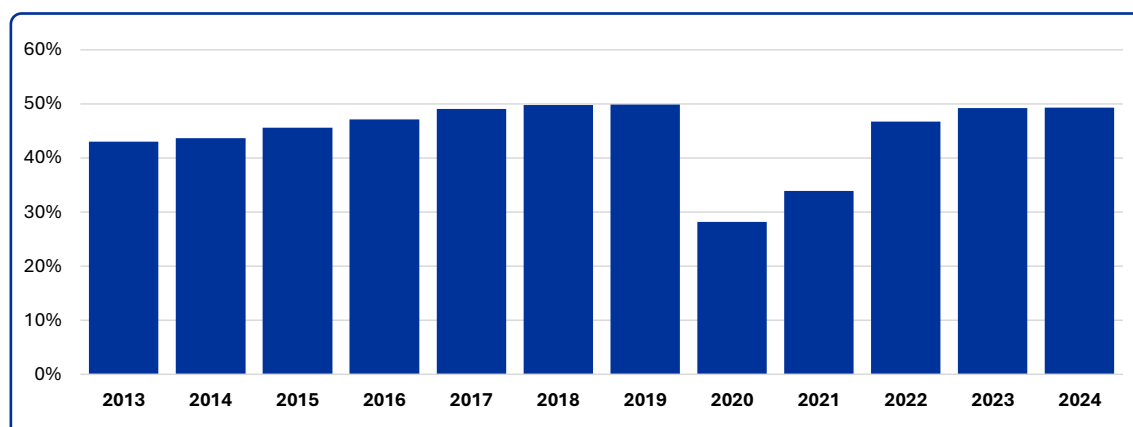
Source: Eurostat. Arrivals at tourist accommodation establishments - monthly data [tour_occ_ninraw].

In 2025, 62.5% of nights were spent in hotels, 24.1% in holiday and other short-stay accommodation, while campsites accounted for 14% of the market. An agreement between Eurostat and the main 4 online booking platforms disclosed that 951 million nights were booked in short-term rentals via Airbnb, Booking, Expedia and TripAdvisor in 2024 ⁽¹⁰⁸⁾. Those figures though are still considered as experimental statistics and not to be added to the previous official counting.

⁽¹⁰⁷⁾ <https://www.unwto.org/tourism-data/un-tourism-tourism-dashboard>

⁽¹⁰⁸⁾ Eurostat (1 April 2026). Tourism nights booked via platforms hit nearly 1 billion
<https://ec.europa.eu/eurostat/web/products-eurostat-news/w/ddn-20260401-1>

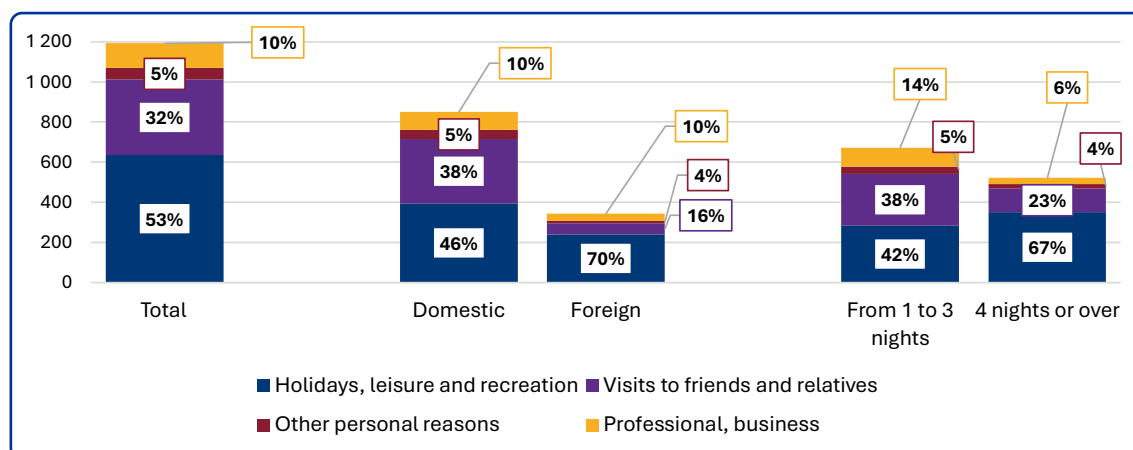
Figure 44: Net occupancy rate of bed-places and bedrooms in hotels and similar accommodation



Source: Eurostat. Net occupancy rate of bed-places and bedrooms in hotels and similar accommodation (NACE Rev. 2, I, 55.1) (from 2012 onwards) [tin00180].

72.9 % of all trips made by EU residents were inside their own country in 2023. In 2023, EU residents aged 15 years and over made over 1.1 billion tourism trips with an average length of 5.0 overnight stays per trip. In all, 56.5% of these trips were short trips of 1 to 3 overnight stays, while 43.5% were trips of 4 nights or more. Europeans tend to favour trips inside the country where they live. Nearly 3 out of 4 trips were domestic, where they spent on average 3.9 nights. For foreign trips, the length of stay was longer (7.8 nights on average).

Figure 45: Trips made by EU residents by purpose, duration and destination (2024, million)

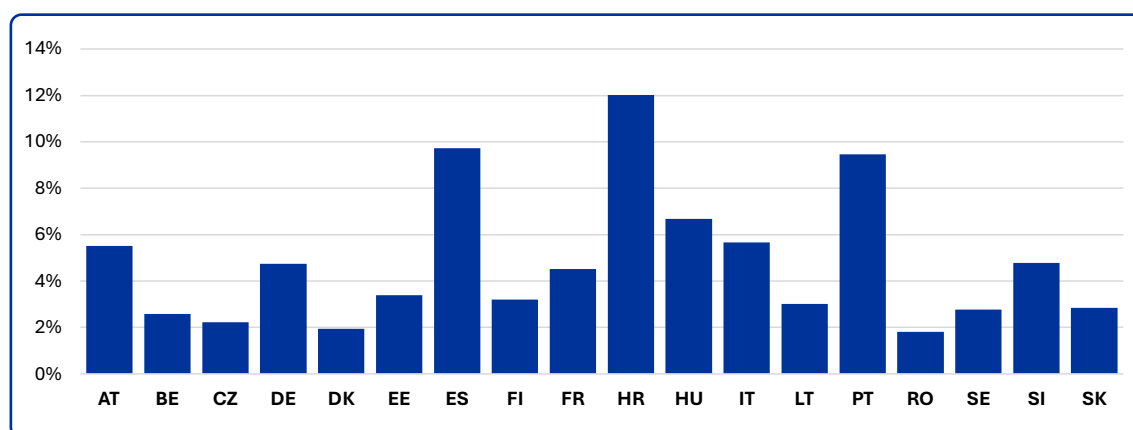


Source: Eurostat. Trips by purpose [tour_dem_ttpur].

Economic Data

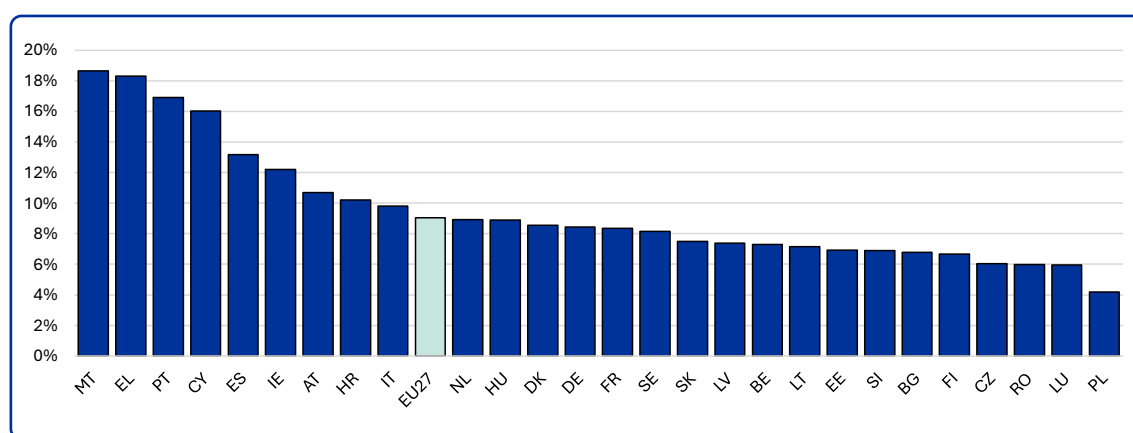
Although measures vary according to different methodologies ⁽¹⁰⁹⁾, the tourism sector is a pillar of the EU economy, up to EUR 857.3 billion or 7.8% of the EU's Gross Value Added, according to the Industrial Ecosystems methodology of the Annual Single Market Report ⁽¹¹⁰⁾. It supports 10.4% of EU employment, equating to approximately 20.7 million persons.

Figure 46: Direct Economic Contribution of Tourism (% of GVA or GDP, 2023)



Source: <https://tourism-dashboard.ec.europa.eu>. Indicator Map view > Socio-economic pillar > Direct economic contribution of tourism. Data not available for all MS.

Figure 47: Share of employment in the tourism ecosystem (% , 2024)



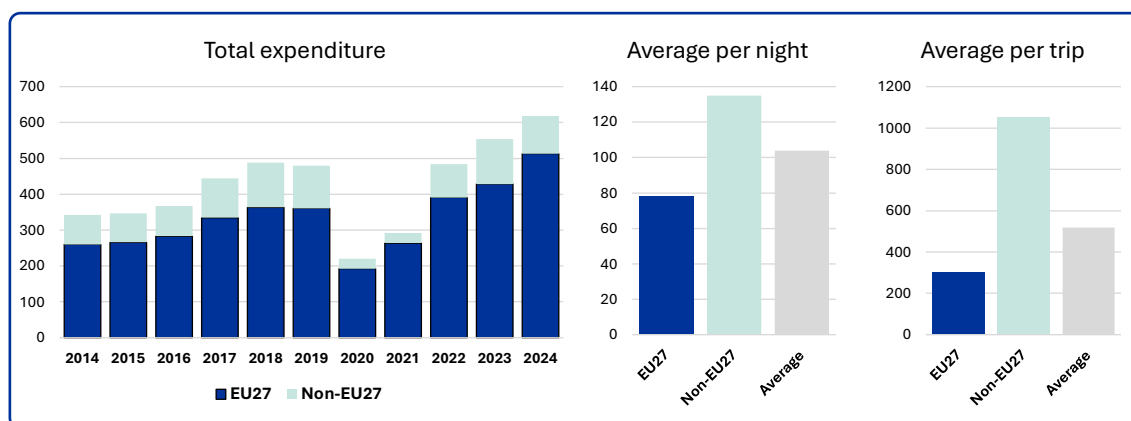
⁽¹⁰⁹⁾ The methodology of the Tourism Satellite Accounts, developed jointly by UN Tourism, the UN Statistics Division, OECD and Eurostat, quantifies tourism's direct economic contribution, using concepts consistent with national accounts. Its last edition covered 2022 and, to a lesser extent, 2023, but not all EU Member States contribute to this exercise. <https://ec.europa.eu/eurostat/en/web/products-statistical-reports/w/ks-01-26-018>

⁽¹¹⁰⁾ European Commission. Annual Single Market Report 2021. SWD/2021/351 final (p210). <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex:52021SC0351>. The methodology includes part of total transport activity, reflecting the passenger transport sector. Data accessible through the European Commission, DG GROW, [Industrial Ecosystems Indicators Dashboard](#) (2023) [PowerBI dashboard], accessed on 04 August 2025.

Source: <https://tourism-dashboard.ec.europa.eu>. Indicator Map view > Socio-economic pillar > Share of employment in the tourism ecosystem.

In 2024, EU residents spent an estimated EUR 618 billion on tourism trips. Of this, they spent 42% on trips within their own country of , 34% in other EU countries and 24% in the rest of the world. For each tourism trip, Europeans spent on average EUR 518 per person. Broken down by destination, they spent EUR 303 on average on a domestic trip and EUR 1053 on a foreign trip. The average spent per night (and per person) was EUR 104 (EUR 78 on average for each domestic tourism night and EUR 135 a night on average for trips abroad).

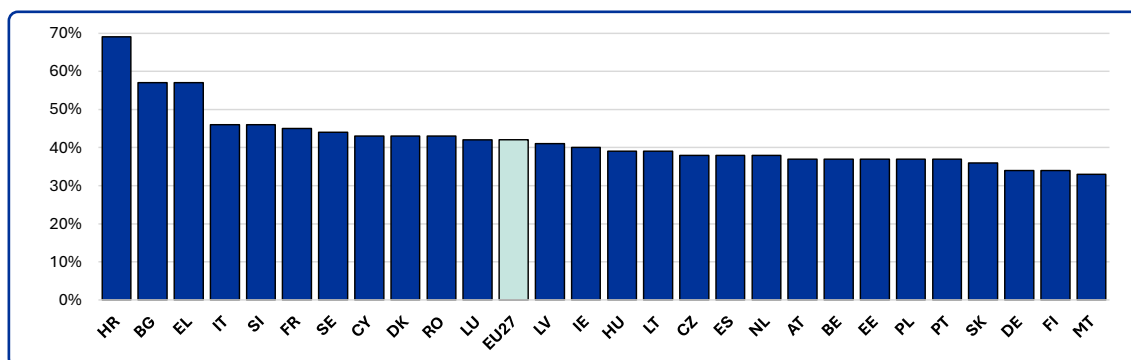
Figure 48: Tourist expenditure evolution and figures for 2024 (EUR PPS)



Source: Eurostat. Expenditure by detailed country/world region of the main destination of the trip [tour_dem_extotw].

Challenges

Despite its strengths, the EU tourism sector faces numerous challenges that require special attention. Among these there is the unequal dependency of regions on tourism, which can lead to overcrowding and/or overdependence in some areas, and underdevelopment of tourism potential in others. For example, 12% of all over-night stays in 2024 were registered in only 4 regions (Canarias, Ile de France, Cataluña, and Adriatic Croatia), which is the same as Austria, Poland and the Netherlands combined. This phenomenon is combined with seasonal fluctuations leading to overcapacity in peak times and undercapacity during shoulder months. Typically, 1 in 3 stays happen in July and August alone.

Figure 49: Tourism seasonality (2024)


Source: <https://tourism-dashboard.ec.europa.eu>. Indicator Map view > Socio-economic pillar > Tourism seasonality. Alternative seasonality indicators available in https://ec.europa.eu/eurostat/statistics-explained/index.php?title=Seasonality_in_the_tourist_accommodation_sector.

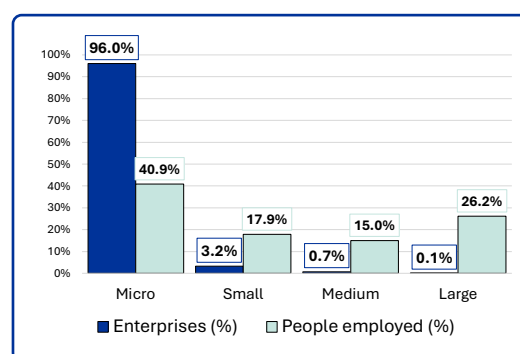
The predominance of SMEs (99.9% of the companies in the sector, 96% being microenterprises) translates into a fragmented ecosystem which often faces vulnerable positions due to market competition, regulatory hurdles, or dependence on large tour operators and online booking platforms.

Given their structural role, efforts are focused on ensuring that SMEs are systematically supported through financial and technical assistance, encouraging collaboration and partnerships among SMEs to enhance their competitiveness.

Other challenges include environmental impacts, low uptake of digital solutions, staff and skills shortages or rising global competition.

The EU is focusing on reducing the environmental footprint of tourism, developing comprehensive tourism strategies that prioritize sustainable development principles like sustainable transport, accommodation, or waste management practices and increasing access to information by leveraging the use of digital tools.

While digital transformation is seen as an opportunity for innovation and sustainability, the sector still faces challenges in adopting digital tools and data utilization. This includes the late adoption of technologies like data analytics and

Figure 50: Tourism enterprises and employees by size (2025, %)


Source: European Commission, DG GROW, Industrial Ecosystems Indicators Dashboard (2023) [PowerBI dashboard], accessed on 20 May 2026 ⁽¹¹¹⁾.

⁽¹¹¹⁾ <https://app.powerbi.com/groups/me/reports/99c8dec9-fe1a-42fa-8f48-1f68c766708e/92f9d6ab5d56c8a2c8ce?experience=power-bi>

artificial intelligence, which can help in greening the sector. A largely unskilled and temporary workforce also makes it more difficult to introduce and sustain innovation.

Large concentration of tourists in a specific destination could suggest unbalanced tourism development. Unbalanced tourism can take a toll on cities, landmarks and landscapes, potentially affecting the housing market and the cost of living and putting a strain on resources such as fresh water – ultimately damaging a destination's long-term attractiveness and the perceived well-being of local residents.

An EU Sustainable Tourism Strategy will be published in 2026, aiming to frame solutions and support to deal with the opportunities and challenges of the sector. Among other priorities, it will address the need of more complete, timely and granular tourism statistics, with a focus on developing sustainability indicators for better informed decision-making.

Figure 51: Tourism intensity (nights spent / capita)



Source: <https://tourism-dashboard.ec.europa.eu>. Indicator Map view > Socio-economic pillar > Tourism intensity.

8. Country factsheets

The following chapter aims at introducing key pieces of information and background data regarding the transport sector for each country in the European Union.

Namely, that information includes an overview of infrastructure of the core TEN-T network by mode as well as a set of indicators such as modal split, road safety, alternative fuels and electrification of the road transport sector or greenhouse gas emissions from transport.

Country factsheet on transport - Belgium



Core TEN-T network - Road



Roads

- Completed / To be upgraded
- - - New construction
- ✕ Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

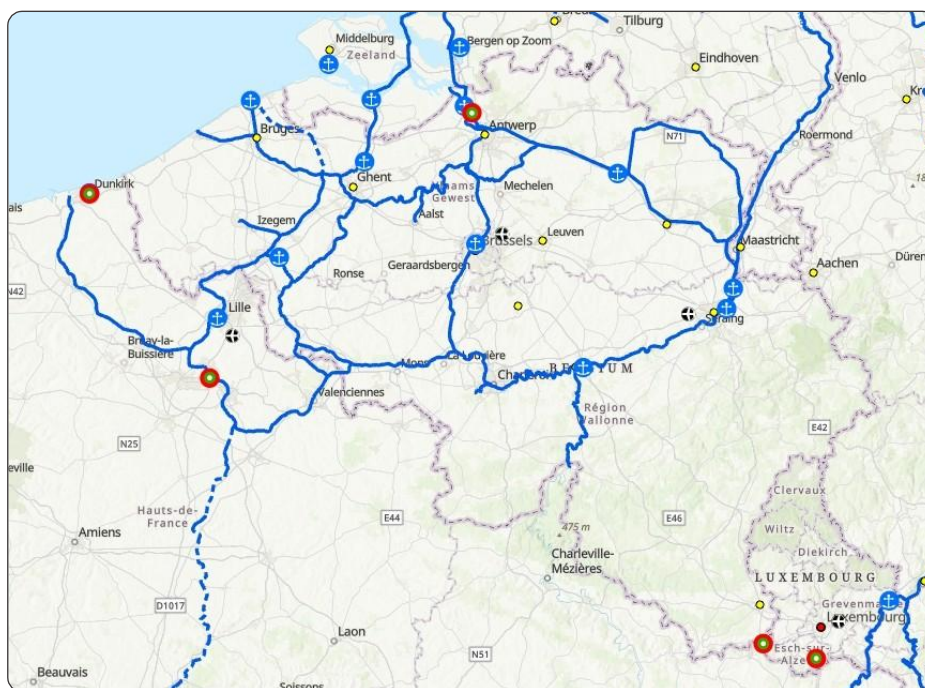
- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

European Commission. TENtec.

Core TEN-T network – Inland waterways



Inland waterways

- Completed / To be upgraded
- - - New construction

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

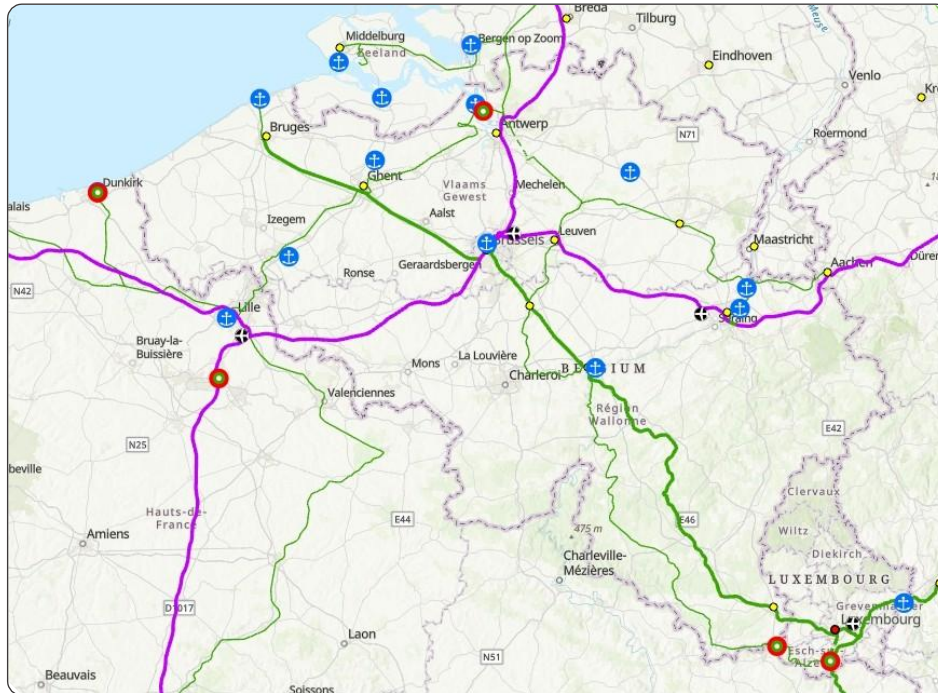
- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

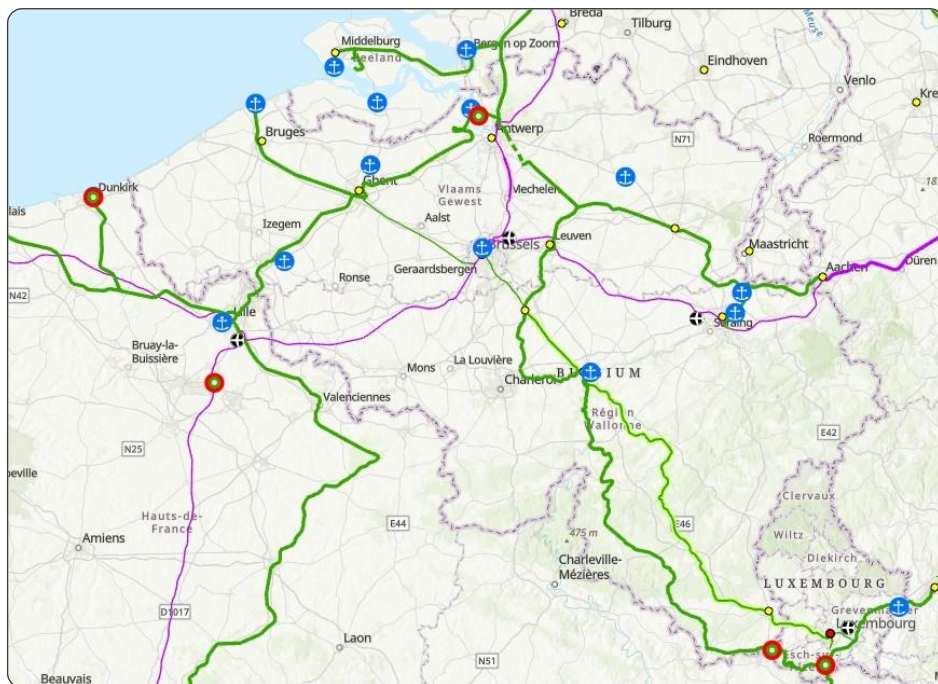
European Commission. TENtec.

Core TEN-T network - Passenger rail



Relevant tracks for passenger transport are in bold.
European Commission. TENtec.

Core TEN-T network - Freight rail

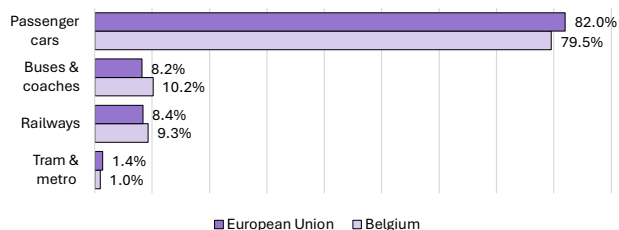


Relevant tracks for freight transport are in bold.
European Commission. TENtec.

Facts and figures on transport in Belgium

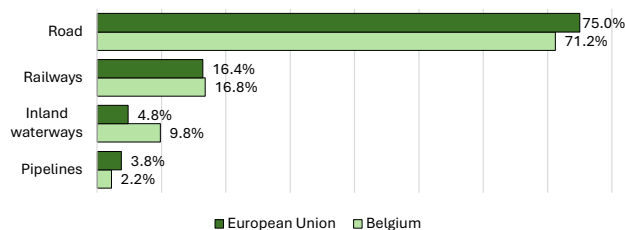
Overview

Modal split of inland passenger transport (2023, %)



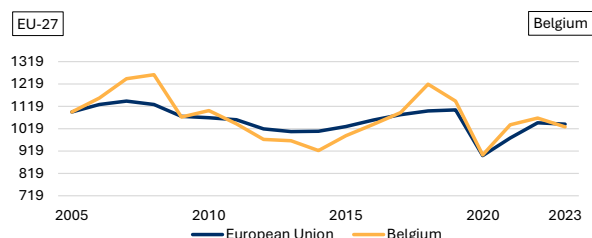
Percentages based on passengerkilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Modal split of inland freight transport (2023, %)



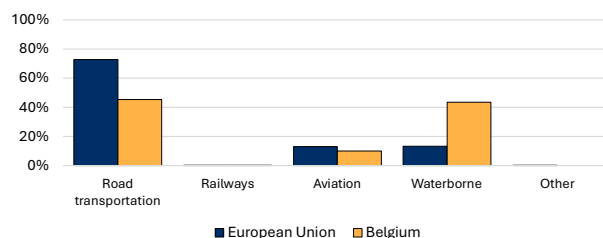
Percentages based on tonnekilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (Mt CO₂ equivalent)



Including international bunkers.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport by mode (2023, %)



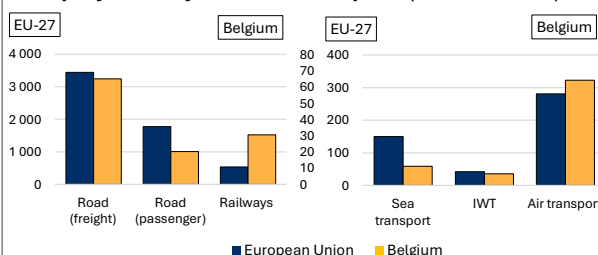
Including international bunkers. Waterborne includes maritime and inland waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (including international bunkers) in total GHG emissions (2023)



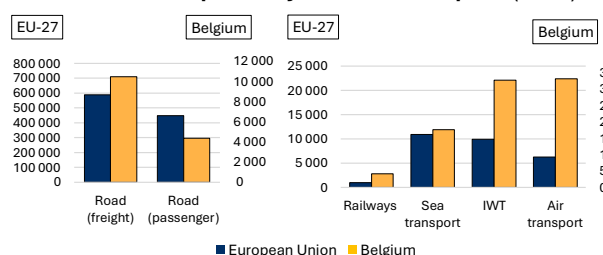
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Employment by mode of transport (2022, in 1000)



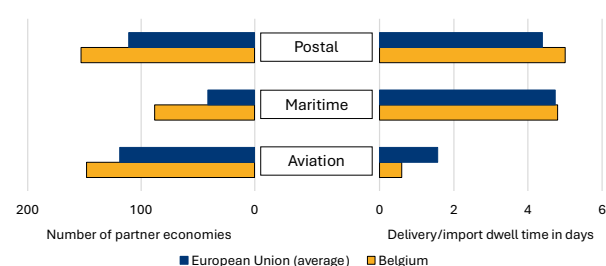
IWT: Inland Waterways. Direct employment only.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Number of enterprises by mode of transport (2022)



IWT: Inland Waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Logistics Performance Indicators (LPI 2.0, 2024)



World Bank. Logistics Performance Indicators (2.0).

Number of partner economies:

- Postal:** number of economies accessible through direct international postal connections for B2B shipments.
- Maritime:** number of economies accessible through direct liner shipping services.
- Aviation:** number of economies accessible through direct air cargo connections.

Delivery/import dwell time in days:

- Postal:** time spent by a postal item (parcel or express shipment) in the importing economy from arrival at the economy's office of exchange (postal bureau) to the first attempted or final delivery.
- Maritime:** time spent by containers at the port of entry from arrival (ship unloading) to departure from the port
- Aviation:** time spent by goods at the airport between the moment the cargo is ready to be picked up by the consignee or their agent from the airport and the moment the cargo is cleared by customs and leaves the airport.

Road transport

Comments on road transport

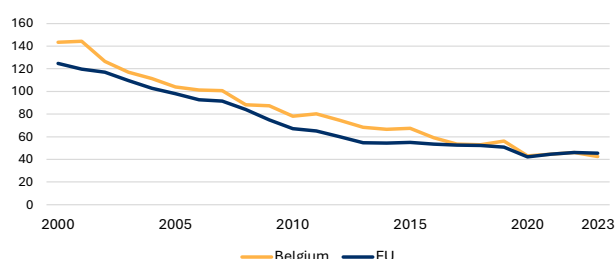
Belgium was 12th out of 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants in 2023 (43 deaths/million). Over the past 10 years, there has been a higher decrease in the number of road fatalities compared to the EU average.

Belgium also ranked 15th out of 27 EU countries in terms of lowest numbers of fatalities per passenger-kilometres in 2023 (47 deaths/10 billion pkm).

Compared to the EU average, the distribution of fatalities in Belgium shows a relatively high proportion of cyclist fatalities and fatalities occurred on motorways.

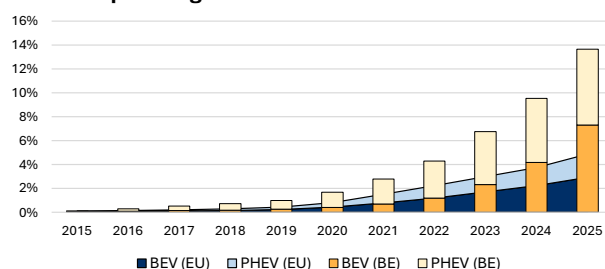
European Commission. EU Transport in figures. Statistical pocketbook (2025).
European Road Safety Observatory. National Road Safety Profile Belgium (2024).

Traffic deaths per millions inhabitants



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Electric passenger cars in total M1 fleet



European Alternative Fuels Observatory (May 2026).

Peak hour delay per road vehicle driver (hours, 2023)

(max)
Malta: 83.9

Belgium: 40.9

EU average: 28.6

(min)
Estonia: 17.3

European Commission. Joint Research Centre. Calculations based on TomTom data.

Charging infrastructure power output

AFIR mandates the following annual cumulative power output targets for recharging infrastructure for light-duty vehicles:

- Each BEV registered in a Member State must be supported by a minimum total power output of 1.3 kW from publicly accessible recharging stations.
- Each PHEV registered must have at least 0.8 kW total power output provided by publicly accessible recharging stations.

These targets ensure that the infrastructure deployment is aligned with vehicle uptake, thereby supporting the EU's broader environmental and mobility goals.

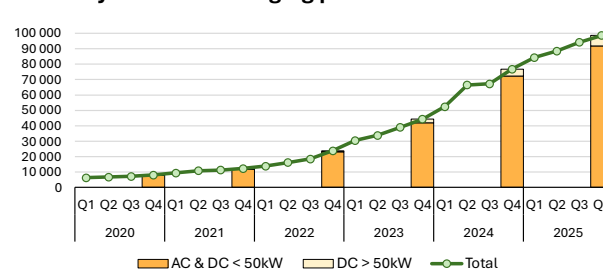
AFIR "Target kW" = (Number of BEVs × 1.3kW) + (Number of PHEVs × 0.8kW)

AFIR "Target kW"
909 936 kW

Total power output in Belgium
2 930 477 kW

European Alternative Fuels Observatory (May 2026).

Publicly available charging points



European Alternative Fuels Observatory (May 2026).

Aviation – Busiest airport (2024)

Passengers ⁽¹⁾ (thousand)	Airport	BE total	EU total
Brussels (BRU) (% of BE, EU)	23 587	34 776 (68%)	1 552 154 (1.5%)

Freight ⁽²⁾ (thousand tonnes)	Airport	BE total	EU total
Liège (LGG) (% of BE, EU)	1 151	1 781 (65%)	16 103 (7.2%)

⁽¹⁾ Eurostat [avia_paoa] & Eurostat [avia_paoc]. Passengers carried. Aggregated data excludes double counting (respectively domestic and intra-EU).

⁽²⁾ Eurostat [avia_gooa] & Eurostat [avia_gooc]. Freight and mail on board. Aggregated data excludes double counting (respectively domestic and intra-EU).

Maritime transport – Busiest port (2024)

Passengers ⁽¹⁾ (thousand)	Port	BE total	EU total
Antwerp-Bruges (% of BE, EU)	1 143	1 148 (100%)	398 259 (0.3%)

Freight ⁽²⁾ (thousand tonnes)	Port	BE total	EU total
Antwerp-Bruges (% of BE, EU)	244 247	274 894 (89%)	3 280 401 (7.5%)

⁽¹⁾ Eurostat [mar_pa_aa]. Passengers embarked and disembarked in all ports by direction.

⁽²⁾ Eurostat [mar_go_aa]. Gross weight of goods handled in all ports by direction.

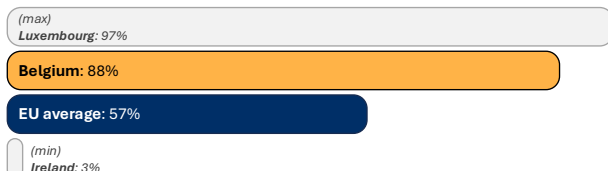
Rail transport

Traffic (in train -kilometres) in 2023: 111.1 million train-kilometres (3.0% of EU's total)



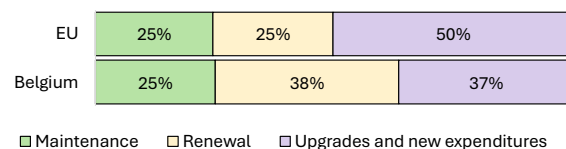
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Electrification of the railways network in 2023



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Rail infrastructure expenditures (share of total, 2022)



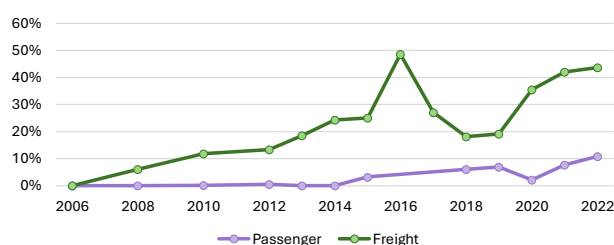
RMMS (2025). Total EU: EUR 50.8 billion, Belgium EUR 1.3 billion.

Evolution of rail passenger and freight activity



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Market share of all but the principal rail undertakings

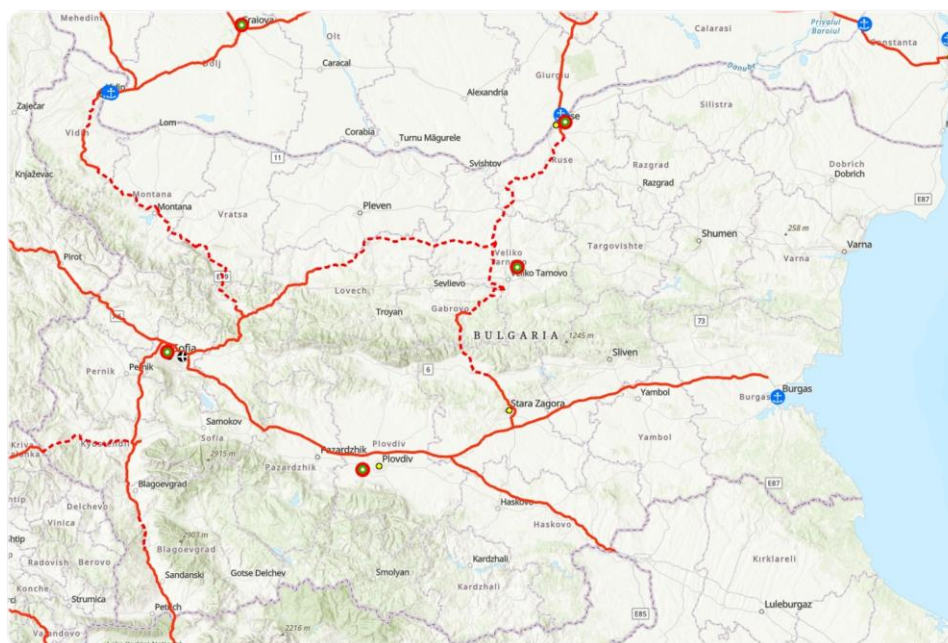


European Commission. EU Transport in figures. Statistical pocketbook (2025).

Country factsheet on transport - Bulgaria



Core TEN-T network - Road



Roads

- Completed / To be upgraded
- New construction
- Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

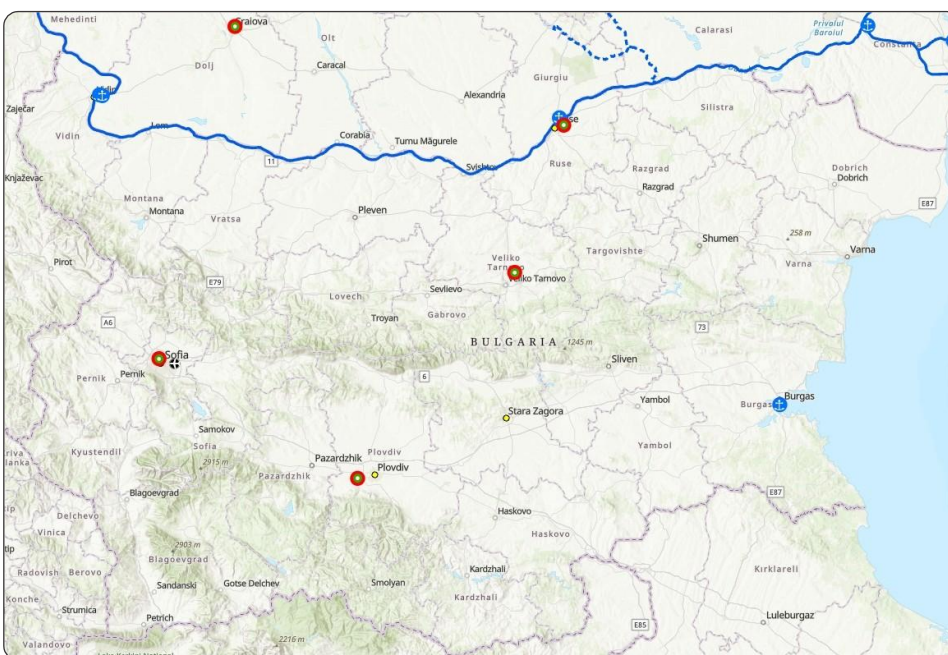
- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

European Commission. TENtec.

Core TEN-T network – Inland waterways



Inland waterways

- Completed / To be upgraded
- New construction

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

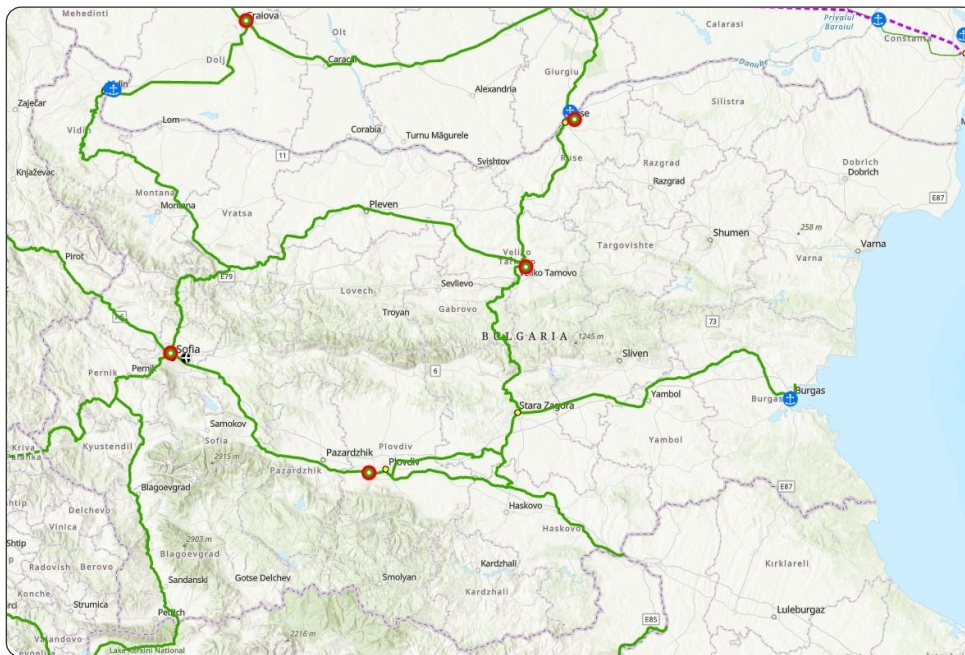
- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

European Commission. TENtec.

Core TEN-T network - Passenger rail



Relevant tracks for passenger transport are in bold.
European Commission. TENtec.

Railways (passenger)

Conventional

- Completed / To be upgraded
- - - New construction
- ↔ Study idea

Railways (passenger)

High speed

- Completed / To be upgraded
- - - New construction
- ↔ Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

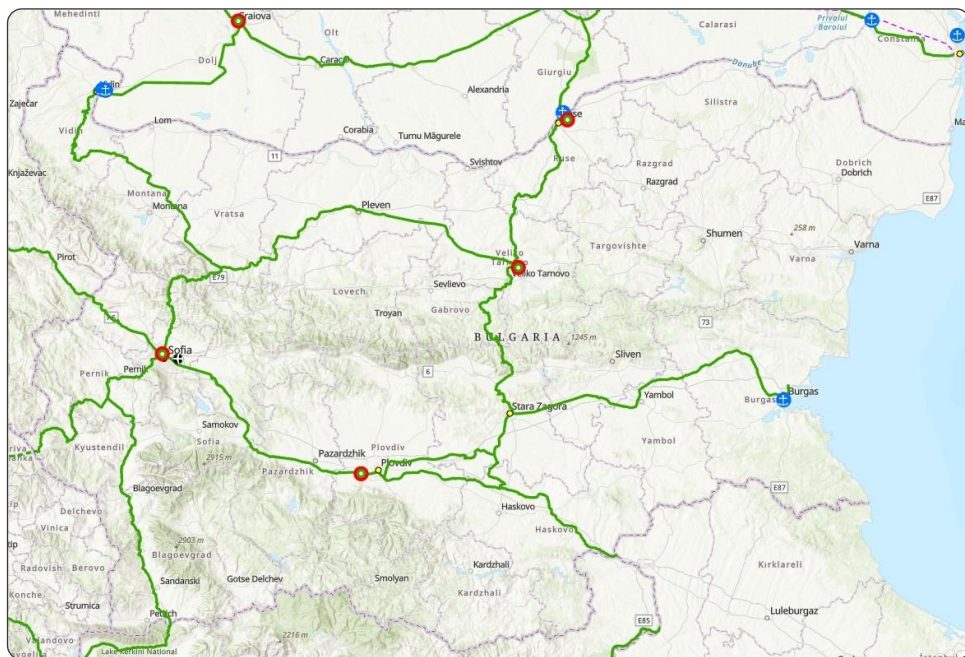
Ports

- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

Core TEN-T network - Freight rail



Relevant tracks for freight transport are in bold.
European Commission. TENtec.

Railways (freight)

Conventional

- Completed / To be upgraded
- - - New construction
- ↔ Study idea

Railways (freight)

High speed

- Completed / To be upgraded
- - - New construction
- ↔ Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

- ⚓ Urban nodes
- ⚓ Capitals

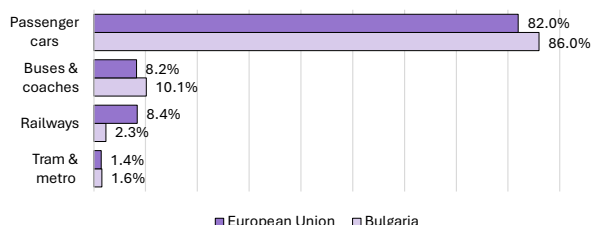
Rail-Road Terminals

- Urban nodes
- Capitals

Facts and figures on transport in Bulgaria

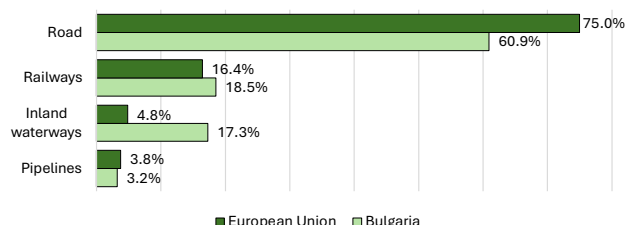
Overview

Modal split of inland passenger transport (2023, %)



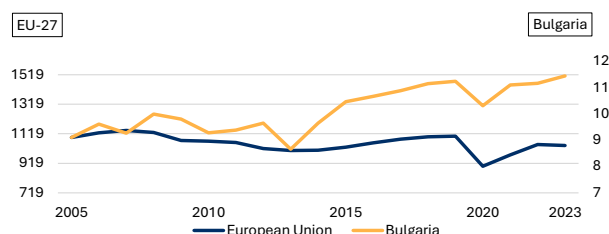
Percentages based on passengerkilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Modal split of inland freight transport (2023, %)



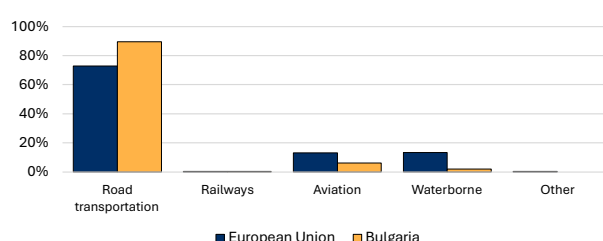
Percentages based on tonnekilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (Mt CO₂ equivalent)



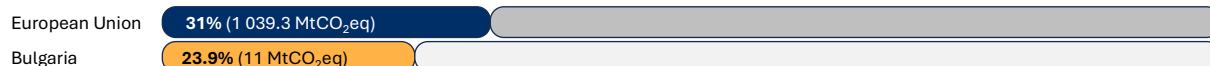
Including international bunkers.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport by mode (2023, %)



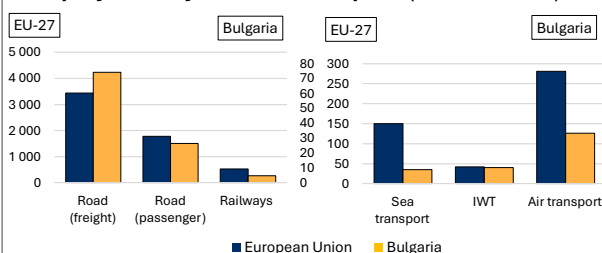
Including international bunkers. Waterborne includes maritime and inland waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (including international bunkers) in total GHG emissions (2023)



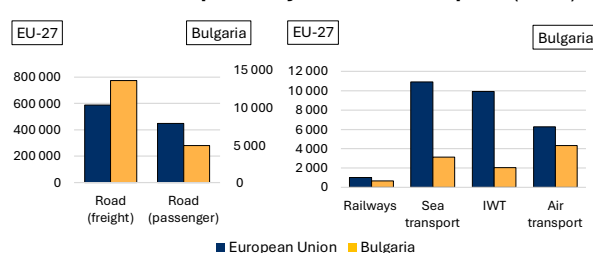
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Employment by mode of transport (2022, in 1000)



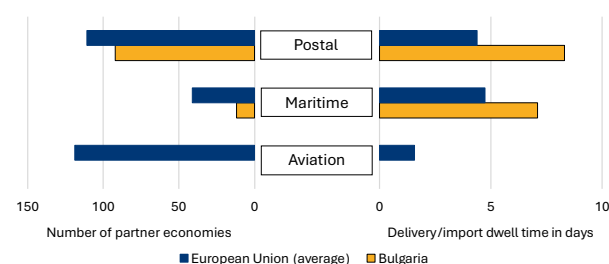
IWT: Inland Waterways. Direct employment only.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Number of enterprises by mode of transport (2022)



IWT: Inland Waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Logistics Performance Indicators (LPI 2.0, 2024)



World Bank. Logistics Performance Indicators (2.0). No data available for aviation.

Number of partner economies:

- Postal:** number of economies accessible through direct international postal connections for B2B shipments.
- Maritime:** number of economies accessible through direct liner shipping services.
- Aviation:** number of economies accessible through direct air cargo connections.

Delivery/import dwell time in days:

- Postal:** time spent by a postal item (parcel or express shipment) in the importing economy from arrival at the economy's office of exchange (postal bureau) to the first attempted or final delivery.
- Maritime:** time spent by containers at the port of entry from arrival (ship unloading) to departure from the port.
- Aviation:** time spent by goods at the airport between the moment the cargo is ready to be picked up by the consignee or their agent from the airport and the moment the cargo is cleared by customs and leaves the airport.

Road transport

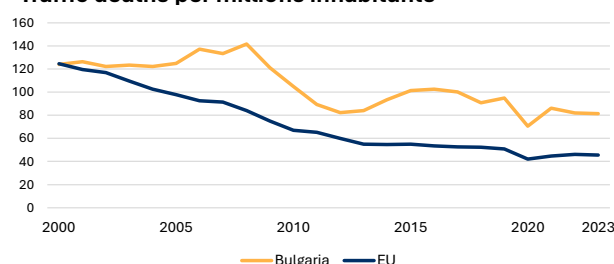
Comments on road transport

Bulgaria was 1st out of 27 EU countries in terms of the highest numbers of fatalities per million inhabitants in 2023 (81 deaths/million). Bulgaria also ranked 4th out of 27 EU countries in terms of the highest numbers of fatalities per passenger-kilometre in 2023 (86 deaths/10 billion pkm).

Compared to the EU average, the distribution of fatalities in Bulgaria shows a relatively high proportion of car occupants and fatalities occurring on rural roads. Over the period 2012-2021, the number of fatalities in Bulgaria decreased by about 7%, which is much lower than the respective EU decrease.

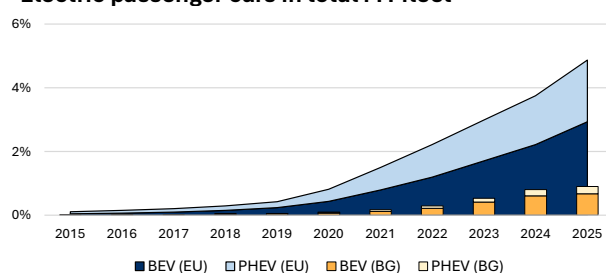
European Commission. EU Transport in figures. Statistical pocketbook (2025).
European Road Safety Observatory. National Road Safety Profile Bulgaria (2024).

Traffic deaths per millions inhabitants



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Electric passenger cars in total M1 fleet



European Alternative Fuels Observatory (May 2026).

Congestion in urban agglomerations (hours, 2023)

(max)
Malta: 83.9

Bulgaria: 37.2

EU average: 28.6

(min)
Estonia: 17.3

European Commission. Joint Research Centre. Calculations based on TomTom data.

Charging infrastructure power output

AFIR mandates the following annual cumulative power output targets for recharging infrastructure for light-duty vehicles:

- Each BEV registered in a Member State must be supported by a minimum total power output of 1.3 kW from publicly accessible recharging stations.
- Each PHEV registered must have at least 0.8 kW total power output provided by publicly accessible recharging stations.

These targets ensure that the infrastructure deployment is aligned with vehicle uptake, thereby supporting the EU's broader environmental and mobility goals.

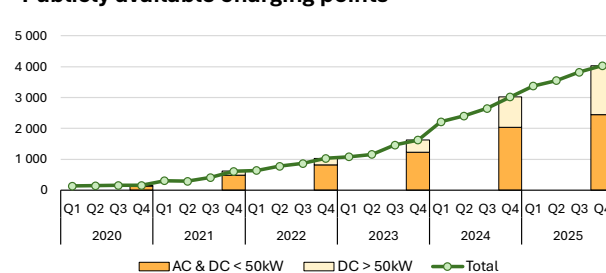
$$\text{AFIR "Target kW"} = (\text{Number of BEVs} \times 1.3 \text{ kW}) + (\text{Number of PHEVs} \times 0.8 \text{ kW})$$

AFIR "Target kW"
34 761 kW

Total power output in Bulgaria
192 514 kW

European Alternative Fuels Observatory (May 2026).

Publicly available charging points



European Alternative Fuels Observatory (May 2026).

Aviation - Busiest airport (2024)

Passengers ⁽¹⁾ (thousand)	Airport	BG total	EU total
Sofia (SOF) (% of BG, EU)	7 887	11 223 (72%)	1 552 154 (0.5%)

Freight ⁽²⁾ (thousand tonnes)	Airport	BG total	EU total
Sofia (SOF) (% of BG, EU)	21.9	22.5 (97%)	16 103 (0.1%)

⁽¹⁾ Eurostat [avia_paoa] & Eurostat [avia_paoc]. Passengers carried. Aggregated data excludes double counting (respectively domestic and intra-EU).

⁽²⁾ Eurostat [avia_gooa] & Eurostat [avia_gooc]. Freight and mail on board. Aggregated data excludes double counting (respectively domestic and intra-EU).

Maritime - Busiest port (2024)

Passengers ⁽¹⁾ (thousand)	Port	BG total	EU total
Burgas (% of BG, EU)	5	5 (100%)	398 259 (0.0%)

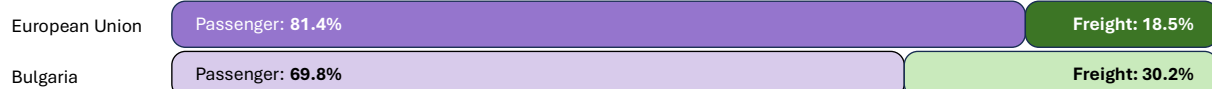
Freight ⁽²⁾ (thousand tonnes)	Port	BG total	EU total
Burgas (% of BG, EU)	18 539	29 522 (63%)	3 280 401 (0.6%)

⁽¹⁾ Eurostat [mar_pa_aa]. Passengers embarked and disembarked in all ports by direction.

⁽²⁾ Eurostat [mar_go_aa]. Gross weight of goods handled in all ports by direction.

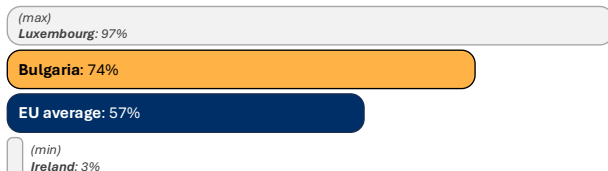
Rail transport

Traffic (in train -kilometres) in 2023: 28.6 million train-kilometres (0.8 % of EU's total)



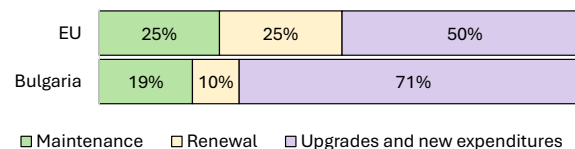
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Electrification of the railways network in 2023



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Rail infrastructure expenditures (share of total, 2022)



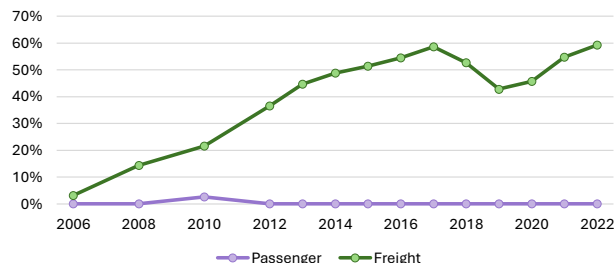
RMMS (2025). Total EU: EUR 50.8 billion, Bulgaria: EUR 0.4 billion.

Evolution of rail passenger and freight activity



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Market share of all but the principal rail undertakings

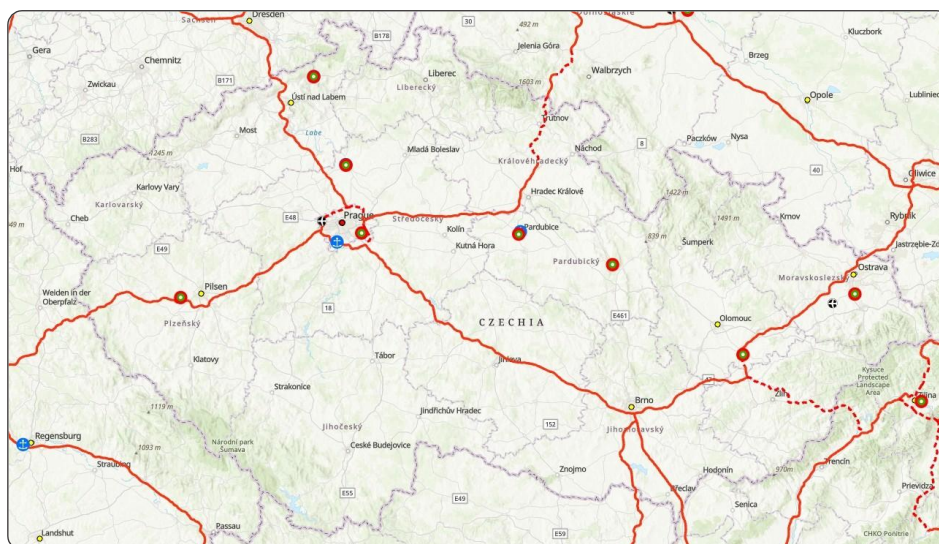


European Commission. EU Transport in figures. Statistical pocketbook (2025).

Country factsheet on transport - Czechia



Core TEN-T network - Road



Roads

- Completed / To be upgraded
- - - New construction
- ✗ Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

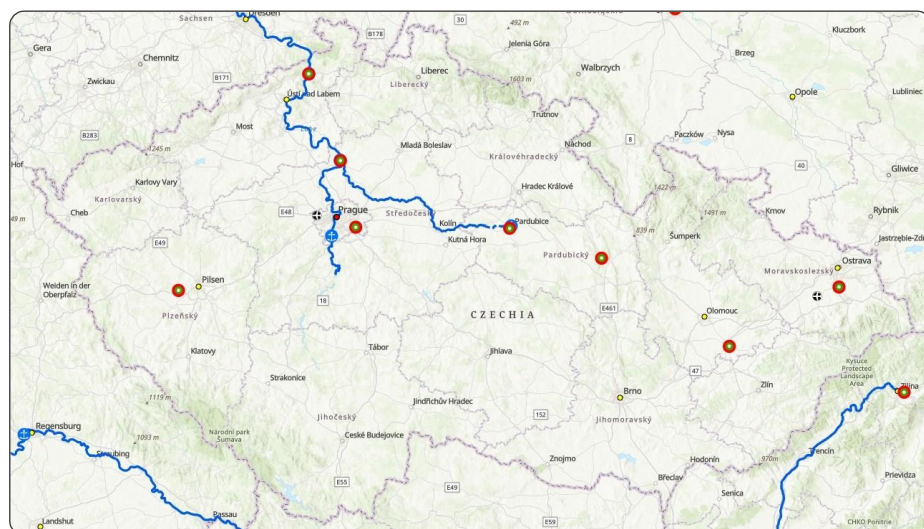
- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

European Commission. TENtec.

Core TEN-T network – Inland waterways



Inland waterways

- Completed / To be upgraded
- - - New construction

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

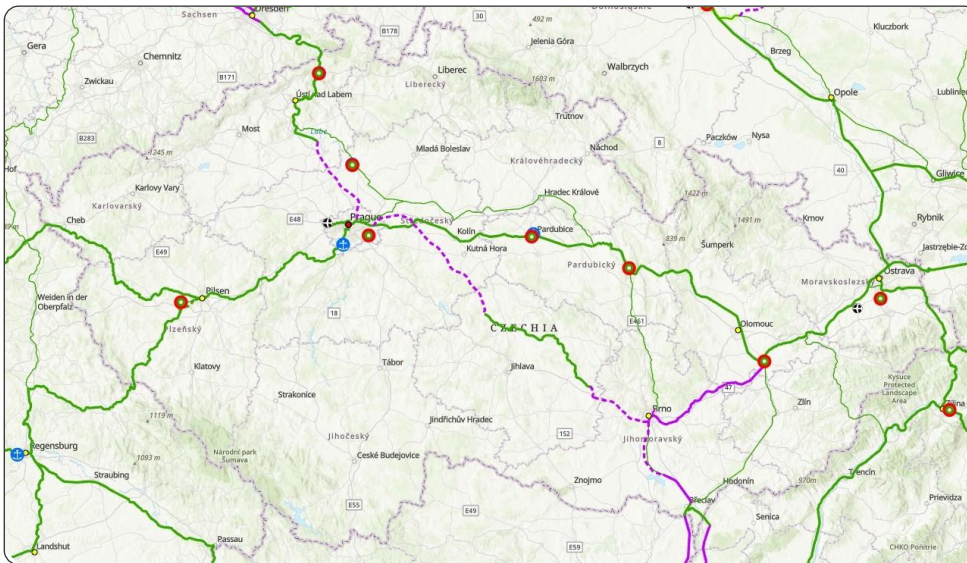
- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

European Commission. TENtec.

Core TEN-T network - Passenger rail



Relevant tracks for passenger transport are in bold.
European Commission. TENtec.

Railways (passenger)

Conventional

- Completed / To be upgraded
- New construction
- Study idea

Railways (passenger)

High speed

- Completed / To be upgraded
- New construction
- Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- Urban nodes
- Capitals

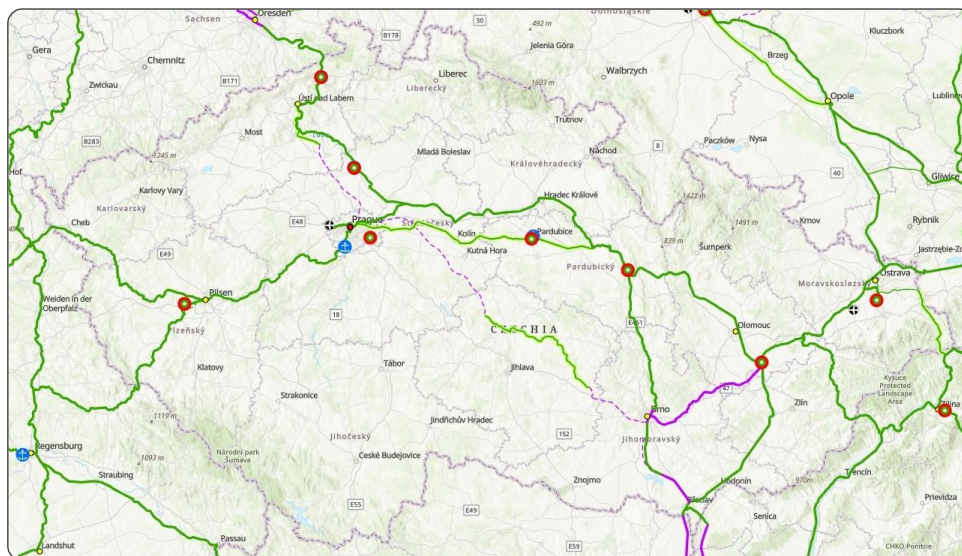
Ports

- Urban nodes
- Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

Core TEN-T network - Freight rail



Relevant tracks for freight transport are in bold.
European Commission. TENtec.

Railways (freight)

Conventional

- Completed / To be upgraded
- New construction
- Study idea

Railways (freight)

High speed

- Completed / To be upgraded
- New construction
- Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- Urban nodes
- Capitals

Ports

- Urban nodes
- Capitals

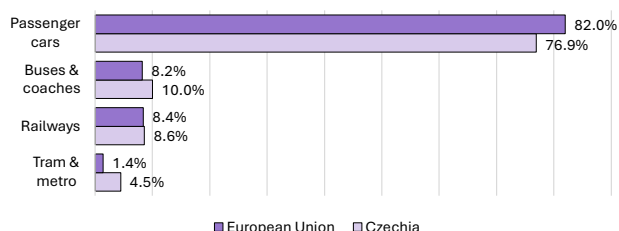
Rail-Road Terminals

- Urban nodes
- Capitals

Facts and figures on transport in Czechia

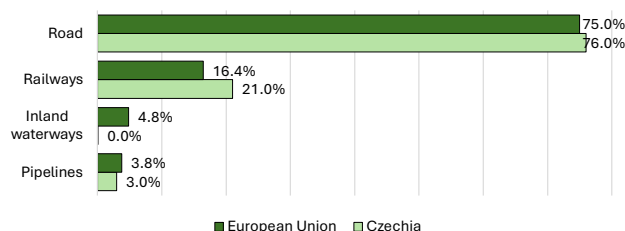
Overview

Modal split of inland passenger transport (2023, %)



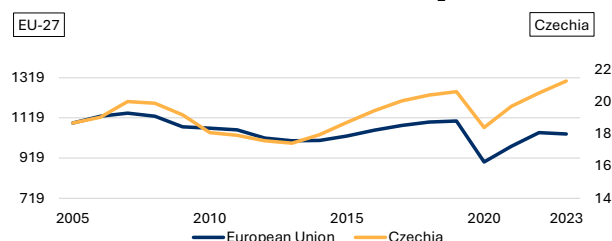
Percentages based on passengerkilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Modal split of inland freight transport (2023, %)



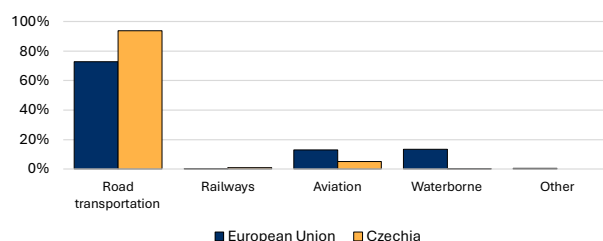
Percentages based on tonnekilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (Mt CO₂ equivalent)



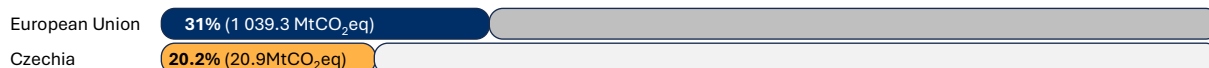
Including international bunkers.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport by mode (2023, %)



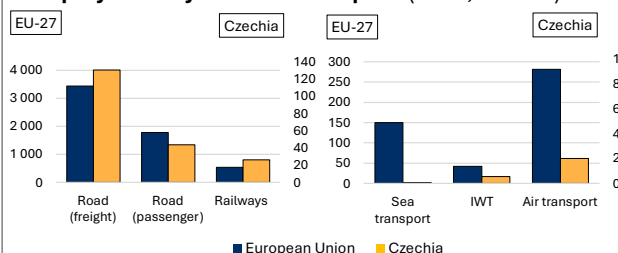
Including international bunkers. Waterborne includes maritime and inland waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (including international bunkers) in total GHG emissions (2023)



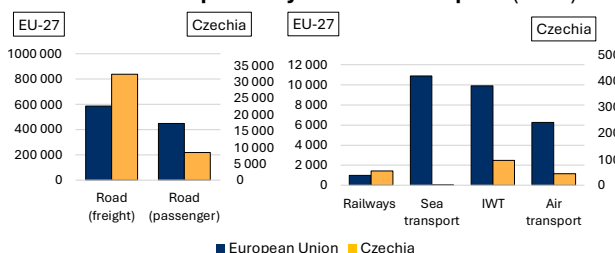
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Employment by mode of transport (2022, in 1000)



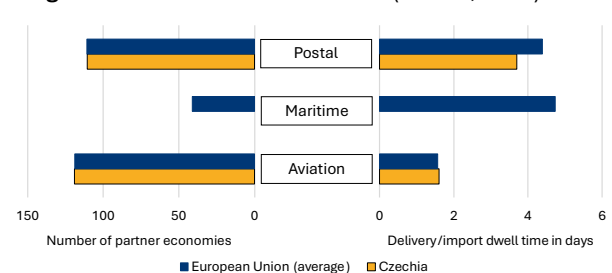
IWT: Inland Waterways. Direct employment only.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Number of enterprises by mode of transport (2022)



IWT: Inland Waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Logistics Performance Indicators (LPI 2.0, 2024)



World Bank. Logistics Performance Indicators (2.0).

Number of partner economies:

- Postal:** number of economies accessible through direct international postal connections for B2B shipments.
- Maritime:** number of economies accessible through direct liner shipping services.
- Aviation:** number of economies accessible through direct air cargo connections.

Delivery/import dwell time in days:

- Postal:** time spent by a postal item (parcel or express shipment) in the importing economy from arrival at the economy's office of exchange (postal bureau) to the first attempted or final delivery.
- Maritime:** time spent by containers at the port of entry from arrival (ship unloading) to departure from the port
- Aviation:** time spent by goods at the airport between the moment the cargo is ready to be picked up by the consignee or their agent from the airport and the moment the cargo is cleared by customs and leaves the airport.

Road transport

Comments on road transport

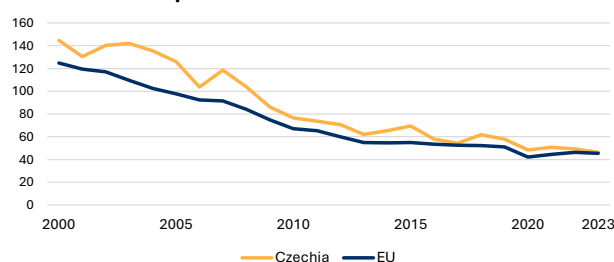
Czechia was 12th out of 27 EU countries in terms of the highest numbers of fatalities per million inhabitants in 2023 (46 deaths/million).

Czechia also ranked 11th out of 27 EU countries in terms of the highest numbers of fatalities per passenger-kilometre in 2023 (54 deaths/10 billion pkm).

Compared to the EU average, the distribution of fatalities in Czechia shows a relatively high proportion fatalities on rural roads. Over the period 2012-2021, Czechia presented a similar to the EU decrease in road fatalities.

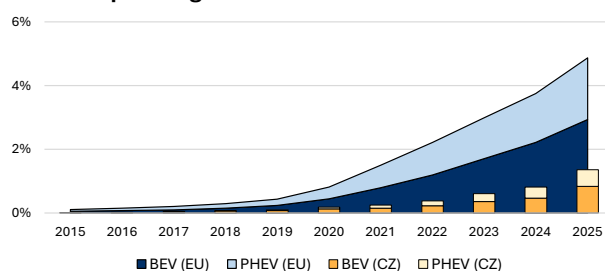
European Commission. EU Transport in figures. Statistical pocketbook (2025).
European Road Safety Observatory. National Road Safety Profile - Czechia (2024).

Traffic deaths per millions inhabitants



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Electric passenger cars in total M1 fleet



European Alternative Fuels Observatory (May 2026).

Peak hour delay per road vehicle driver (hours, 2023)

(max)
Malta: 83.9

EU average: 28.6

Czechia: 23.2

(min)
Estonia: 17.3

European Commission. Joint Research Centre. Calculations based on TomTom data.

Charging infrastructure power output

AFIR mandates the following annual cumulative power output targets for recharging infrastructure for light-duty vehicles:

- Each BEV registered in a Member State must be supported by a minimum total power output of 1.3 kW from publicly accessible recharging stations.
- Each PHEV registered must have at least 0.8 kW total power output provided by publicly accessible recharging stations.

These targets ensure that the infrastructure deployment is aligned with vehicle uptake, thereby supporting the EU's broader environmental and mobility goals.

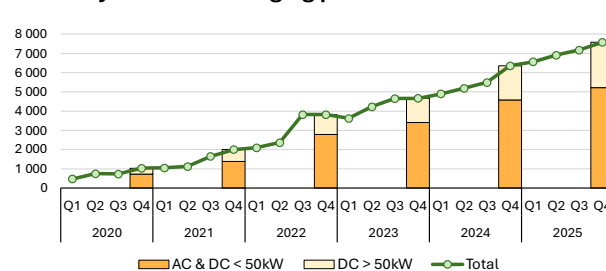
AFIR "Target kW" = (Number of BEVs × 1.3kW) + (Number of PHEVs × 0.8kW)

AFIR "Target kW"
107 887 kW

Total power output in Czechia
376 068 kW

European Alternative Fuels Observatory (May 2026).

Publicly available charging points



European Alternative Fuels Observatory (May 2026).

Aviation – Busiest airport (2024)

Passengers ⁽¹⁾ (thousand)	Airport	CZ total	EU total
Prague (PRG) (% of CZ, EU)	16 340	17 847 (92%)	1 552 154 (1.1%)

Freight ⁽²⁾ (thousand tonnes)	Airport	CZ total	EU total
Prague (PRG) (% of CZ, EU)	65.3	98.8 (66%)	16 103 (0.4%)

⁽¹⁾ Eurostat [avia_paoa] & Eurostat [avia_paoc]. Passengers carried. Aggregated data excludes double counting (respectively domestic and intra-EU).

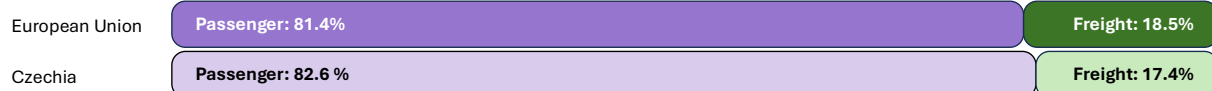
⁽²⁾ Eurostat [avia_gooa] & Eurostat [avia_gooe]. Freight and mail on board. Aggregated data excludes double counting (respectively domestic and intra-EU).

Maritime transport – Busiest port

Czechia is a landlocked country.

Rail transport

Traffic (in train -kilometres) in 2023: 171.4 million train-kilometres (4.6% of EU's total)



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Electrification of the railways network in 2023

(max)
Luxembourg: 97%

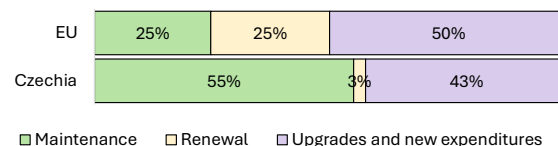
EU average: 57%

Czechia: 34%

(min)
Ireland: 3%

European Commission. EU Transport in figures. Statistical pocketbook (2025).

Rail infrastructure expenditures (share of total, 2022)



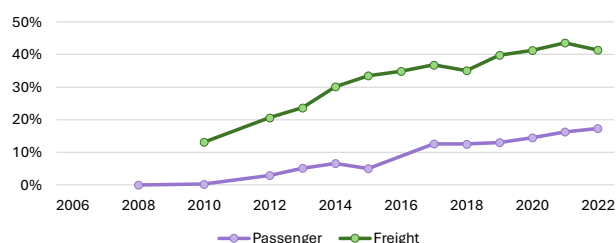
RMMS (2025). Total EU: EUR 50.9 billion, Czechia: EUR 1.6 billion.

Evolution of rail passenger and freight activity



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Market share of all but the principal rail undertakings

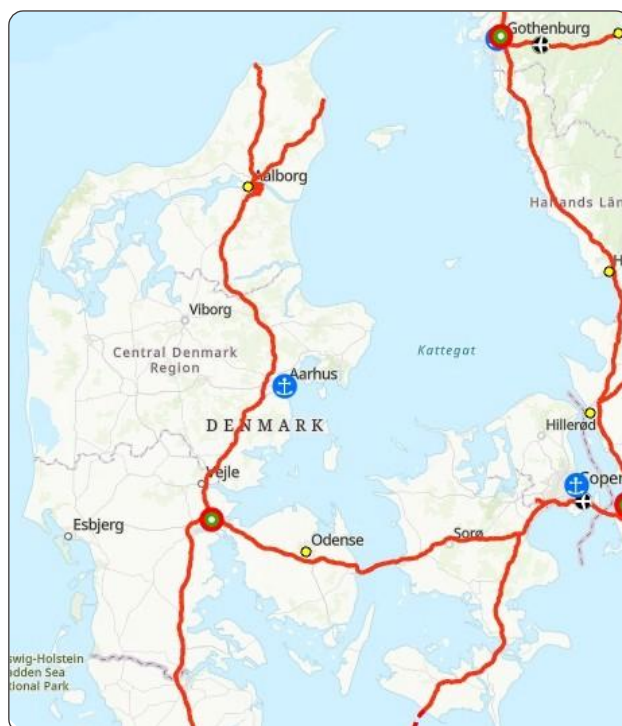


European Commission. EU Transport in figures. Statistical pocketbook (2025).

Country factsheet on transport - Denmark



Core TEN-T network - Road



European Commission. TENtec.

Roads

- Completed / To be upgraded
- - - New construction
- ✕ Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

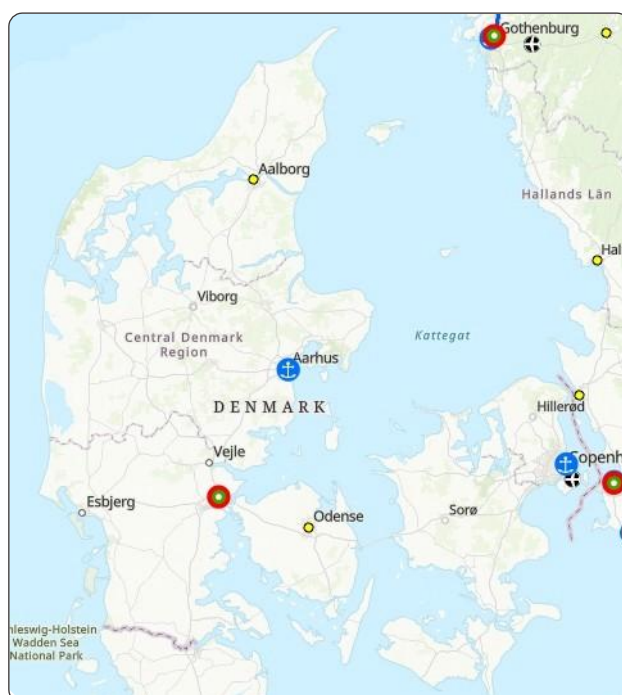
Ports

- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

Core TEN-T network – Inland waterways



European Commission. TENtec.

Inland waterways

- Completed / To be upgraded
- - - New construction

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

Core TEN-T network - Passenger rail



Relevant tracks for passenger transport are in bold.
European Commission. TENtec.

Railways (passenger)

Conventional

- Completed / To be upgraded
- - - New construction
- Study idea

Railways (passenger)

High speed

- Completed / To be upgraded
- - - New construction
- Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

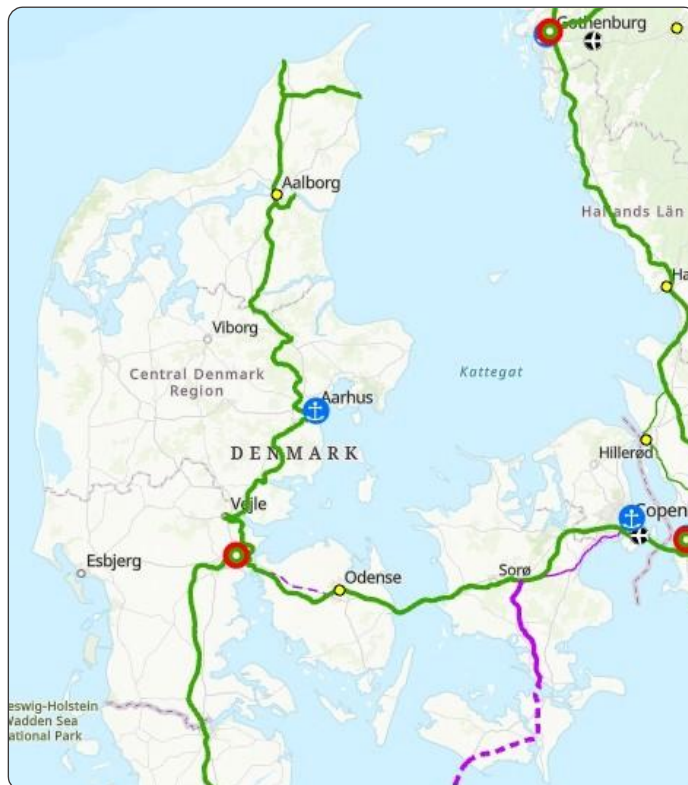
Ports

- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

Core TEN-T network - Freight rail



Relevant tracks for freight transport are in bold.
European Commission. TENtec.

Railways (freight)

Conventional

- Completed / To be upgraded
- - - New construction
- Study idea

Railways (freight)

High speed

- Completed / To be upgraded
- - - New construction
- Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

- ⚓ Urban nodes
- ⚓ Capitals

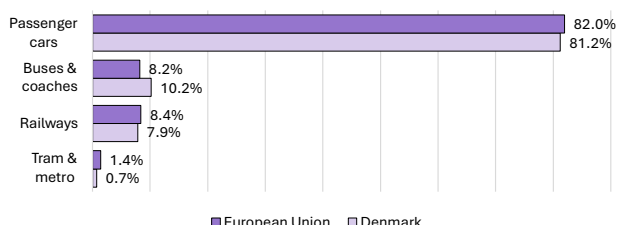
Rail-Road Terminals

- Urban nodes
- Capitals

Facts and figures on transport in Denmark

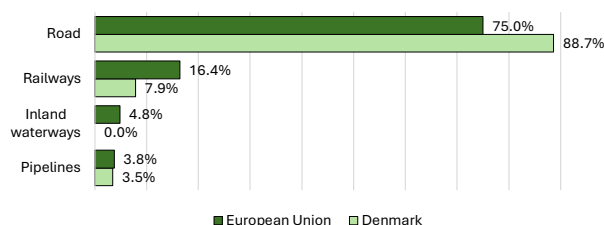
Overview

Modal split of inland passenger transport (2023, %)



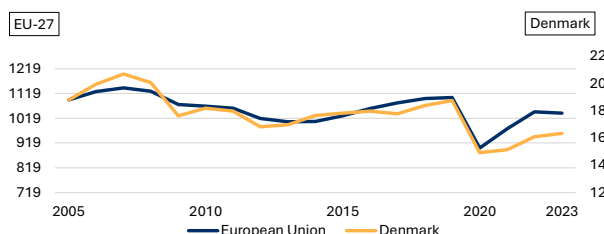
Percentages based on passengerkilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Modal split of inland freight transport (2023, %)



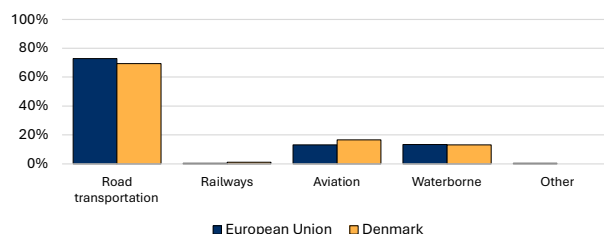
Percentages based on tonnekilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (Mt CO₂ equivalent)



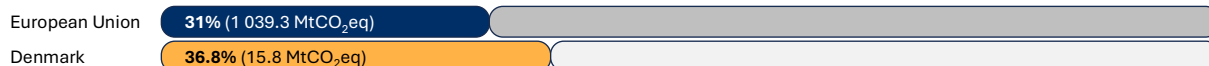
Including international bunkers.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport by mode (2023, %)



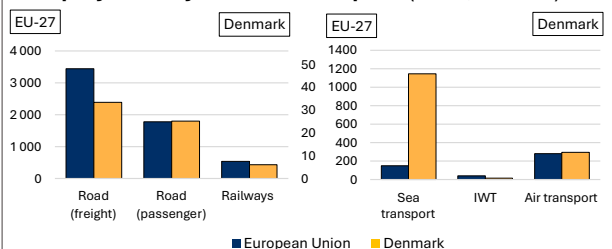
Including international bunkers. Waterborne includes maritime and inland waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (including international bunkers) in total GHG emissions (2023)



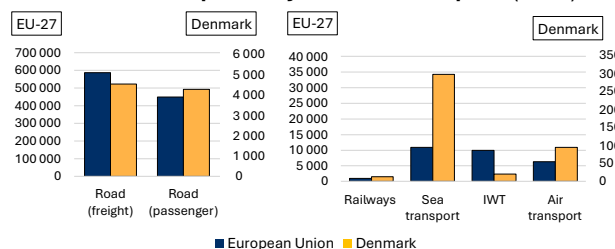
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Employment by mode of transport (2022, in 1000)



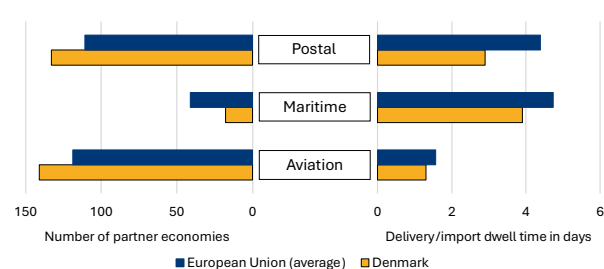
IWT: Inland Waterways. Direct employment only.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Number of enterprises by mode of transport (2022)



IWT: Inland Waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Logistics Performance Indicators (LPI 2.0, 2024)



World Bank. Logistics Performance Indicators (2.0).

Number of partner economies:

- Postal:** number of economies accessible through direct international postal connections for B2B shipments.
- Maritime:** number of economies accessible through direct liner shipping services.
- Aviation:** number of economies accessible through direct air cargo connections.

Delivery/import dwell time in days:

- Postal:** time spent by a postal item (parcel or express shipment) in the importing economy from arrival at the economy's office of exchange (postal bureau) to the first attempted or final delivery.
- Maritime:** time spent by containers at the port of entry from arrival (ship unloading) to departure from the port
- Aviation:** time spent by goods at the airport between the moment the cargo is ready to be picked up by the consignee or their agent from the airport and the moment the cargo is cleared by customs and leaves the airport.

Road transport

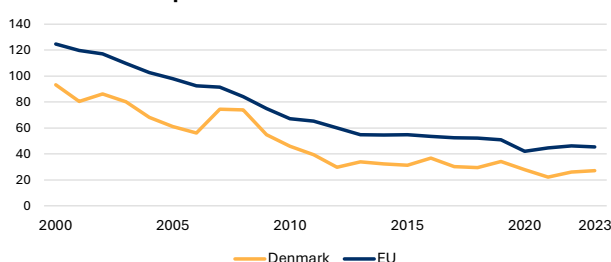
Comments on road transport

Denmark was 2nd out of 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants (27 deaths/million). Denmark also ranked 2nd out of 27 EU countries in terms of the lowest numbers of fatalities per passenger-kilometre in 2023 (26 deaths/10 billion pkm).

Compared to the EU average, the distribution of fatalities in Denmark shows a relatively high proportion of cyclist fatalities, especially inside urban areas. This is due to the high rate of bicycle use in Denmark, especially in the cities. Over the period 2012-2021, the total number fatalities decreased by 22%, which was slightly lower than the EU decrease.

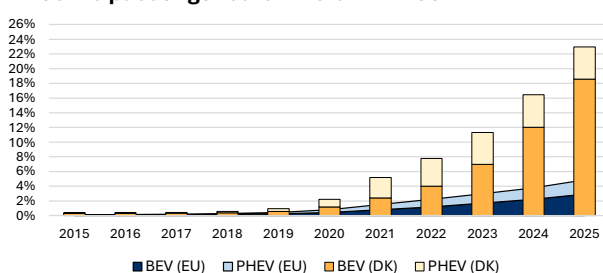
European Commission. EU Transport in figures. Statistical pocketbook (2025).
European Road Safety Observatory. National Road Safety Profile Denmark (2024).

Traffic deaths per millions inhabitants



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Electric passenger cars in total M1 fleet



European Alternative Fuels Observatory (May 2026).

Peak hour delay per road vehicle driver (hours, 2023)

(max)
Malta: 83.9

EU average: 28.6

Denmark: 26.3

(min)
Estonia: 17.3

European Commission. Joint Research Centre. Calculations based on TomTom data.

Charging infrastructure power output

AFIR mandates the following annual cumulative power output targets for recharging infrastructure for light-duty vehicles:

- Each BEV registered in a Member State must be supported by a minimum total power output of 1.3 kW from publicly accessible recharging stations.
- Each PHEV registered must have at least 0.8 kW total power output provided by publicly accessible recharging stations.

These targets ensure that the infrastructure deployment is aligned with vehicle uptake, thereby supporting the EU's broader environmental and mobility goals.

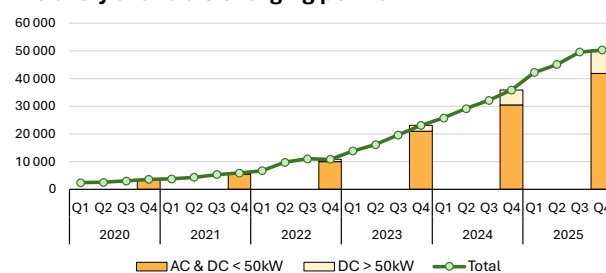
AFIR "Target kW" = (Number of BEVs × 1.3kW) + (Number of PHEVs × 0.8kW)

AFIR "Target kW"
835 567 kW

Total power output in Denmark
2 212 615 kW

European Alternative Fuels Observatory (May 2026).

Publicly available charging points



European Alternative Fuels Observatory (May 2026).

Aviation – Busiest airport (2024)

Passengers ⁽¹⁾ (thousand)	Airport	DK total	EU total	Freight ⁽²⁾ (thousand tonnes)	Airport	DK total	EU total
Copenhagen (CPH) (% of DK, EU)	29 854	36 004 (83%)	1 552 154 (1.9%)	Copenhagen (CPH) (% of DK, EU)	300	371.9 (81%)	16 103 (1.9%)

⁽¹⁾ Eurostat [avia_paoa] & Eurostat [avia_paoc]. Passengers carried. Aggregated data excludes double counting (respectively domestic and intra-EU).

⁽²⁾ Eurostat [avia_gooa] & Eurostat [avia_gooe]. Freight and mail on board. Aggregated data excludes double counting (respectively domestic and intra-EU).

Maritime transport – Busiest port (2024)

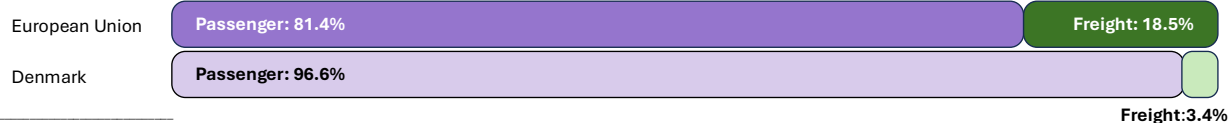
Passengers ⁽¹⁾ (thousand)	Port	DK total	EU total	Freight ⁽²⁾ (thousand tonnes)	Port	DK total	EU total
Helsingør (% of DK, EU)	6 419	41 241 (16%)	398 259 (1.6%)	Århus (% of DK, EU)	9 599	93 596 (10%)	3 280 401 (0.3%)

⁽¹⁾ Eurostat [mar_pa_aa]. Passengers embarked and disembarked in all ports by direction.

⁽²⁾ Eurostat [mar_go_aa]. Gross weight of goods handled in all ports by direction.

Rail transport

Traffic (in train -kilometres) in 2023: 78.9 million train-kilometres (2.1% of EU's total)



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Electrification of the railways network in 2023

(max)
Luxembourg: 97%

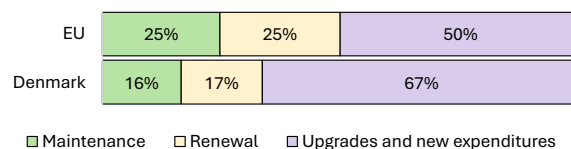
EU average: 57%

Denmark: 34%

(min)
Ireland: 3%

European Commission. EU Transport in figures. Statistical pocketbook (2025).

Rail infrastructure expenditures (share of total, 2022)



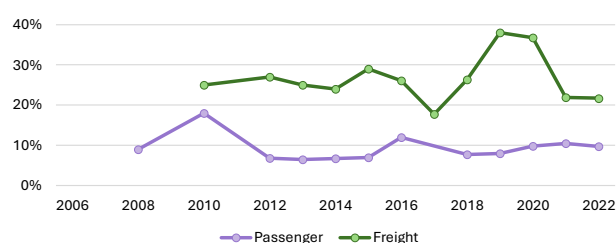
RMMS (2025). Total EU: EUR 50.8 billion, Denmark: 1.6 billion.

Evolution of rail passenger and freight activity



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Market share of all but the principal rail undertakings



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Country factsheet on transport - Germany



Core TEN-T network - Road



European Commission. TENtec.

Roads

- Completed / To be upgraded
- - - New construction
- ✕ Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

Core TEN-T network – Inland waterways



European Commission. TENtec.

Inland waterways

- Completed / To be upgraded
- - - New construction

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

Core TEN-T network - Passenger rail



Relevant tracks for passenger transport are in bold.
European Commission. TENtec.

Railways (passenger)

Conventional

- Completed / To be upgraded
- - - New construction
- Study idea

Railways (passenger)

High speed

- Completed / To be upgraded
- - - New construction
- Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

Core TEN-T network - Freight rail



Relevant tracks for freight transport are in bold.
European Commission. TENtec.

Railways (freight)

Conventional

- Completed / To be upgraded
- - - New construction
- Study idea

Railways (freight)

High speed

- Completed / To be upgraded
- - - New construction
- Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

- ⚓ Urban nodes
- ⚓ Capitals

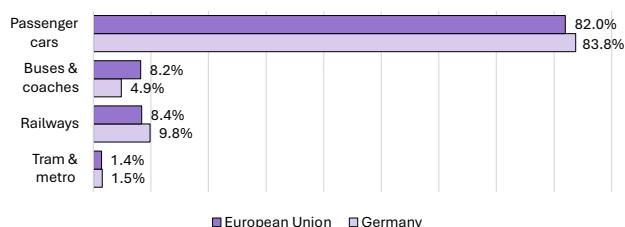
Rail-Road Terminals

- Urban nodes
- Capitals

Facts and figures on transport in Germany

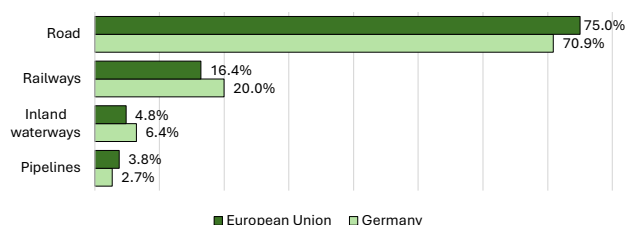
Overview

Modal split of inland passenger transport (2023, %)



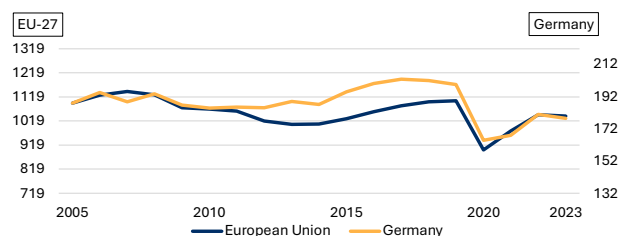
Percentages based on passengerkilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Modal split of inland freight transport (2023, %)



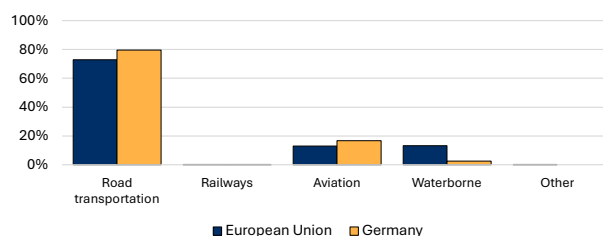
Percentages based on tonnekilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (Mt CO₂ equivalent)



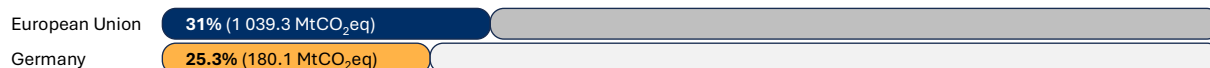
Including international bunkers.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport by mode (2023, %)



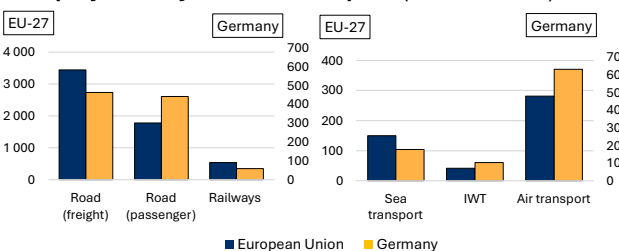
Including international bunkers. Waterborne includes maritime and inland waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (including international bunkers) in total GHG emissions (2023)



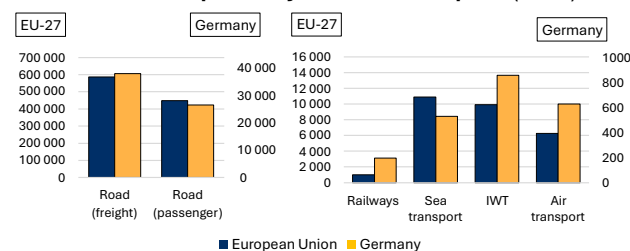
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Employment by mode of transport (2022, in 1000)



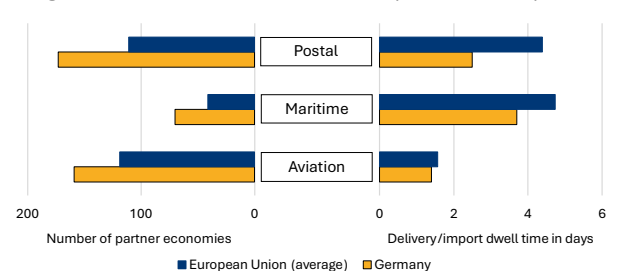
IWT: Inland Waterways. Direct employment only.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Number of enterprises by mode of transport (2022)



IWT: Inland Waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Logistics Performance Indicators (LPI 2.0, 2024)



World Bank. Logistics Performance Indicators (2.0).

Number of partner economies:

- Postal:** number of economies accessible through direct international postal connections for B2B shipments.
- Maritime:** number of economies accessible through direct liner shipping services.
- Aviation:** number of economies accessible through direct air cargo connections.

Delivery/import dwell time in days:

- Postal:** time spent by a postal item (parcel or express shipment) in the importing economy from arrival at the economy's office of exchange (postal bureau) to the first attempted or final delivery.
- Maritime:** time spent by containers at the port of entry from arrival (ship unloading) to departure from the port
- Aviation:** time spent by goods at the airport between the moment the cargo is ready to be picked up by the consignee or their agent from the airport and the moment the cargo is cleared by customs and leaves the airport.

Road transport

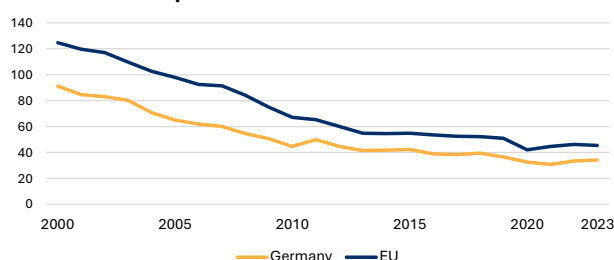
Comments on road transport

Germany was 7th out of 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants in 2023 (34 deaths/million). Germany also ranked 7th out of 27 EU countries in terms of the lowest numbers of fatalities per passenger-kilometre in 2022 (32 deaths/10 billion pkm).

Compared to the EU average, the distribution of fatalities in Germany shows a relatively high proportion of cyclists, especially inside urban areas, and fatalities aged more than 65 years old. Over the period 2012-2021, Germany recorded a somehow higher decrease in road fatalities compared to the EU on average. A higher decrease compared to the EU average was also recorded for people aged 18-24 years old.

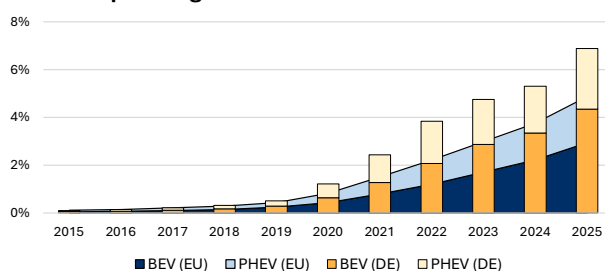
European Commission. EU Transport in figures. Statistical pocketbook (2025).
European Road Safety Observatory. National Road Safety Profile Germany (2025).

Traffic deaths per millions inhabitants



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Electric passenger cars in total M1 fleet



European Alternative Fuels Observatory (May 2026).

Peak hour delay per road vehicle driver (hours, 2023)

(max)
Malta: 83.9

EU average: 28.6

Germany: 28.3

(min)
Estonia: 17.3

European Commission. Joint Research Centre. Calculations based on TomTom data.

Charging infrastructure power output

AFIR mandates the following annual cumulative power output targets for recharging infrastructure for light-duty vehicles:

- Each BEV registered in a Member State must be supported by a minimum total power output of 1.3 kW from publicly accessible recharging stations.
- Each PHEV registered must have at least 0.8 kW total power output provided by publicly accessible recharging stations.

These targets ensure that the infrastructure deployment is aligned with vehicle uptake, thereby supporting the EU's broader environmental and mobility goals.

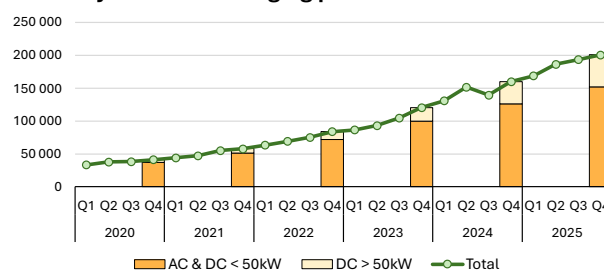
AFIR "Target kW" = (Number of BEVs × 1.3kW) + (Number of PHEVs × 0.8kW)

AFIR "Target kW"
3 951 237 kW

Total power output in Germany
10 074 900 kW

European Alternative Fuels Observatory (May 2026).

Publicly available charging points



European Alternative Fuels Observatory (May 2026).

Aviation – Busiest airport (2024)

Passengers ⁽¹⁾ (thousand)	Airport	DE total	EU total
Frankfurt (FRA) (% of DE, EU)	61 536	211 577 (29%)	1 552 154 (4%)

Freight ⁽²⁾ (thousand tonnes)	Airport	DE total	EU total
Frankfurt (FRA) (% of DE, EU)	2 050	4 888 (42%)	16 103 (12.7%)

⁽¹⁾ Eurostat [avia_paoa] & Eurostat [avia_paoc]. Passengers carried. Aggregated data excludes double counting (respectively domestic and intra-EU).

⁽²⁾ Eurostat [avia_gooa] & Eurostat [avia_gooe]. Freight and mail on board. Aggregated data excludes double counting (respectively domestic and intra-EU).

Maritime transport – Busiest port (2024)

Passengers ⁽¹⁾ (thousand)	Port	DE total	EU total
Burgstaaken/ Fehmarn (% of DE, EU)	4 627	28 185 (16%)	398 259 (1.2%)

Freight ⁽²⁾ (thousand tonnes)	Port	DE total	EU total
Hamburg (% of DE, EU)	96 984	273 823 (35%)	3 280 401 (3%)

⁽¹⁾ Eurostat [mar_pa_aa]. Passengers embarked and disembarked in all ports by direction.

⁽²⁾ Eurostat [mar_go_aa]. Gross weight of goods handled in all ports by direction.

Rail transport

Traffic (in train -kilometres) in 2023: 1 120.7 million train-kilometres (30.2% of EU's total)



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Electrification of the railways network in 2023

(max)
Luxembourg: 97%

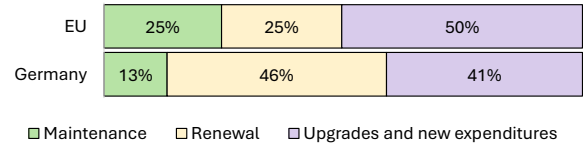
EU average: 57%

Germany: 55%

(min)
Ireland: 3%

European Commission. EU Transport in figures. Statistical pocketbook (2025).

Rail infrastructure expenditures (share of total, 2022)



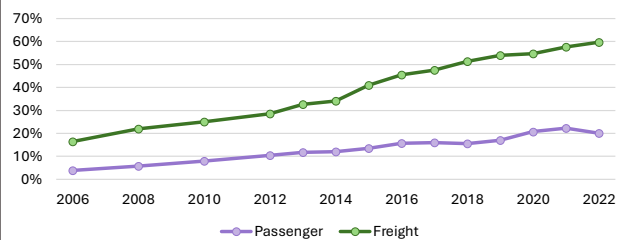
RMMS (2025). Total EU: EUR 50.8 billion, Germany: EUR 11.1 billion.

Evolution of rail passenger and freight activity



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Market share of all but the principal rail undertakings

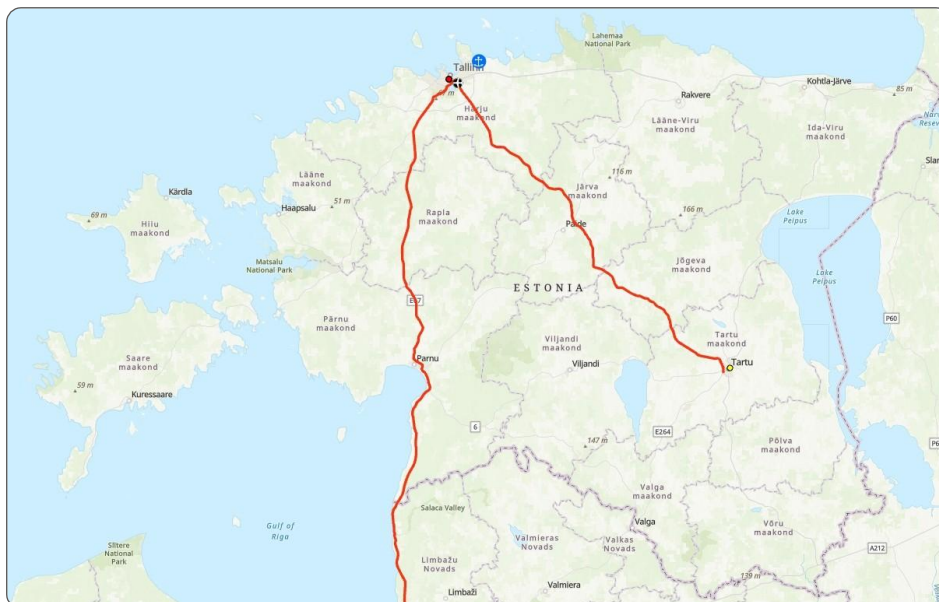


European Commission. EU Transport in figures. Statistical pocketbook (2025).

Country factsheet on transport - Estonia



Core TEN-T network - Road



Roads

- Completed / To be upgraded
- - - New construction
- ✗ Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

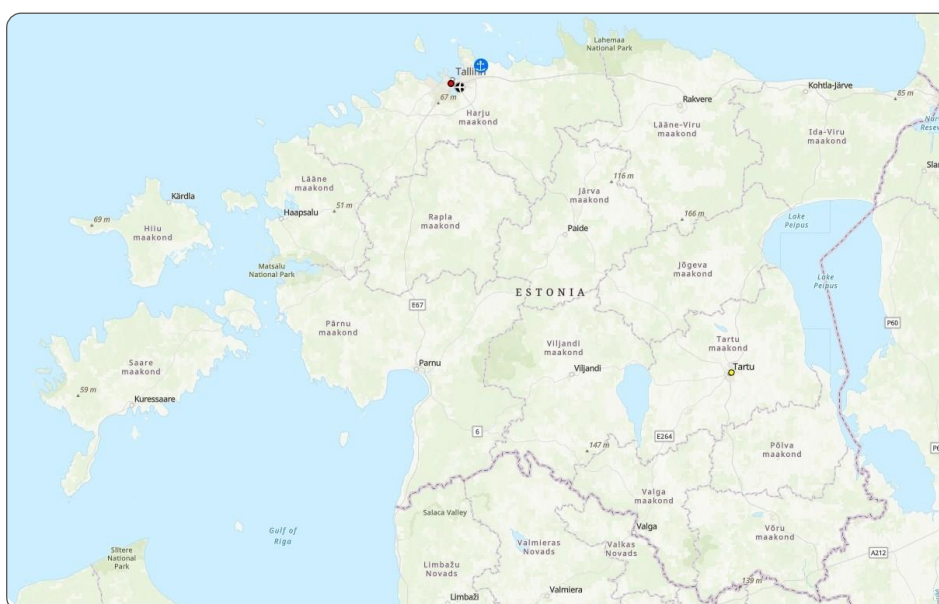
- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

European Commission. TENtec.

Core TEN-T network – Inland waterways



Inland waterways

- Completed / To be upgraded
- - - New construction

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

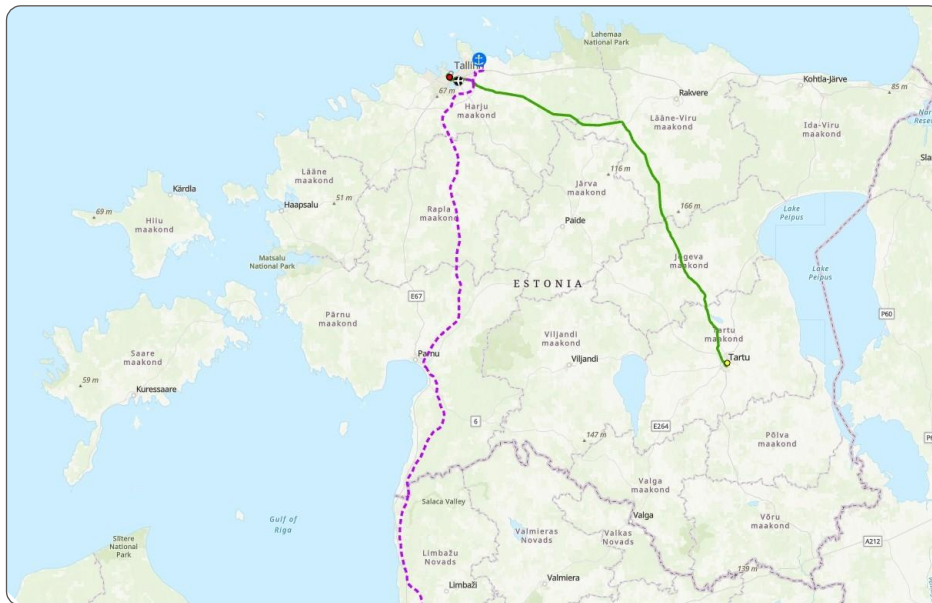
- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

European Commission. TENtec.

Core TEN-T network - Passenger rail



Relevant tracks for passenger transport are in bold.
European Commission. TENtec.

Railways (passenger)

Conventional

- Completed / To be upgraded
- - - New construction
- ↔ Study idea

Railways (passenger)

High speed

- Completed / To be upgraded
- - - New construction
- ↔ Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

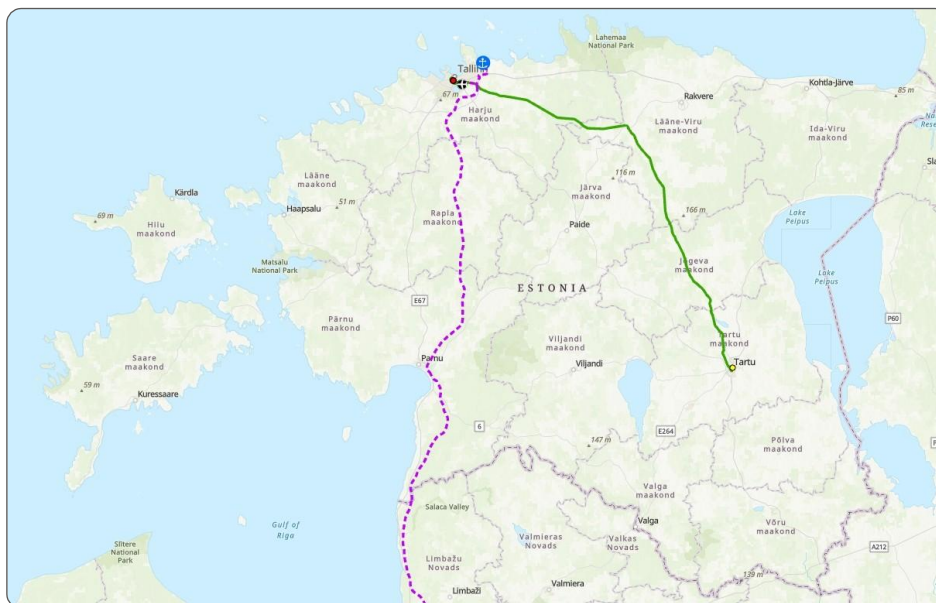
Ports

- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

Core TEN-T network - Freight rail



Relevant tracks for freight transport are in bold.
European Commission. TENtec.

Railways (freight)

Conventional

- Completed / To be upgraded
- - - New construction
- ↔ Study idea

Railways (freight)

High speed

- Completed / To be upgraded
- - - New construction
- ↔ Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

- ⚓ Urban nodes
- ⚓ Capitals

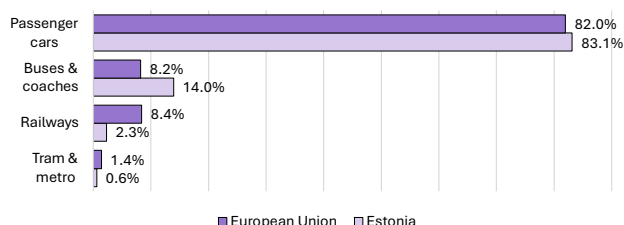
Rail-Road Terminals

- Urban nodes
- Capitals

Facts and figures on transport in Estonia

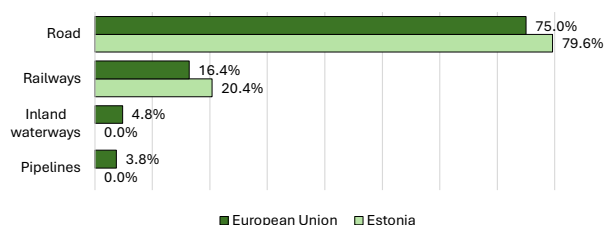
Overview

Modal split of inland passenger transport (2023, %)



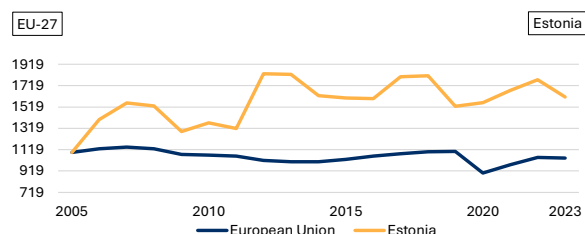
Percentages based on passengerkilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Modal split of inland freight transport (2023, %)



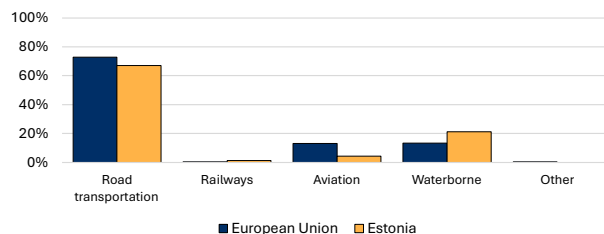
Percentages based on tonnekilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (Mt CO₂ equivalent)



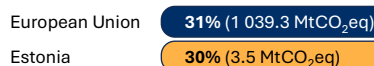
Including international bunkers.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport by mode (2023, %)



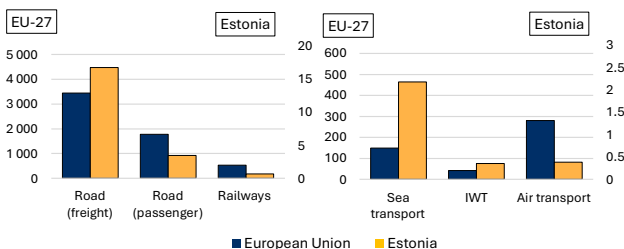
Including international bunkers. Waterborne includes maritime and inland waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (including international bunkers) in total GHG emissions (2023)



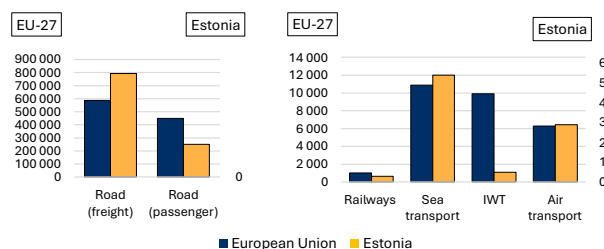
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Employment by mode of transport (2022, in 1000)



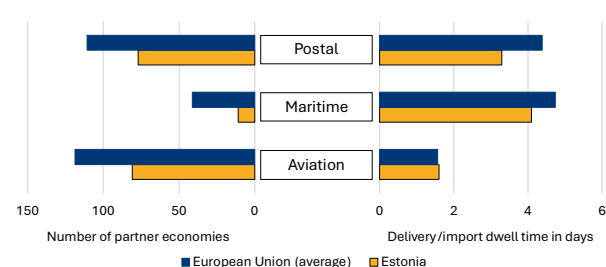
IWT: Inland Waterways. Direct employment only.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Number of enterprises by mode of transport (2022)



IWT: Inland Waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Logistics Performance Indicators (LPI 2.0, 2024)



World Bank. Logistics Performance Indicators (2.0).

Number of partner economies:

- Postal:** number of economies accessible through direct international postal connections for B2B shipments.
- Maritime:** number of economies accessible through direct liner shipping services.
- Aviation:** number of economies accessible through direct air cargo connections.

Delivery/import dwell time in days:

- Postal:** time spent by a postal item (parcel or express shipment) in the importing economy from arrival at the economy's office of exchange (postal bureau) to the first attempted or final delivery.
- Maritime:** time spent by containers at the port of entry from arrival (ship unloading) to departure from the port
- Aviation:** time spent by goods at the airport between the moment the cargo is ready to be picked up by the consignee or their agent from the airport and the moment the cargo is cleared by customs and leaves the airport.

Road transport

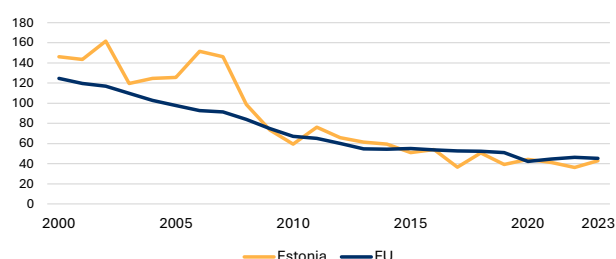
Comments on road transport

Estonia was 13th out of 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants in 2023 (43 deaths/million). Estonia also ranked 6th out of 27 EU countries in terms of the lowest numbers of fatalities per passenger-kilometre in 2022 (34 deaths/10 billion pkm).

Compared to the EU average, the distribution of fatalities in Estonia shows a relatively high proportion of fatalities occurred on rural roads. Over the period 2012-2021, Estonia recorded a higher decrease in road fatalities compared to the EU on average.

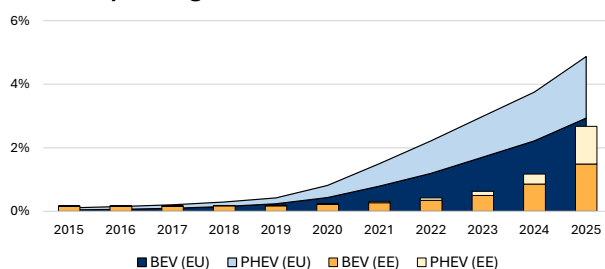
European Commission. EU Transport in figures. Statistical pocketbook (2025).
European Road Safety Observatory. National Road Safety Profile- Estonia (2024).

Traffic deaths per millions inhabitants



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Electric passenger cars in total M1 fleet



European Alternative Fuels Observatory (May 2026).

Peak hour delay per road vehicle driver (hours, 2023)

(max)
Malta: 83.9

EU average: 28.6

Estonia: 17.3

(min)
Estonia: 17.3

European Commission. Joint Research Centre. Calculations based on TomTom data.

Charging infrastructure power output

AFIR mandates the following annual cumulative power output targets for recharging infrastructure for light-duty vehicles:

- Each BEV registered in a Member State must be supported by a minimum total power output of 1.3 kW from publicly accessible recharging stations.
- Each PHEV registered must have at least 0.8 kW total power output provided by publicly accessible recharging stations.

These targets ensure that the infrastructure deployment is aligned with vehicle uptake, thereby supporting the EU's broader environmental and mobility goals.

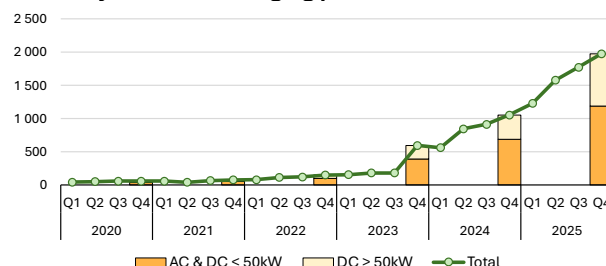
AFIR "Target kW" = (Number of BEVs × 1.3kW) + (Number of PHEVs × 0.8kW)

AFIR "Target kW"
20 133 kW

Total power output in Estonia
118 747 kW

European Alternative Fuels Observatory (May 2026).

Publicly available charging points



European Alternative Fuels Observatory (May 2026).

Aviation – Busiest airport (2024)

Passengers ⁽¹⁾ (thousand)	Airport	EE total	EU total
Tallinn (TLL) (% of EE, EU)	3 472	3 472 (100%)	1 552 154 (0.2%)

Freight ⁽²⁾ (thousand tonnes)	Airport	EE total	EU total
Tallinn (TLL) (% of EE, EU)	9.3	9.3 (100%)	16 103 (0.1%)

⁽¹⁾ Eurostat [avia_paoa] & Eurostat [avia_paoc]. Passengers carried. Aggregated data excludes double counting (respectively domestic and intra-EU).

⁽²⁾ Eurostat [avia_gooa] & Eurostat [avia_gooe]. Freight and mail on board. Aggregated data excludes double counting (respectively domestic and intra-EU).

Maritime – Busiest port (2023)

Passengers ⁽¹⁾ (thousand)	Port	EE total	EU total
Tallinn (% of EE, EU)	7 759	12 852 (60%)	417 845 (1.9%)

Freight ⁽²⁾ (thousand tonnes)	Port	EE total	EU total
Tallinn (% of EE, EU)	12 491	21 512 (58%)	3 355 946 (0.4%)

⁽¹⁾ Eurostat [mar_pa_aa]. Passengers embarked and disembarked in all ports by direction. The 2024 data was not available at the time of extraction.

⁽²⁾ Eurostat [mar_go_aa]. Gross weight of goods handled in all ports by direction. The 2024 data was not available at the time of extraction.

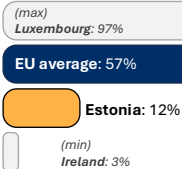
Rail transport

Traffic (in train -kilometres) in 2023: 7.4 million train-kilometres (0.2% of EU's total)



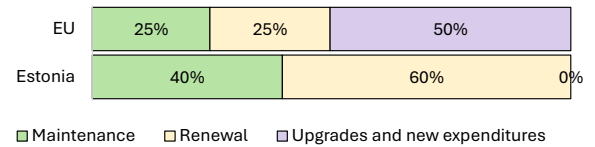
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Electrification of the railways network in 2023



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Rail infrastructure expenditures (share of total, 2022)



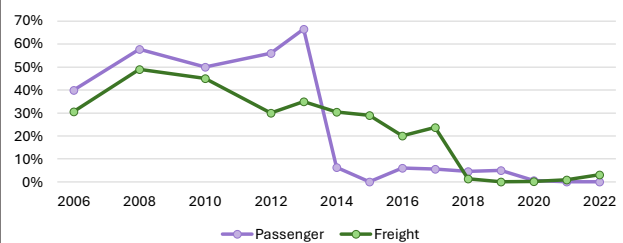
RMMS (2025). Total EU: EUR 50.8 billion, Estonia: EUR 0.1 billion.

Evolution of rail passenger and freight activity



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Market share of all but the principal rail undertakings

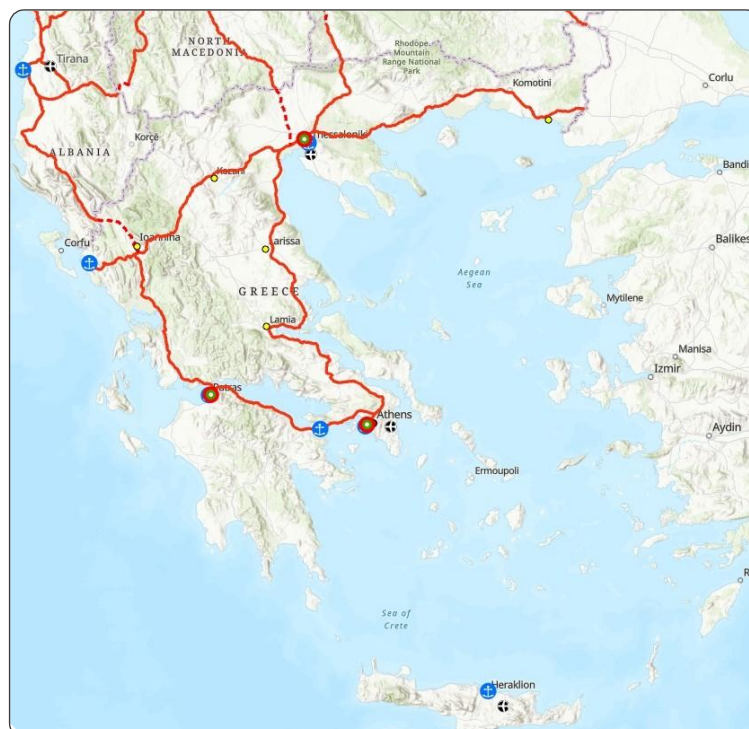


European Commission. EU Transport in figures. Statistical pocketbook (2025).

Country factsheet on transport - Greece



Core TEN-T network - Road



Roads

- Completed / To be upgraded
- - - New construction
- ✕ Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

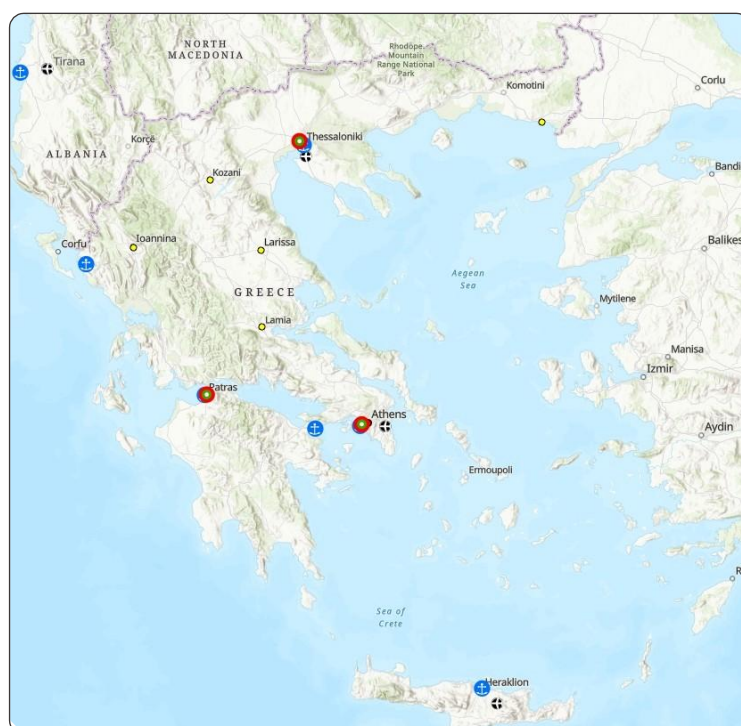
- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

European Commission. TENtec.

Core TEN-T network – Inland waterways



Inland waterways

- Completed / To be upgraded
- - - New construction

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

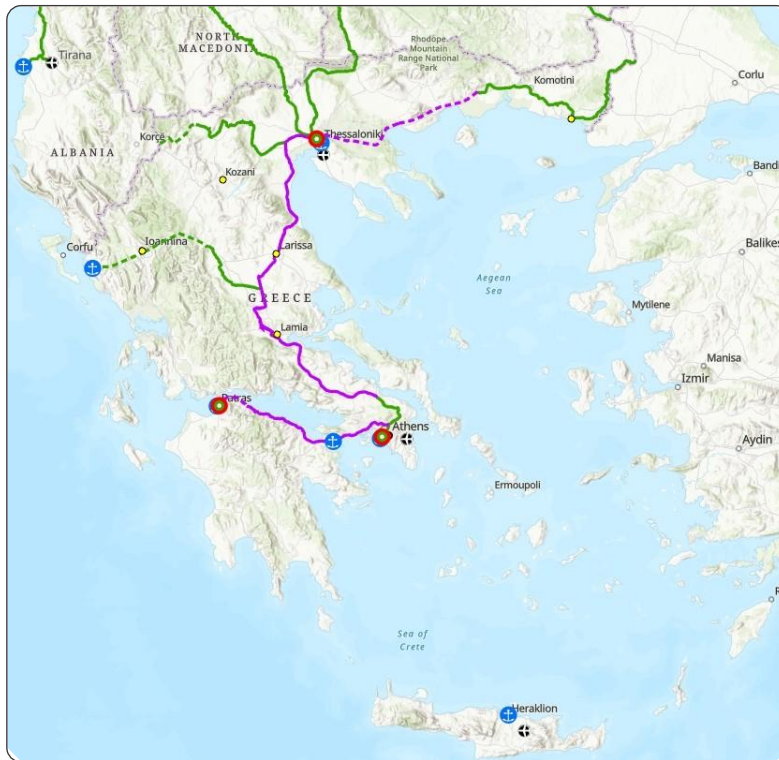
- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

European Commission. TENtec.

Core TEN-T network - Passenger rail



Relevant tracks for passenger transport are in bold.
European Commission. TENtec.

Railways (passenger)

Conventional

- Completed / To be upgraded
- New construction
- Study idea

Railways (passenger)

High speed

- Completed / To be upgraded
- New construction
- Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

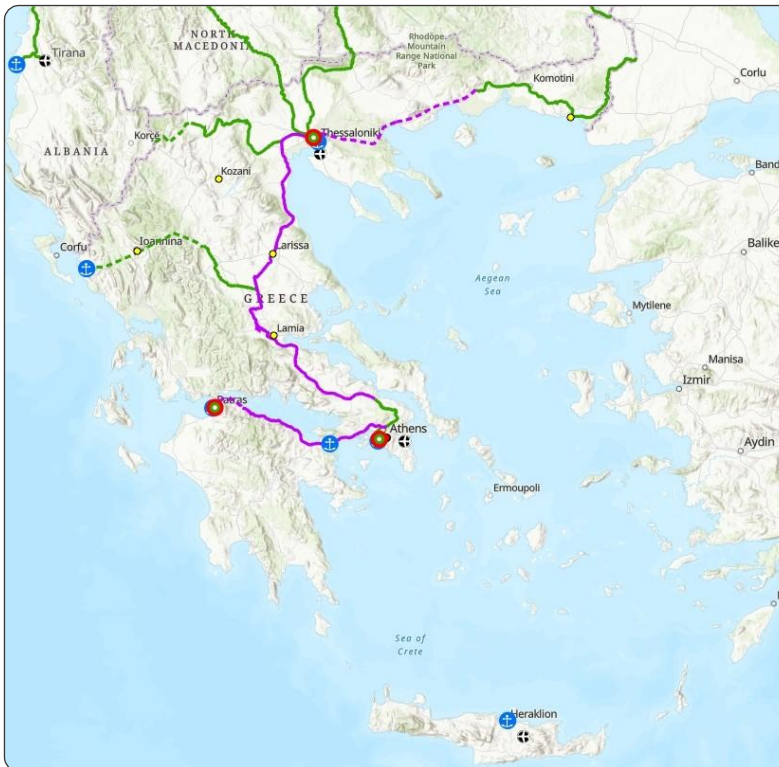
Ports

- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

Core TEN-T network - Freight rail



Relevant tracks for freight transport are in bold.
European Commission. TENtec.

Railways (freight)

Conventional

- Completed / To be upgraded
- New construction
- Study idea

Railways (freight)

High speed

- Completed / To be upgraded
- New construction
- Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

- ⚓ Urban nodes
- ⚓ Capitals

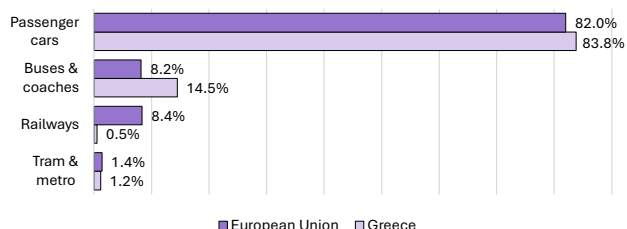
Rail-Road Terminals

- Urban nodes
- Capitals

Facts and figures on transport in Greece

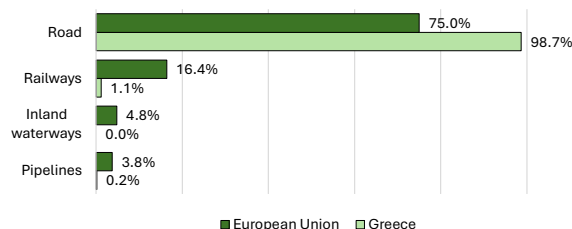
Overview

Modal split of inland passenger transport (2023, %)



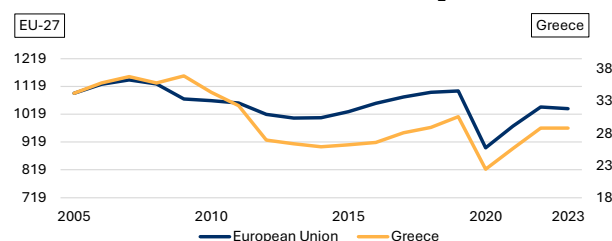
Percentages based on passengerkilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Modal split of inland freight transport (2023, %)



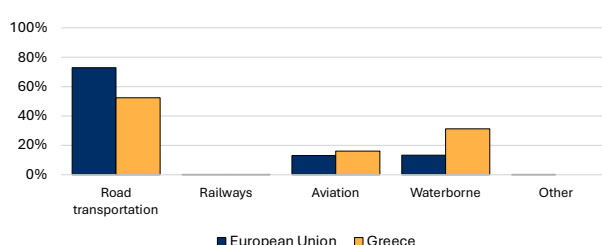
Percentages based on tonnekilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (Mt CO₂ equivalent)



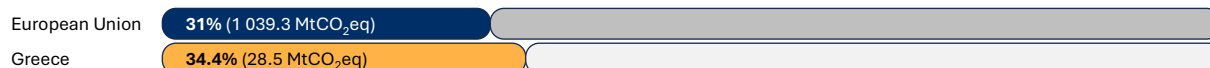
Including international bunkers.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport by mode (2023, %)



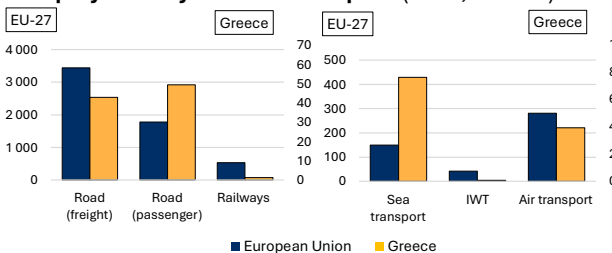
Including international bunkers. Waterborne includes maritime and inland waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (including international bunkers) in total GHG emissions (2023)



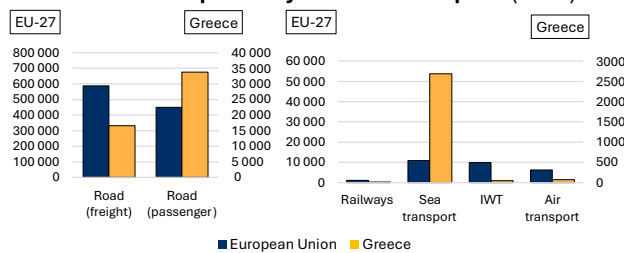
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Employment by mode of transport (2022, in 1000)



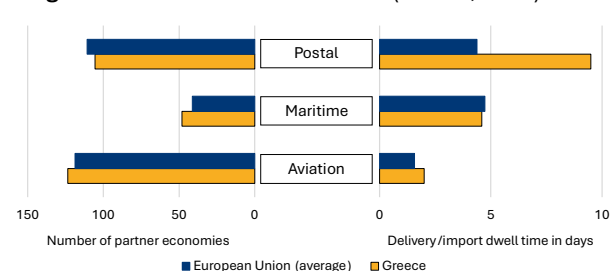
IWT: Inland Waterways. Direct employment only.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Number of enterprises by mode of transport (2022)



IWT: Inland Waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Logistics Performance Indicators (LPI 2.0, 2024)



World Bank. Logistics Performance Indicators (2.0).

Number of partner economies:

- Postal:** number of economies accessible through direct international postal connections for B2B shipments.
- Maritime:** number of economies accessible through direct liner shipping services.
- Aviation:** number of economies accessible through direct air cargo connections.

Delivery/import dwell time in days:

- Postal:** time spent by a postal item (parcel or express shipment) in the importing economy from arrival at the economy's office of exchange (postal bureau) to the first attempted or final delivery.
- Maritime:** time spent by containers at the port of entry from arrival (ship unloading) to departure from the port
- Aviation:** time spent by goods at the airport between the moment the cargo is ready to be picked up by the consignee or their agent from the airport and the moment the cargo is cleared by customs and leaves the airport.

Road transport

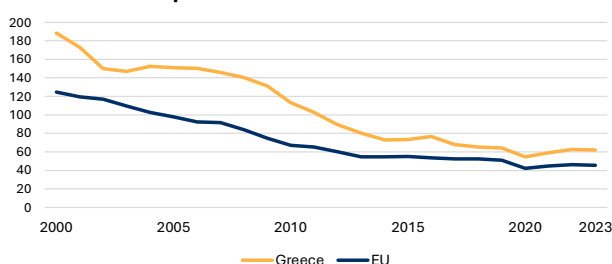
Comments on road transport

Greece was 5th out of 27 EU countries in terms of the highest numbers of fatalities per million inhabitants in 2022 (61 deaths/million). Greece also ranked 9th out of 27 EU countries in terms of the highest numbers of fatalities per passenger-kilometres in 2022 (55 deaths/10 billion pkm).

Compared to the EU average, the distribution of fatalities in Greece shows a high proportion of powered two-wheelers fatalities and fatalities that occurred on urban roads. The proportion of car occupants, pedestrians and cyclists on the other hand is lower than the EU average. Over the period 2012-2021, the number of fatalities in Greece has decreased more than the EU average.

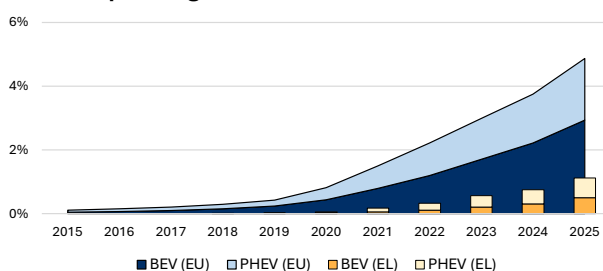
European Commission. EU Transport in figures. Statistical pocketbook (2025).
European Road Safety Observatory. National Road Safety Profile - Greece (2024).

Traffic deaths per millions inhabitants



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Electric passenger cars in total M1 fleet



European Alternative Fuels Observatory (May 2026).

Peak hour delay per road vehicle driver (hours, 2023)

(max)
Malta: 83.9

Greece: 37.8

EU average: 28.6

(min)
Estonia: 17.3

European Commission. Joint Research Centre. Calculations based on TomTom data.

Charging infrastructure power output

AFIR mandates the following annual cumulative power output targets for recharging infrastructure for light-duty vehicles:

- Each BEV registered in a Member State must be supported by a minimum total power output of 1.3 kW from publicly accessible recharging stations.
- Each PHEV registered must have at least 0.8 kW total power output provided by publicly accessible recharging stations.

These targets ensure that the infrastructure deployment is aligned with vehicle uptake, thereby supporting the EU's broader environmental and mobility goals.

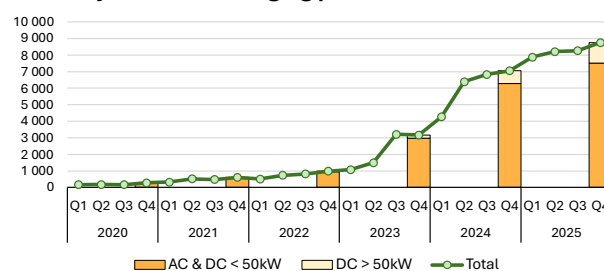
$$\text{AFIR "Target kW"} = (\text{Number of BEVs} \times 1.3 \text{ kW}) + (\text{Number of PHEVs} \times 0.8 \text{ kW})$$

AFIR "Target kW"
70 719 kW

Total power output in Greece
272 905 kW

European Alternative Fuels Observatory (May 2026).

Publicly available charging points



European Alternative Fuels Observatory (May 2026).

Aviation - Busiest airport (2024)

Passengers ⁽¹⁾ (thousand)	Airport	EL total	EU total
Athens (ATH) (% of EL, EU)	31 723	79 716 (40%)	1 552 154 (2%)

Freight ⁽²⁾ (thousand tonnes)	Airport	EL total	EU total
Athens (ATH) (% of EL, EU)	119.8	126.7 (94%)	16 103 (0.7%)

⁽¹⁾ Eurostat [avia_paoa] & Eurostat [avia_paoc]. Passengers carried. Aggregated data excludes double counting (respectively domestic and intra-EU).

⁽²⁾ Eurostat [avia_gooa] & Eurostat [avia_gooc]. Freight and mail on board. Aggregated data excludes double counting (respectively domestic and intra-EU).

Maritime - Busiest port (2024)

Passengers ⁽¹⁾ (thousand)	Port	EL total	EU total
Peiraia (% of EL, EU)	10 013	80 994 (12%)	398 259 (2.5%)

Freight ⁽²⁾ (thousand tonnes)	Port	EL total	EU total
Peiraia (% of EL, EU)	43 694	173 172 (25%)	3 280 401 (1.3%)

⁽¹⁾ Eurostat [mar_pa_aa]. Passengers embarked and disembarked in all ports by direction.

⁽²⁾ Eurostat [mar_go_aa]. Gross weight of goods handled in all ports by direction.

Rail transport

Traffic (in train -kilometres) in 2023: 6.6 million train-kilometres (0.2% of EU's total)



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Electrification of the railways network in 2023

(max)
Luxembourg: 97%

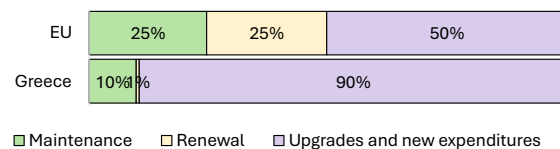
EU average: 57%

Greece: 41%

(min)
Ireland: 3%

European Commission. EU Transport in figures. Statistical pocketbook (2025).

Rail infrastructure expenditures (share of total, 2022)



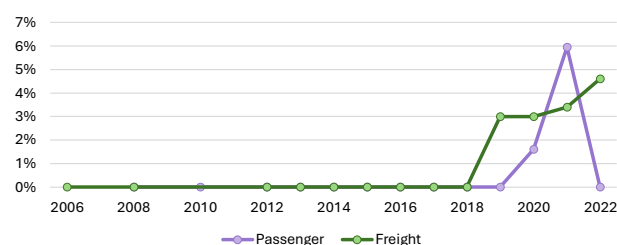
RMMS (2025). Total EU: EUR 50.8 billion, Greece: EUR 0.1 billion.

Evolution of rail passenger and freight activity



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Market share of all but the principal rail undertakings



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Country factsheet on transport - Ireland



Core TEN-T network - Road



Roads

- Completed / To be upgraded
- New construction
- ✗ Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

European Commission. TENtec.

Core TEN-T network – Inland waterways



Inland waterways

- Completed / To be upgraded
- New construction

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

European Commission. TENtec.

Core TEN-T network - Passenger rail



Relevant tracks for passenger transport are in bold.
European Commission. TENtec.

Railways (passenger)

Conventional

- Completed / To be upgraded
- - - New construction
- Study idea

Railways (passenger)

High speed

- Completed / To be upgraded
- - - New construction
- Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

Core TEN-T network - Freight rail



Relevant tracks for freight transport are in bold.
European Commission. TENtec.

Railways (freight)

Conventional

- Completed / To be upgraded
- - - New construction
- Study idea

Railways (freight)

High speed

- Completed / To be upgraded
- - - New construction
- Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

- ⚓ Urban nodes
- ⚓ Capitals

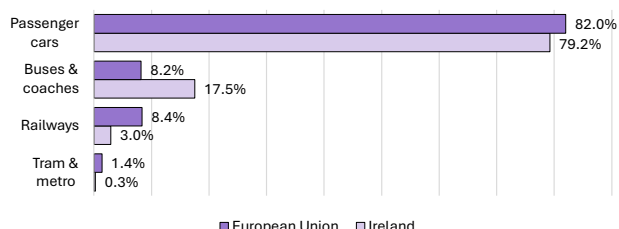
Rail-Road Terminals

- Urban nodes
- Capitals

Facts and figures on transport in Ireland

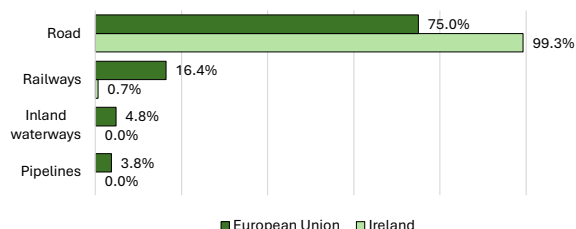
Overview

Modal split of inland passenger transport (2023, %)



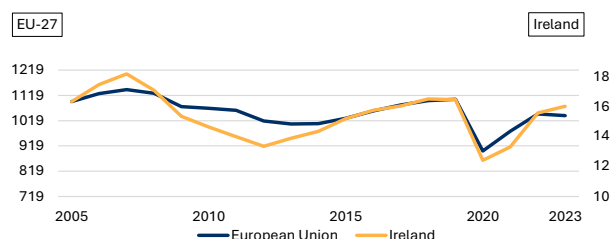
Percentages based on passengerkilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Modal split of inland freight transport (2023, %)



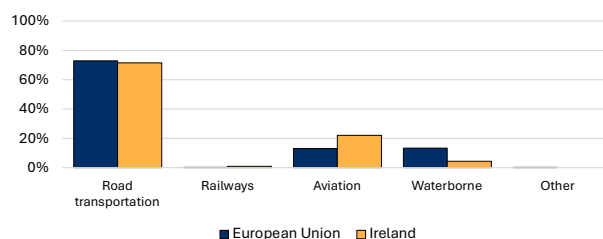
Percentages based on tonnekilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (Mt CO₂ equivalent)



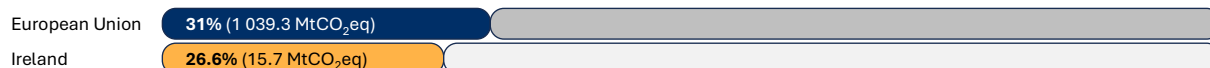
Including international bunkers.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport by mode (2023, %)



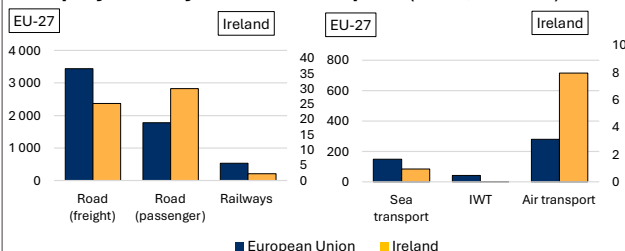
Including international bunkers. Waterborne includes maritime and inland waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (including international bunkers) in total GHG emissions (2023)



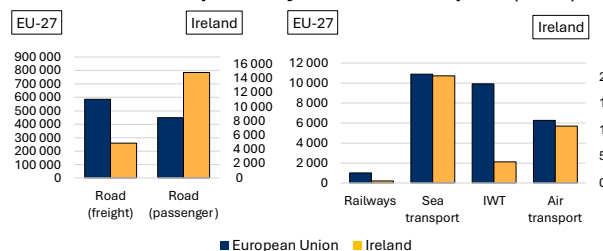
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Employment by mode of transport (2022, in 1000)



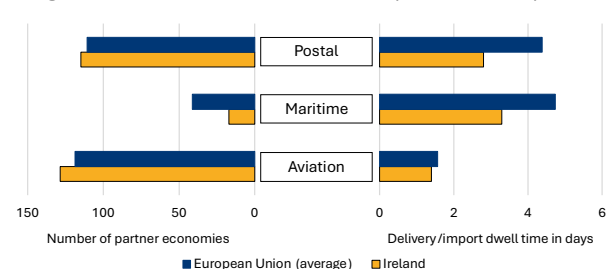
IWT: Inland Waterways. Direct employment only.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Number of enterprises by mode of transport (2022)



IWT: Inland Waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Logistics Performance Indicators (LPI 2.0, 2024)



World Bank. Logistics Performance Indicators (2.0).

Number of partner economies:

- Postal:** number of economies accessible through direct international postal connections for B2B shipments.
- Maritime:** number of economies accessible through direct liner shipping services.
- Aviation:** number of economies accessible through direct air cargo connections.

Delivery/import dwell time in days:

- Postal:** time spent by a postal item (parcel or express shipment) in the importing economy from arrival at the economy's office of exchange (postal bureau) to the first attempted or final delivery.
- Maritime:** time spent by containers at the port of entry from arrival (ship unloading) to departure from the port
- Aviation:** time spent by goods at the airport between the moment the cargo is ready to be picked up by the consignee or their agent from the airport and the moment the cargo is cleared by customs and leaves the airport.

Road transport

Comments on road transport

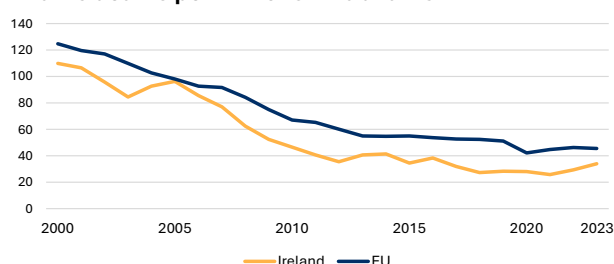
Ireland was 5th out of 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants in 2023 (34 deaths/million).

Ireland also ranked 4th out of 27 EU countries in terms of the lowest numbers of fatalities per passenger-kilometre in 2023 (30 deaths/10 billion pkm).

Compared to the EU average, the distribution of fatalities in Ireland showed a high proportion of car occupants. Since 2012, the number of fatalities showed a lower decrease compared to the EU on average.

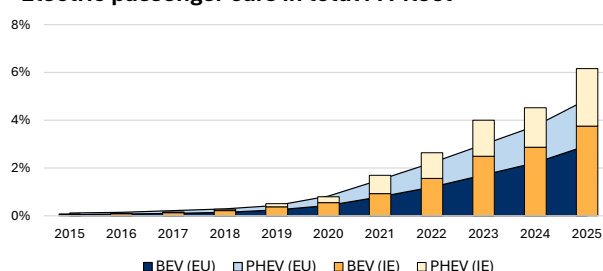
European Commission. EU Transport in figures. Statistical pocketbook (2025).
European Road Safety Observatory. National Road Safety Profile- Ireland (2024).

Traffic deaths per millions inhabitants



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Electric passenger cars in total M1 fleet



European Alternative Fuels Observatory (May 2026).

Peak hour delay per road vehicle driver (hours, 2023)

(max)
Malta: 83.9

Ireland: 40.9

EU average: 35.8

(min)
Estonia: 17.3

European Commission. Joint Research Centre. Calculations based on TomTom data.

Charging infrastructure power output

AFIR mandates the following annual cumulative power output targets for recharging infrastructure for light-duty vehicles:

- Each BEV registered in a Member State must be supported by a minimum total power output of 1.3 kW from publicly accessible recharging stations.
- Each PHEV registered must have at least 0.8 kW total power output provided by publicly accessible recharging stations.

These targets ensure that the infrastructure deployment is aligned with vehicle uptake, thereby supporting the EU's broader environmental and mobility goals.

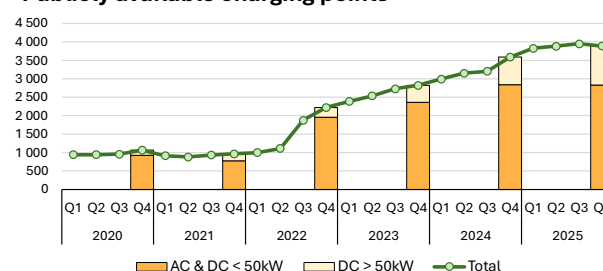
AFIR "Target kW" = (Number of BEVs × 1.3kW) + (Number of PHEVs × 0.8kW)

AFIR "Target kW"
182 389 kW

Total power output in Ireland
181 211 kW

European Alternative Fuels Observatory (May 2026).

Publicly available charging points



European Alternative Fuels Observatory (May 2026).

Aviation - Busiest airport (2024)

Passengers ⁽¹⁾ (thousand)	Airport	IE total	EU total
Dublin (DUB) (% of IE, EU)	34 623	40 988 (85%)	1 552 154 (2.2%)

Freight ⁽²⁾ (thousand tonnes)	Airport	IE total	EU total
Dublin (DUB) (% of IE, EU)	173.8	190.5 (91%)	16 103 (1.1%)

⁽¹⁾ Eurostat [avia_pa0a] & Eurostat [avia_pa0c]. Passengers carried. Aggregated data excludes double counting (respectively domestic and intra-EU).

⁽²⁾ Eurostat [avia_g00a] & Eurostat [avia_g00c]. Freight and mail on board. Aggregated data excludes double counting (respectively domestic and intra-EU).

Maritime - Busiest port (2024)

Passengers ⁽¹⁾ (thousand)	Port	IE total	EU total
Dublin (% of IE, EU)	1 642	2 736 (60%)	398 259 (0.4%)

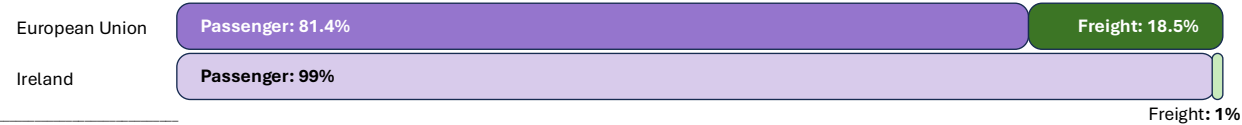
Freight ⁽²⁾ (thousand tonnes)	Port	IE total	EU total
Dublin (% of IE, EU)	24 870	51 164 (49%)	3 280 401 (0.8%)

⁽¹⁾ Eurostat [mar_pa_aa]. Passengers embarked and disembarked in all ports by direction.

⁽²⁾ Eurostat [mar_go_aa]. Gross weight of goods handled in all ports by direction.

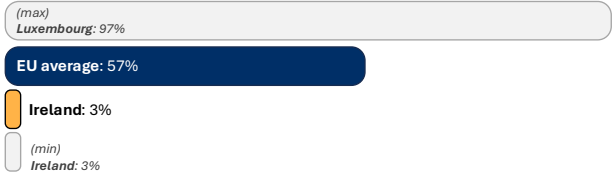
Rail transport

Traffic (in train -kilometres) in 2023: 18.6 million train-kilometres (0.5% of EU's total)



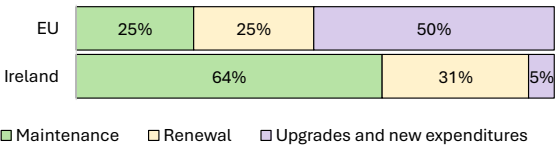
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Electrification of the railways network in 2023



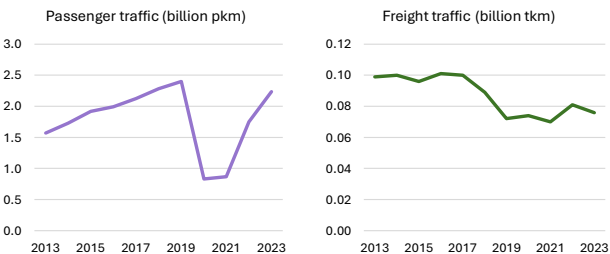
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Rail infrastructure expenditures (share of total, 2022)



RMMS (2025). Total EU: EUR 50.8 billion, Ireland: EUR 0.34 billion.

Evolution of rail passenger and freight activity



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Market share of all but the principal rail undertakings

Not applicable.

Country factsheet on transport – Spain



Core TEN-T network - Road



Roads

- Completed / To be upgraded
- New construction
- ✗ Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

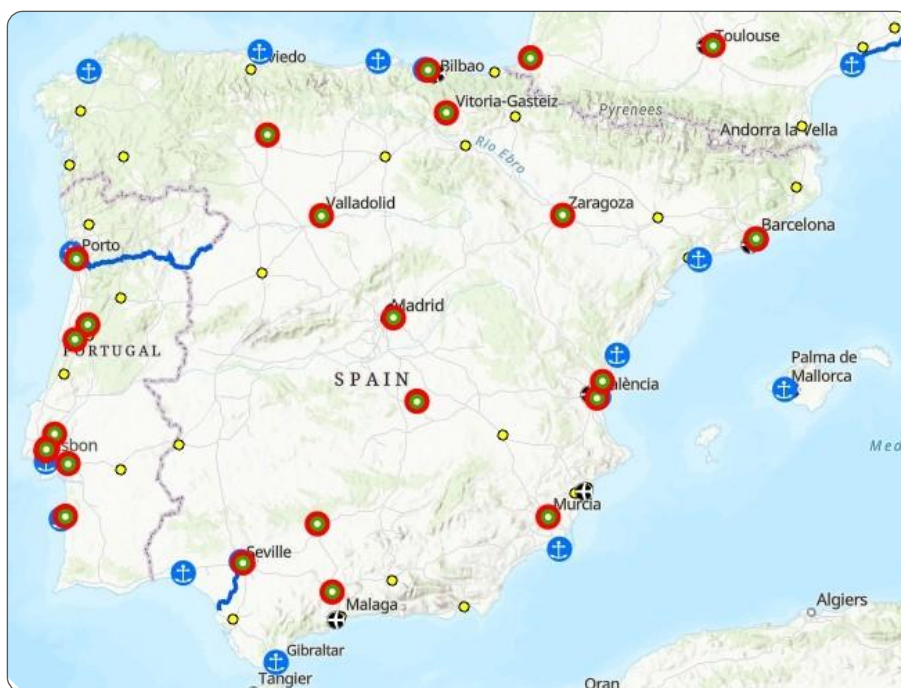
- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

European Commission. TENtec.

Core TEN-T network – Inland waterways



Inland waterways

- Completed / To be upgraded
- New construction

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

European Commission. TENtec.

Core TEN-T network - Passenger rail



Relevant tracks for passenger transport are in bold.
European Commission. TENtec.

Railways (passenger)

Conventional

- Completed / To be upgraded
- - - New construction
- Study idea

Railways (passenger)

High speed

- Completed / To be upgraded
- - - New construction
- Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

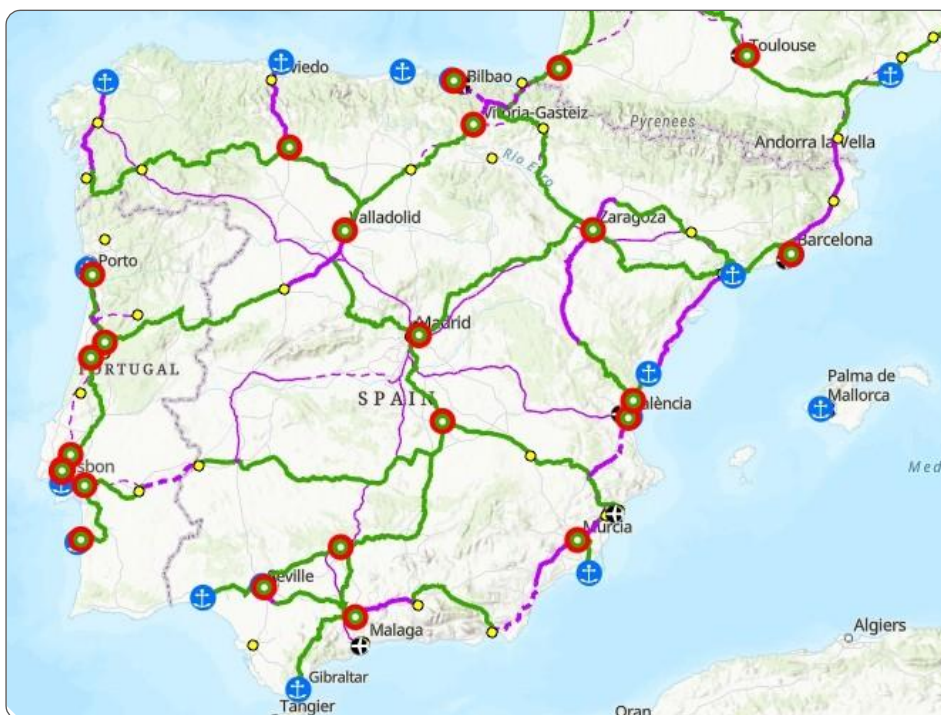
Ports

- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

Core TEN-T network - Freight rail



Relevant tracks for freight transport are in bold.
European Commission. TENtec.

Railways (freight)

Conventional

- Completed / To be upgraded
- - - New construction
- Study idea

Railways (freight)

High speed

- Completed / To be upgraded
- - - New construction
- Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

- ⚓ Urban nodes
- ⚓ Capitals

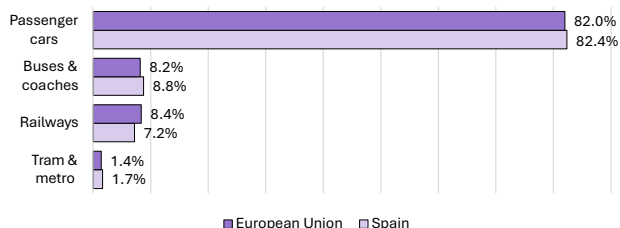
Rail-Road Terminals

- Urban nodes
- Capitals

Facts and figures on transport in Spain

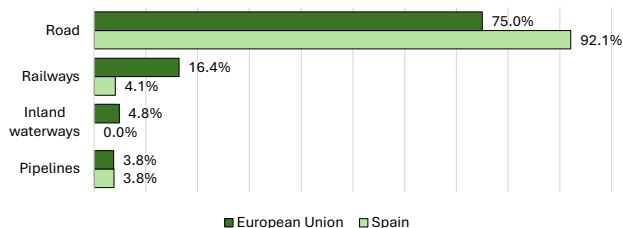
Overview

Modal split of inland passenger transport (2023, %)



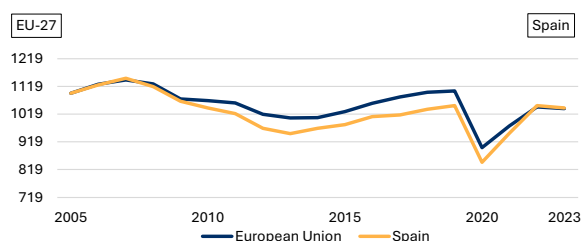
Percentages based on passengerkilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Modal split of inland freight transport (2023, %)



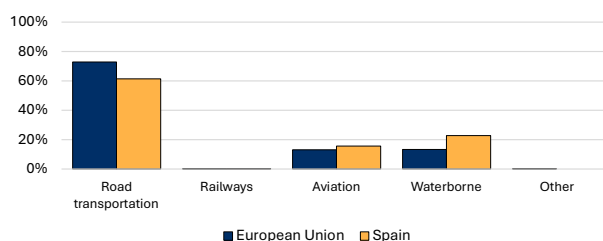
Percentages based on tonne-kilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (Mt CO₂ equivalent)



Including international bunkers.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport by mode (2023, %)



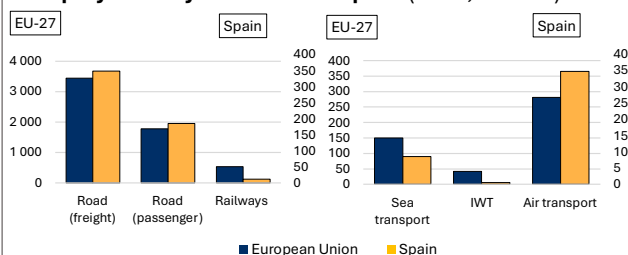
Including international bunkers. Waterborne includes maritime and inland waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (including international bunkers) in total GHG emissions (2023)



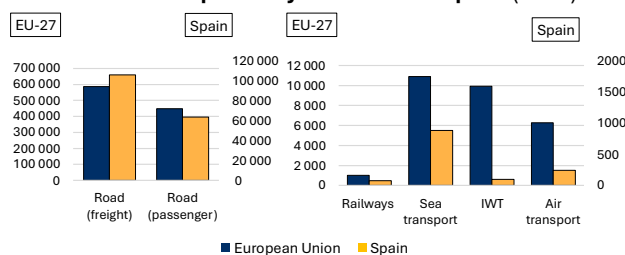
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Employment by mode of transport (2022, in 1000)



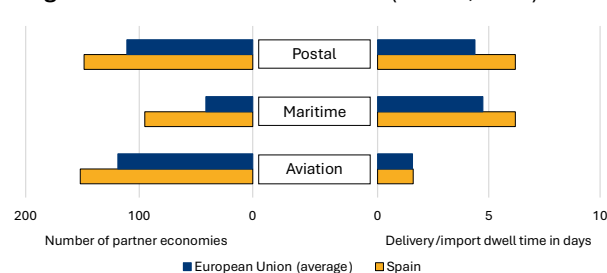
IWT: Inland Waterways. Direct employment only.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Number of enterprises by mode of transport (2022)



IWT: Inland Waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Logistics Performance Indicators (LPI 2.0, 2024)



World Bank. Logistics Performance Indicators (2.0).

Number of partner economies:

- Postal:** number of economies accessible through direct international postal connections for B2B shipments.
- Maritime:** number of economies accessible through direct liner shipping services.
- Aviation:** number of economies accessible through direct air cargo connections.

Delivery/import dwell time in days:

- Postal:** time spent by a postal item (parcel or express shipment) in the importing economy from arrival at the economy's office of exchange (postal bureau) to the first attempted or final delivery.
- Maritime:** time spent by containers at the port of entry from arrival (ship unloading) to departure from the port
- Aviation:** time spent by goods at the airport between the moment the cargo is ready to be picked up by the consignee or their agent from the airport and the moment the cargo is cleared by customs and leaves the airport.

Road transport

Comments on road transport

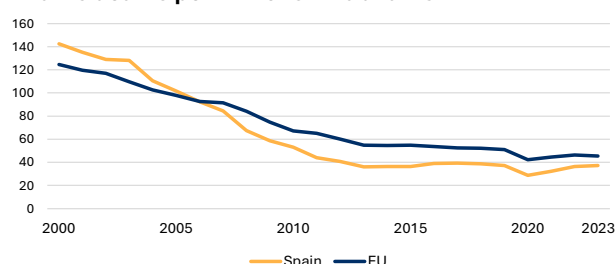
Spain was 9th out of 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants in 2023 (37 deaths/million).

Spain also ranked 11th out of 27 EU countries in terms of the lowest numbers of fatalities per passenger-kilometre in 2022 (44 deaths/10 billion pkm).

Compared to the EU average, the distribution of fatalities in Spain shows a relatively high proportion of powered two-wheelers and fatalities that occur on motorways. Over the period 2012-2021, fatalities in Spain decreased less than in the EU.

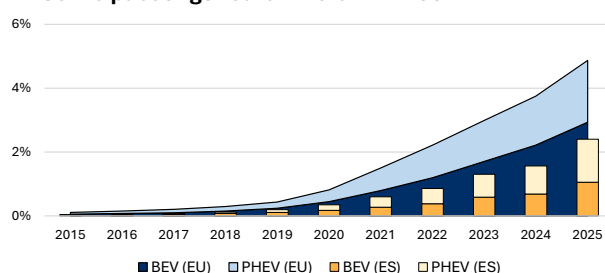
European Commission. EU Transport in figures. Statistical pocketbook (2025).
European Road Safety Observatory. National Road Safety Profile Spain (2024).

Traffic deaths per millions inhabitants



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Electric passenger cars in total M1 fleet



European Alternative Fuels Observatory (May 2026).

Peak hour delay per road vehicle driver (hours, 2023)

(max)
Malta: 83.9

EU average: 28.6

Spain: 21.9

(min)
Estonia: 17.3

European Commission. Joint Research Centre. Calculations based on TomTom data.

Charging infrastructure power output

AFIR mandates the following annual cumulative power output targets for recharging infrastructure for light-duty vehicles:

- Each BEV registered in a Member State must be supported by a minimum total power output of 1.3 kW from publicly accessible recharging stations.
- Each PHEV registered must have at least 0.8 kW total power output provided by publicly accessible recharging stations.

These targets ensure that the infrastructure deployment is aligned with vehicle uptake, thereby supporting the EU's broader environmental and mobility goals.

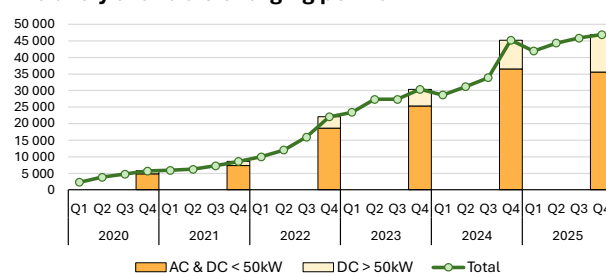
AFIR "Target kW" = (Number of BEVs × 1.3kW) + (Number of PHEVs × 0.8kW)

AFIR "Target kW"
703 039 kW

Total power output in Spain
1 883 546 kW

European Alternative Fuels Observatory (May 2026).

Publicly available charging points



European Alternative Fuels Observatory (May 2026).

Aviation – Busiest airport (2024)

Passengers ⁽¹⁾ (thousand)	Airport	ES total	EU total
Madrid (MAD) (% of ES, EU)	66 115	308 503 (21%)	1 552 154 (4.3%)
Barcelona (BCN) (% of ES, EU)	54 994	308 503 (21%)	1 552 154 (4.3%)

⁽¹⁾ Eurostat [avia_paa] & Eurostat [avia_paoc]. Passengers carried. Aggregated data excludes double counting (respectively domestic and intra-EU).

⁽²⁾ Eurostat [avia_gooa] & Eurostat [avia_gooe]. Freight and mail on board. Aggregated data excludes double counting (respectively domestic and intra-EU).

Freight ⁽²⁾ (thousand tonnes)	Airport	ES total	EU total
Madrid (MAD) (% of ES, EU)	776.6	1 295.9 (60%)	16 103 (4.8%)

Maritime – Busiest port (2024)

Passengers ⁽¹⁾ (thousand)	Port	ES total	EU total
Palma Mallorca (% of ES, EU)	8 254	35 757 (23%)	398 259 (2%)

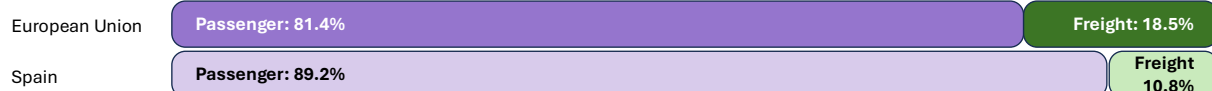
⁽¹⁾ Eurostat [mar_pa_aa]. Passengers embarked and disembarked in all ports by direction.

⁽²⁾ Eurostat [mar_go_aa]. Gross weight of goods handled in all ports by direction.

Freight ⁽²⁾ (thousand tonnes)	Port	ES total	EU total
Algeciras (% of ES, EU)	81 549	485 996 (17%)	3 280 401 (2.5%)

Rail transport

Traffic (in train -kilometres) in 2023: 211.8 million train-kilometres (5.7% of EU's total)



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Electrification of the railways network in 2023

(max)
Luxembourg: 97%

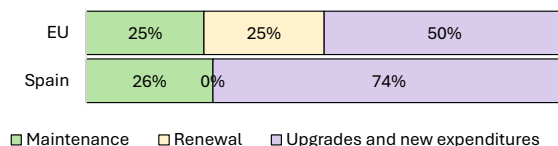
Spain: 67%

EU average: 57%

(min)
Ireland: 3%

European Commission. EU Transport in figures. Statistical pocketbook (2025).

Rail infrastructure expenditures (share of total, 2022)



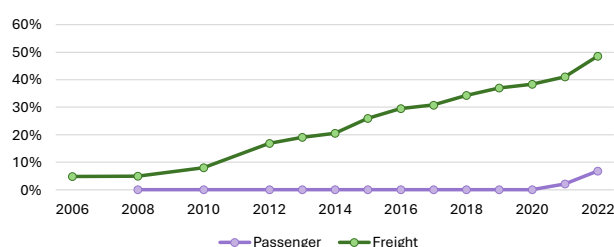
RMMS (2025). Total EU: EUR 50.8 billion, Spain: EUR 3 billion.

Evolution of rail passenger and freight activity



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Market share of all but the principal rail undertakings



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Country factsheet on transport – France



Core TEN-T network - Road



Roads

- Completed / To be upgraded
- - - New construction
- ✂ Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

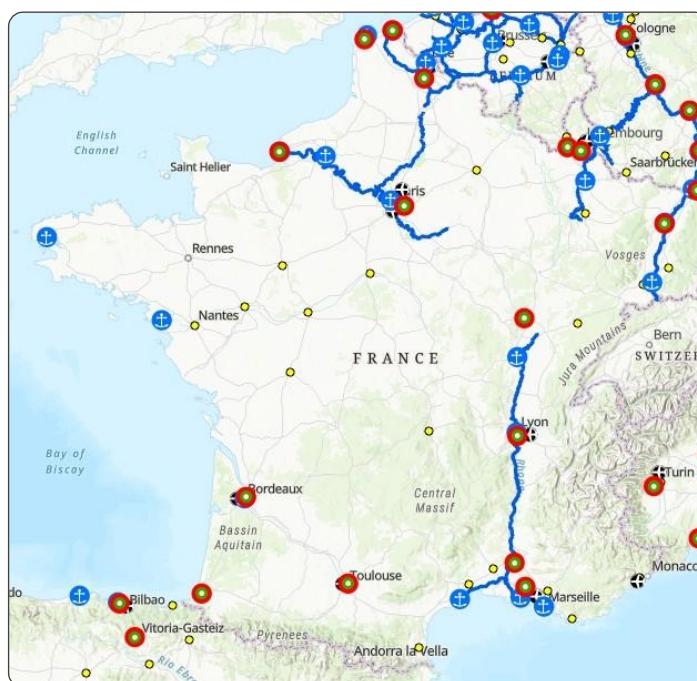
- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

European Commission. TENtec.

Core TEN-T network – Inland waterways



Inland waterways

- Completed / To be upgraded
- - - New construction

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

European Commission. TENtec.

Core TEN-T network - Passenger rail



Relevant tracks for passenger transport are in bold.
European Commission. TENtec.

Railways (passenger)

Conventional

- Completed / To be upgraded
- - - New construction
- Study idea

Railways (passenger)

High speed

- Completed / To be upgraded
- - - New construction
- Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

Core TEN-T network - Freight rail



Relevant tracks for freight transport are in bold.
European Commission. TENtec.

Railways (freight)

Conventional

- Completed / To be upgraded
- - - New construction
- Study idea

Railways (freight)

High speed

- Completed / To be upgraded
- - - New construction
- Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

- ⚓ Urban nodes
- ⚓ Capitals

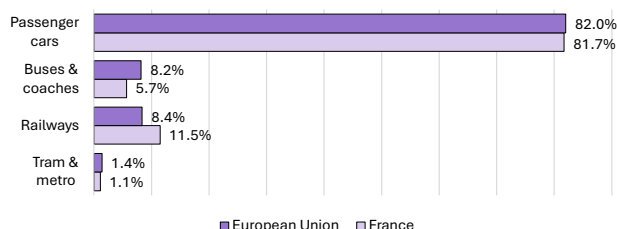
Rail-Road Terminals

- Urban nodes
- Capitals

Facts and figures on transport in France

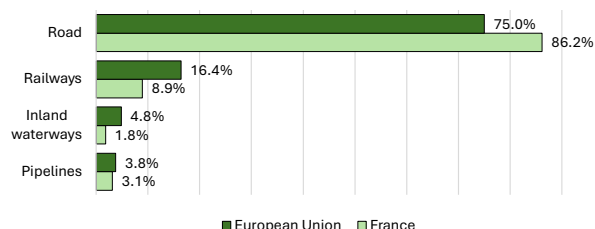
Overview

Modal split of inland passenger transport (2023, %)



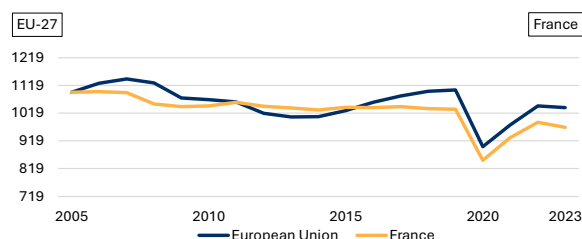
Percentages based on passengerkilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Modal split of inland freight transport (2023, %)



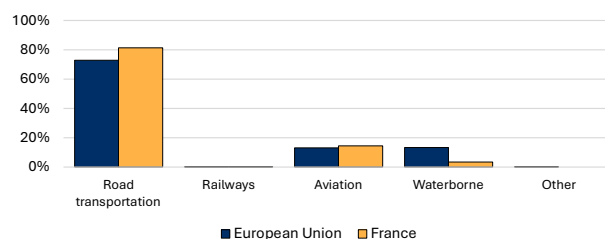
Percentages based on tonnekilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (Mt CO₂ equivalent)



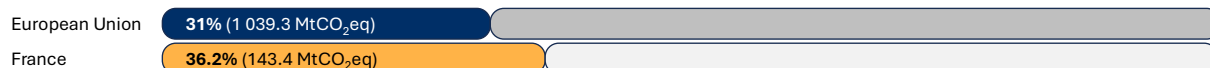
Including international bunkers.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport by mode (2023, %)



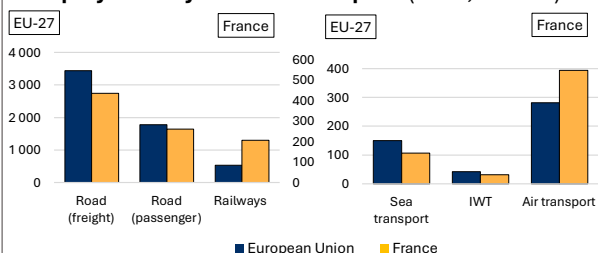
Including international bunkers. Waterborne includes maritime and inland waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (including international bunkers) in total GHG emissions (2023)



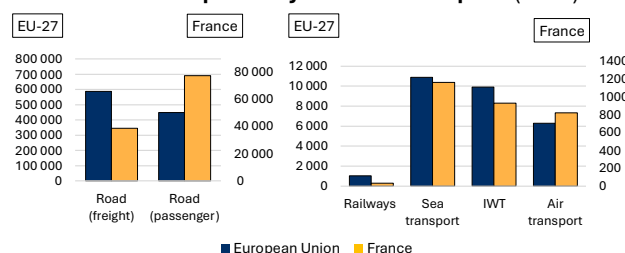
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Employment by mode of transport (2022, in 1000)



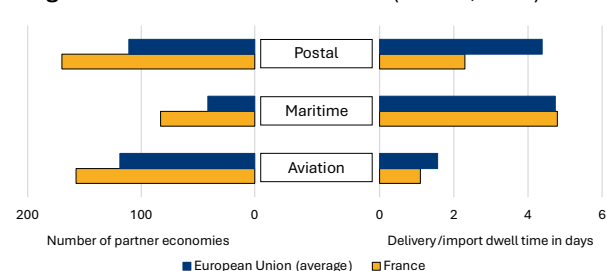
IWT: Inland Waterways. Direct employment only.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Number of enterprises by mode of transport (2022)



IWT: Inland Waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Logistics Performance Indicators (LPI 2.0, 2024)



World Bank. Logistics Performance Indicators (2.0).

Number of partner economies:

- Postal:** number of economies accessible through direct international postal connections for B2B shipments.
- Maritime:** number of economies accessible through direct liner shipping services.
- Aviation:** number of economies accessible through direct air cargo connections.

Delivery/import dwell time in days:

- Postal:** time spent by a postal item (parcel or express shipment) in the importing economy from arrival at the economy's office of exchange (postal bureau) to the first attempted or final delivery.
- Maritime:** time spent by containers at the port of entry from arrival (ship unloading) to departure from the port
- Aviation:** time spent by goods at the airport between the moment the cargo is ready to be picked up by the consignee or their agent from the airport and the moment the cargo is cleared by customs and leaves the airport.

Road transport

Comments on road transport

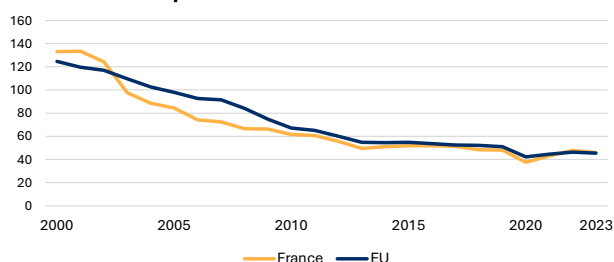
France was 15th out of 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants in 2023 (46 deaths/million).

France ranked 9th out of 27 EU countries in terms of the lowest numbers of fatalities per passenger-kilometre in 2023 (41 deaths/10 billion pkm).

Compared to the EU average, the distribution of fatalities in France shows a high proportion of powered two-wheeler fatalities and fatalities occurring on rural roads. Over the period 2012-2021, France recorded a somehow lower decrease in road fatalities compared to the EU, while cyclist fatalities were increased significantly

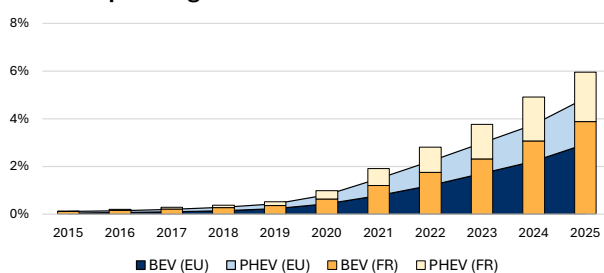
European Commission. EU Transport in figures. Statistical pocketbook (2025).
European Road Safety Observatory. National Road Safety Profile France (2024).

Traffic deaths per millions inhabitants



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Electric passenger cars in total M1 fleet



European Alternative Fuels Observatory (May 2026).

Peak hour delay per road vehicle driver (hours, 2023)

(max)
Malta: 83.9

France: 30.5

EU average: 28.6

(min)
Estonia: 17.3

European Commission. Joint Research Centre. Calculations based on TomTom data.

Charging infrastructure power output

AFIR mandates the following annual cumulative power output targets for recharging infrastructure for light-duty vehicles:

- Each BEV registered in a Member State must be supported by a minimum total power output of 1.3 kW from publicly accessible recharging stations.
- Each PHEV registered must have at least 0.8 kW total power output provided by publicly accessible recharging stations.

These targets ensure that the infrastructure deployment is aligned with vehicle uptake, thereby supporting the EU's broader environmental and mobility goals.

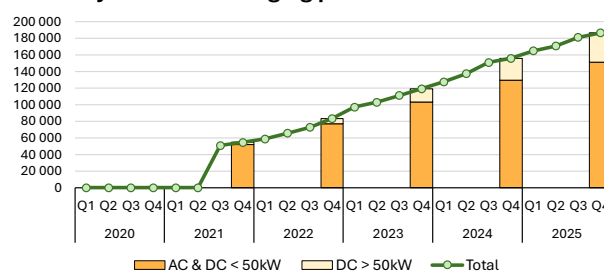
AFIR "Target kW" = (Number of BEVs × 1.3kW) + (Number of PHEVs × 0.8kW)

AFIR "Target kW"
2 878 818 kW

Total power output in France
6 758 700 kW

European Alternative Fuels Observatory (May 2026).

Publicly available charging points



European Alternative Fuels Observatory (May 2026).

Aviation - Busiest airport (2024)

Passengers ⁽¹⁾ (thousand)	Airport	FR total	EU total
Paris (CDG) (% of FR, EU)	70 257	192 497 (37%)	1 552 154 (4.5%)

Freight ⁽²⁾ (thousand tonnes)	Airport	FR total	EU total
Paris (CDG) (% of FR, EU)	1 913	2 254 (85%)	16 103 (11.9%)

⁽¹⁾ Eurostat [avia_paa] & Eurostat [avia_paoc]. Passengers carried. Aggregated data excludes double counting (respectively domestic and intra-EU).

⁽²⁾ Eurostat [avia_goa] & Eurostat [avia_gooc]. Freight and mail on board. Aggregated data excludes double counting (respectively domestic and intra-EU).

Maritime - Busiest port (2024)

Passengers ⁽¹⁾ (thousand)	Port	FR total	EU total
Calais (% of FR, EU)	7 581	23 832 (32%)	398 259 (1.9%)

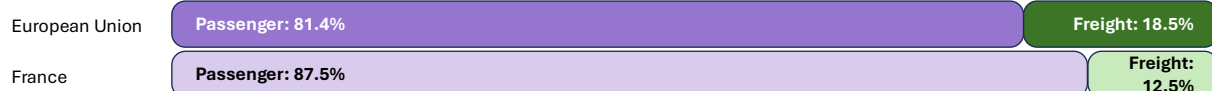
Freight ⁽²⁾ (thousand tonnes)	Port	FR total	EU total
HAROPA (Le Havre) (% of FR, EU)	76 738	269 389 (28%)	3 280 401 (2.3%)

⁽¹⁾ Eurostat [mar_pa_aa]. Passengers embarked and disembarked in all ports by direction.

⁽²⁾ Eurostat [mar_go_aa]. Gross weight of goods handled in all ports by direction.

Rail transport

Traffic (in train -kilometres) in 2023: 418.5 million train-kilometres (11.3% of EU's total)



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Electrification of the railways network in 2023

(max)
Luxembourg: 97%

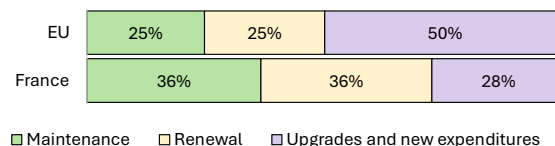
France: 61%

EU average: 57%

(min)
Ireland: 3%

European Commission. EU Transport in figures. Statistical pocketbook (2025).

Rail infrastructure expenditures (share of total, 2022)



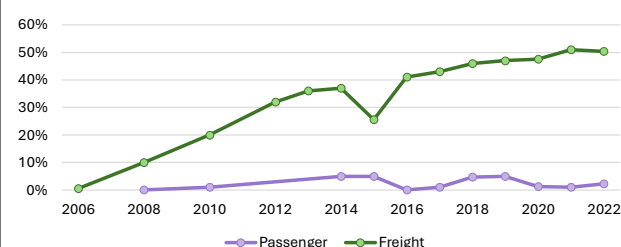
RMMS (2025). Total EU: EUR 50.8 billion, France: EUR 8.1 billion.

Evolution of rail passenger and freight activity



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Market share of all but the principal rail undertakings



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Country factsheet on transport – Croatia



Core TEN-T network - Road



Roads

- Completed / To be upgraded
- - - New construction
- ✕ Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

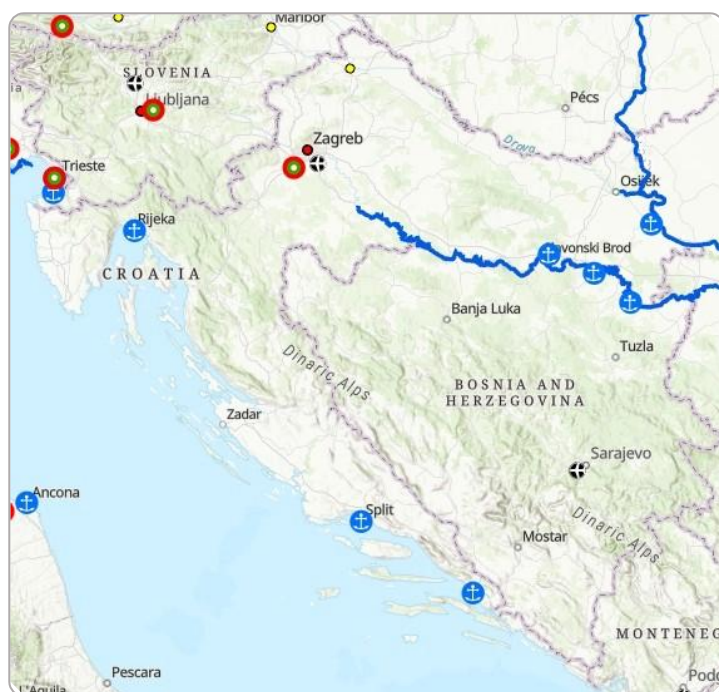
- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

European Commission. TENtec.

Core TEN-T network – Inland waterways



Inland waterways

- Completed / To be upgraded
- - - New construction

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

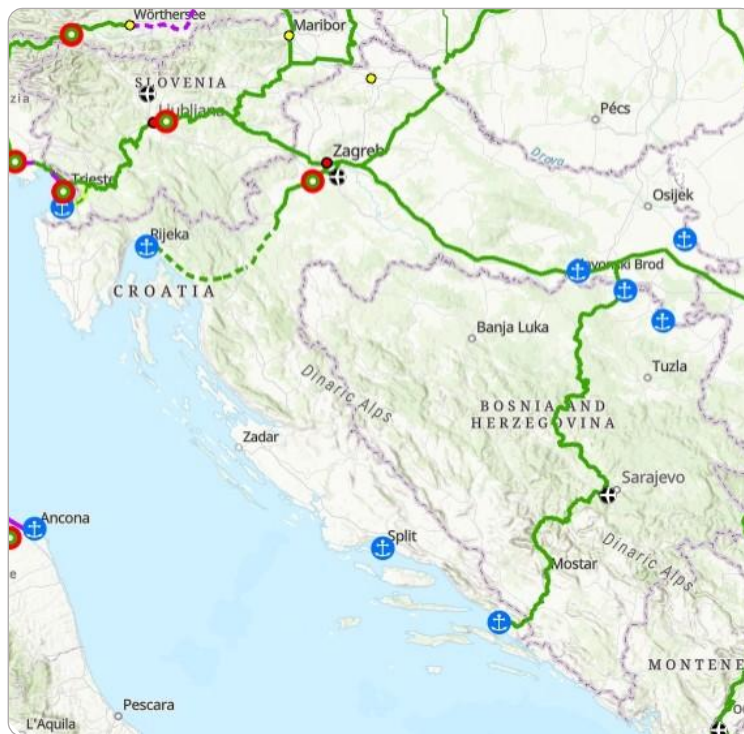
- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

European Commission. TENtec.

Core TEN-T network - Passenger rail



Relevant tracks for passenger transport are in bold.
European Commission. TENtec.

Railways (passenger)

Conventional

- Completed / To be upgraded
- - - New construction
- ↔ Study idea

Railways (passenger)

High speed

- Completed / To be upgraded
- - - New construction
- ↔ Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

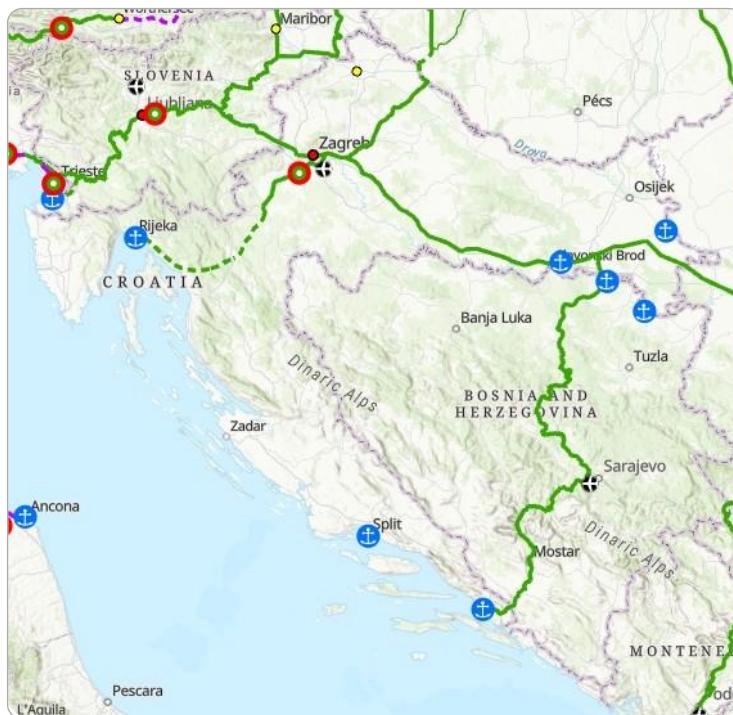
Ports

- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

Core TEN-T network - Freight rail



Relevant tracks for freight transport are in bold.
European Commission. TENtec.

Railways (freight)

Conventional

- Completed / To be upgraded
- - - New construction
- ↔ Study idea

Railways (freight)

High speed

- Completed / To be upgraded
- - - New construction
- ↔ Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

- ⚓ Urban nodes
- ⚓ Capitals

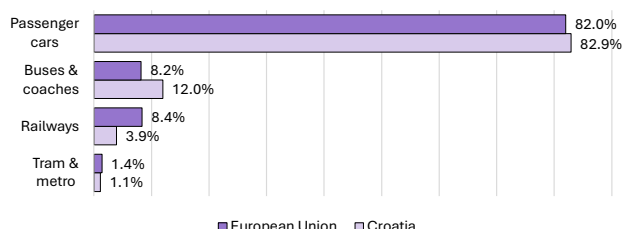
Rail-Road Terminals

- Urban nodes
- Capitals

Facts and figures on transport in Croatia

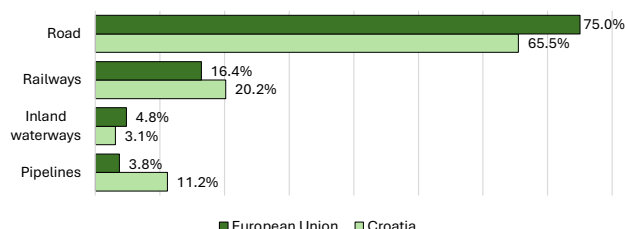
Overview

Modal split of inland passenger transport (2023, %)



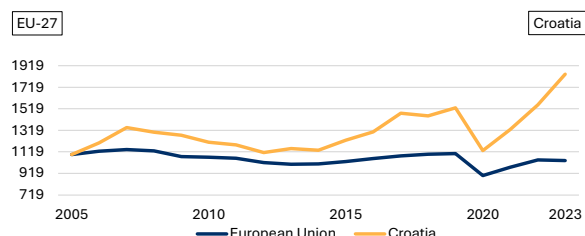
Percentages based on passengerkilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Modal split of inland freight transport (2023, %)



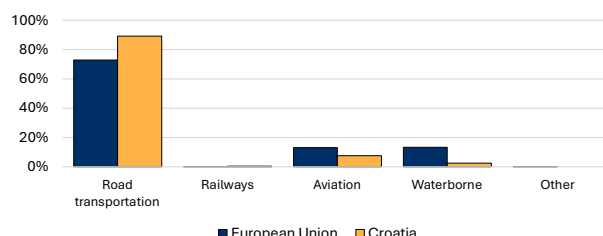
Percentages based on tonnekilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (Mt CO₂ equivalent)



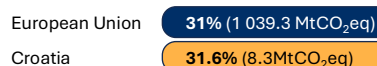
Including international bunkers.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport by mode (2023, %)



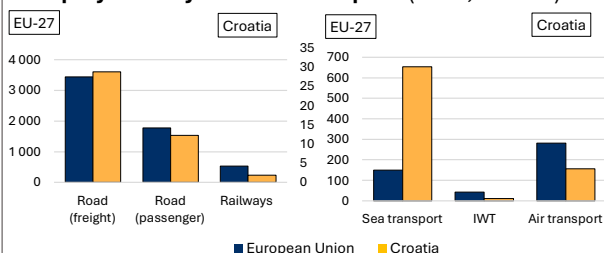
Including international bunkers. Waterborne includes maritime and inland waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (including international bunkers) in total GHG emissions (2023)



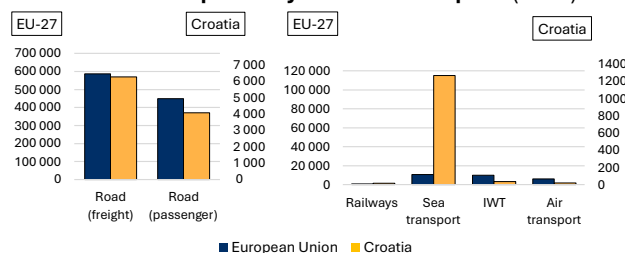
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Employment by mode of transport (2022, in 1000)



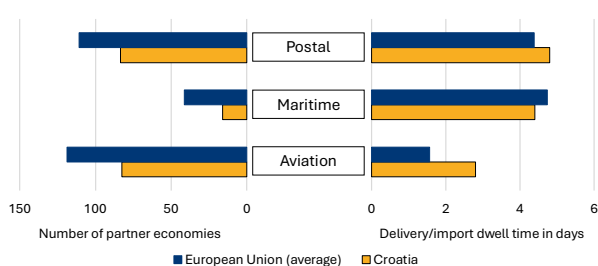
IWT: Inland Waterways. Direct employment only.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Number of enterprises by mode of transport (2022)



IWT: Inland Waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Logistics Performance Indicators (LPI 2.0, 2024)



World Bank. Logistics Performance Indicators (2.0).

Number of partner economies:

- Postal:** number of economies accessible through direct international postal connections for B2B shipments.
- Maritime:** number of economies accessible through direct liner shipping services.
- Aviation:** number of economies accessible through direct air cargo connections.

Delivery/import dwell time in days:

- Postal:** time spent by a postal item (parcel or express shipment) in the importing economy from arrival at the economy's office of exchange (postal bureau) to the first attempted or final delivery.
- Maritime:** time spent by containers at the port of entry from arrival (ship unloading) to departure from the port
- Aviation:** time spent by goods at the airport between the moment the cargo is ready to be picked up by the consignee or their agent from the airport and the moment the cargo is cleared by customs and leaves the airport.

Road transport

Comments on road transport

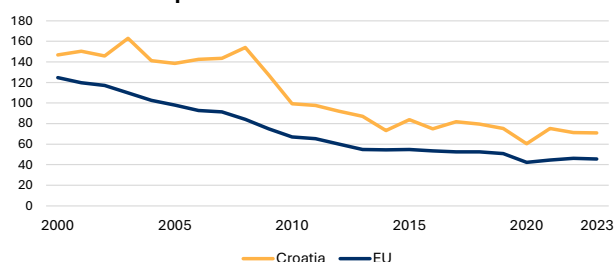
Croatia was 4th out of 27 EU countries in terms of the highest numbers of fatalities per million inhabitants in 2023 (71 deaths/million).

Croatia also ranked 2nd out of 27 EU countries in terms of the highest numbers of fatalities per passenger-kilometre in 2023 (106 deaths/10 billion pkm).

Compared to the EU average, the distribution of fatalities in Croatia shows a relatively high proportion of fatalities occurring on urban roads, especially for passenger car occupants. Over the period 2012-2021, the number of fatalities in Croatia had the same decrease as EU average.

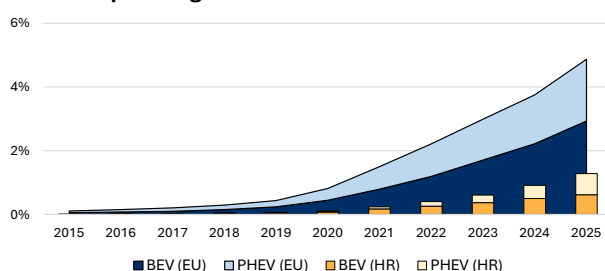
European Commission. EU Transport in figures. Statistical pocketbook (2025).
European Road Safety Observatory. National Road Safety Profile- Croatia (2024).

Traffic deaths per millions inhabitants



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Electric passenger cars in total M1 fleet



European Alternative Fuels Observatory (May 2026).

Peak hour delay per road vehicle driver (hours, 2023)

(max)
Malta: 83.9

EU average: 28.6

Croatia: 24.2

(min)
Estonia: 17.3

European Commission. Joint Research Centre. Calculations based on TomTom data.

Charging infrastructure power output

AFIR mandates the following annual cumulative power output targets for recharging infrastructure for light-duty vehicles:

- Each BEV registered in a Member State must be supported by a minimum total power output of 1.3 kW from publicly accessible recharging stations.
- Each PHEV registered must have at least 0.8 kW total power output provided by publicly accessible recharging stations.

These targets ensure that the infrastructure deployment is aligned with vehicle uptake, thereby supporting the EU's broader environmental and mobility goals.

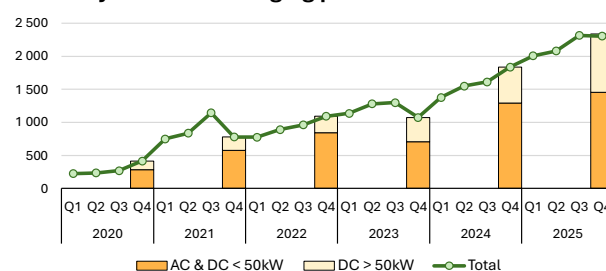
$$\text{AFIR "Target kW"} = (\text{Number of BEVs} \times 1.3\text{ kW}) + (\text{Number of PHEVs} \times 0.8\text{ kW})$$

AFIR "Target kW"
24 013 kW

Total power output in Croatia
122 495 kW

European Alternative Fuels Observatory (May 2026).

Publicly available charging points



European Alternative Fuels Observatory (May 2026).

Aviation - Busiest airport (2024)

Passengers ⁽¹⁾ (thousand)	Airport	HR total	EU total
Zagreb (ZAG) (% of HR, EU)	4 302	13 122 (33%)	1 552 154 (0.3%)

Freight ⁽²⁾ (thousand tonnes)	Airport	HR total	EU total
Zagreb (ZAG) (% of HR, EU)	10.9	10.9 (100%)	16 103 (0.1%)

⁽¹⁾ Eurostat [avia_pa0a] & Eurostat [avia_pa0c]. Passengers carried. Aggregated data excludes double counting (respectively domestic and intra-EU).

⁽²⁾ Eurostat [avia_g00a] & Eurostat [avia_g00c]. Freight and mail on board. Aggregated data excludes double counting (respectively domestic and intra-EU).

Maritime - Busiest port (2024)

Passengers ⁽¹⁾ (thousand)	Port	HR total	EU total
Split (% of HR, EU)	5 028	34 751 (14%)	398 259 (1.3%)

Freight ⁽²⁾ (thousand tonnes)	Port	HR total	EU total
Omisaļj (% of HR, EU)	5 725	20 854 (27%)	3 280 401 (0.2%)

⁽¹⁾ Eurostat [mar_pa_aa]. Passengers embarked and disembarked in all ports by direction.

⁽²⁾ Eurostat [mar_go_aa]. Gross weight of goods handled in all ports by direction.

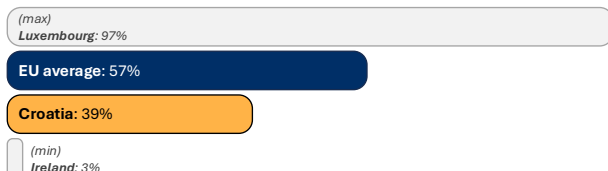
Rail transport

Traffic (in train -kilometres) in 2023: 18.8 million train-kilometres (0.5% of EU's total)



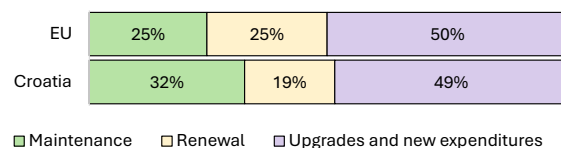
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Electrification of the railways network in 2023



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Rail infrastructure expenditures (share of total, 2022)



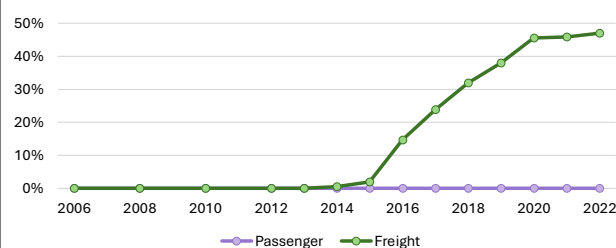
RMMS (2025). Total EU: EUR 50.8 billion, Croatia: EUR 0.2 billion.

Evolution of rail passenger and freight activity



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Market share of all but the principal rail undertakings



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Country factsheet on transport – Italy



Core TEN-T network - Road



Roads

- Completed / To be upgraded
- - - New construction
- ✕ Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

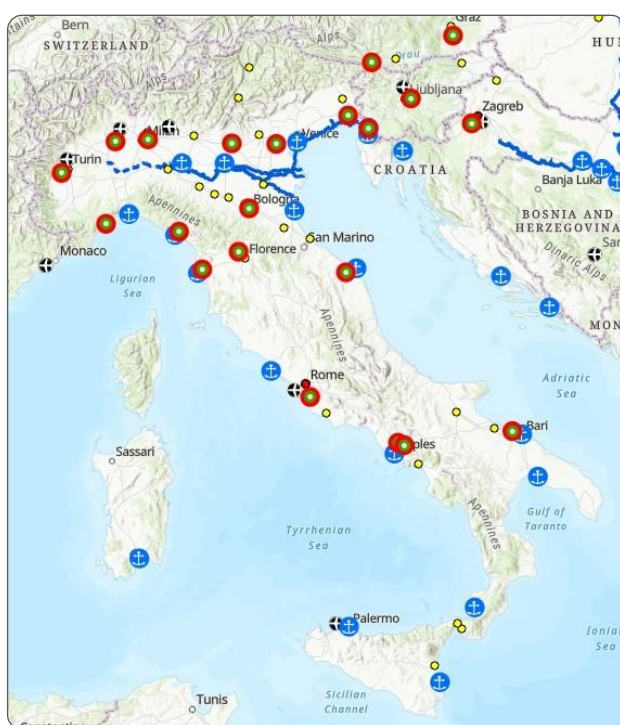
- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

European Commission. TENtec.

Core TEN-T network – Inland waterways



Inland waterways

- Completed / To be upgraded
- - - New construction

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

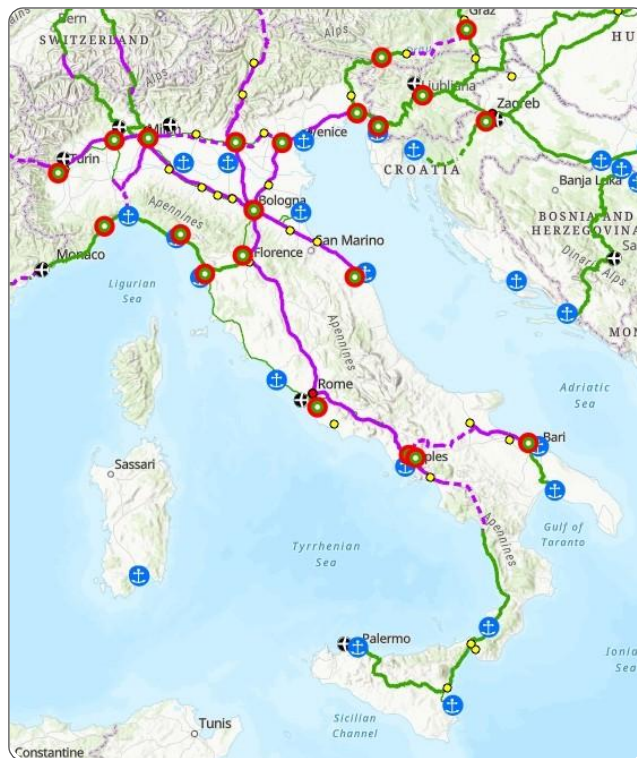
- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

European Commission. TENtec.

Core TEN-T network - Passenger rail



Relevant tracks for passenger transport are in bold.
European Commission. TENtec.

Railways (passenger)

Conventional

- Completed / To be upgraded
- - - New construction
- Study idea

Railways (passenger)

High speed

- Completed / To be upgraded
- - - New construction
- Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

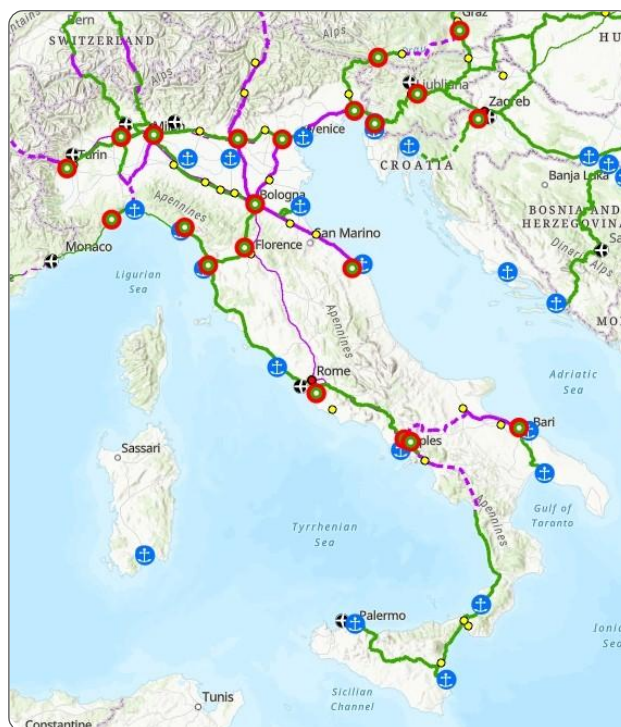
Ports

- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

Core TEN-T network - Freight rail



Relevant tracks for freight transport are in bold.
European Commission. TENtec.

Railways (freight)

Conventional

- Completed / To be upgraded
- - - New construction
- Study idea

Railways (freight)

High speed

- Completed / To be upgraded
- - - New construction
- Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

- ⚓ Urban nodes
- ⚓ Capitals

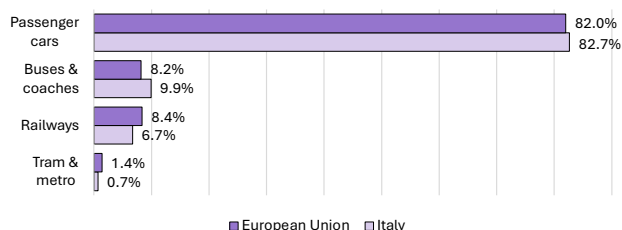
Rail-Road Terminals

- Urban nodes
- Capitals

Facts and figures on transport in Italy

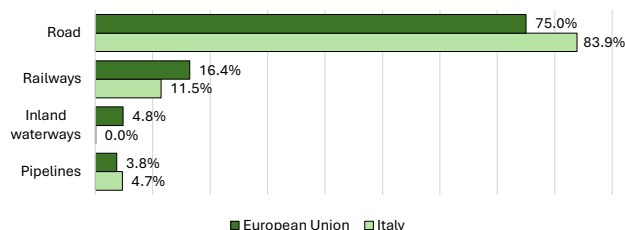
Overview

Modal split of inland passenger transport (2023, %)



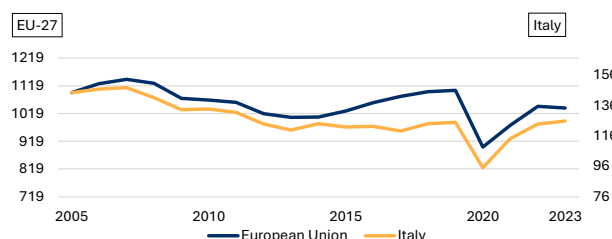
Percentages based on passengerkilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Modal split of inland freight transport (2023, %)



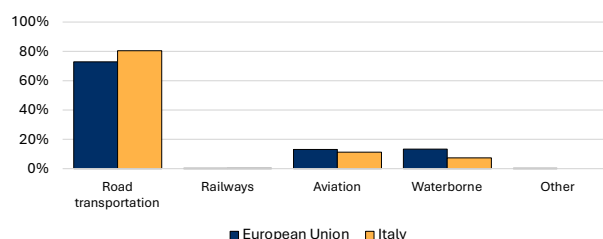
Percentages based on tonnekilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (Mt CO₂ equivalent)



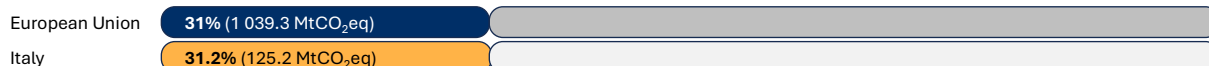
Including international bunkers.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport by mode (2023, %)



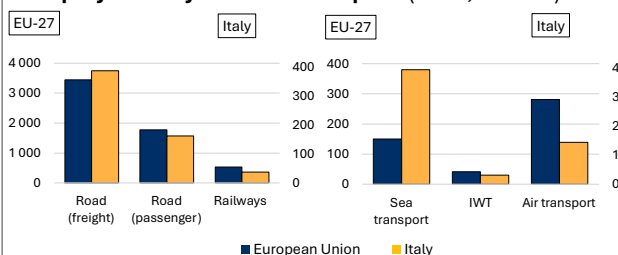
Including international bunkers. Waterborne includes maritime and inland waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (including international bunkers) in total GHG emissions (2023)



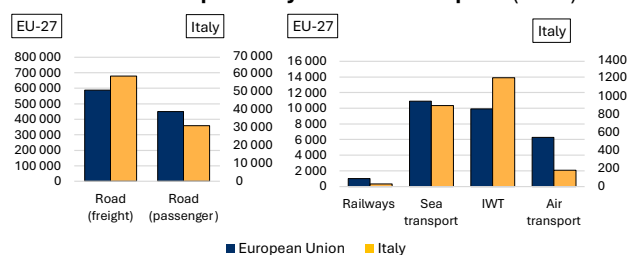
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Employment by mode of transport (2022, in 1000)



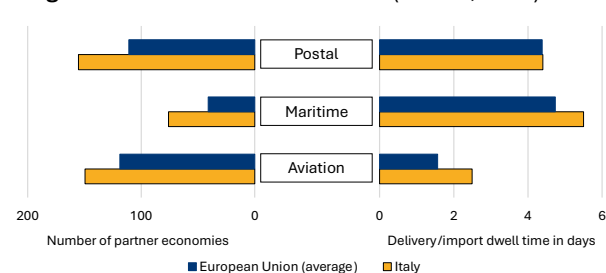
IWT: Inland Waterways. Direct employment only.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Number of enterprises by mode of transport (2022)



IWT: Inland Waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Logistics Performance Indicators (LPI 2.0, 2024)



World Bank. Logistics Performance Indicators (2.0).

Number of partner economies:

- Postal:** number of economies accessible through direct international postal connections for B2B shipments.
- Maritime:** number of economies accessible through direct liner shipping services.
- Aviation:** number of economies accessible through direct air cargo connections.

Delivery/import dwell time in days:

- Postal:** time spent by a postal item (parcel or express shipment) in the importing economy from arrival at the economy's office of exchange (postal bureau) to the first attempted or final delivery.
- Maritime:** time spent by containers at the port of entry from arrival (ship unloading) to departure from the port
- Aviation:** time spent by goods at the airport between the moment the cargo is ready to be picked up by the consignee or their agent from the airport and the moment the cargo is cleared by customs and leaves the airport.

Road transport

Comments on road transport

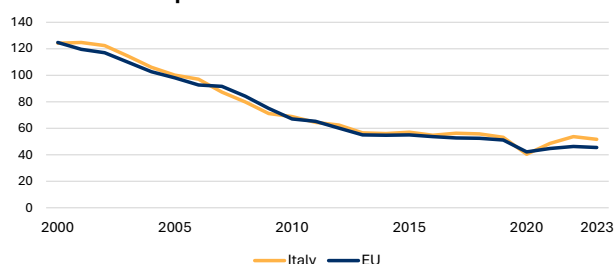
Italy was 9th out of 27 EU countries in terms of the highest numbers of fatalities per million inhabitants in 2023 (52 deaths/million).

Italy was 18th out of 27 EU countries in terms of the highest numbers of fatalities per passenger-kilometre in 2023 (43 deaths/10 billion pkm).

Italy has a higher proportion of fatalities involving powered two-wheelers than the EU as a whole, particularly in urban areas. The share of urban road crashes is also higher than that of the EU. Over the period 2012-2021, the percentage decrease in the number of traffic fatalities in Italy was similar to the EU as a whole.

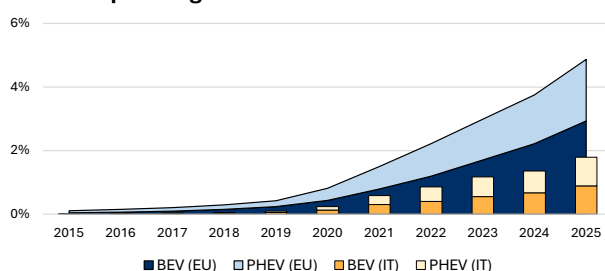
European Commission. EU Transport in figures. Statistical pocketbook (2025).
European Road Safety Observatory. National Road Safety Profile Italy (2024).

Traffic deaths per millions inhabitants



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Electric passenger cars in total M1 fleet



European Alternative Fuels Observatory (May 2026).

Peak hour delay per road vehicle driver (hours, 2023)



European Commission. Joint Research Centre. Calculations based on TomTom data.

Charging infrastructure power output

AFIR mandates the following annual cumulative power output targets for recharging infrastructure for light-duty vehicles:

- Each BEV registered in a Member State must be supported by a minimum total power output of 1.3 kW from publicly accessible recharging stations.
- Each PHEV registered must have at least 0.8 kW total power output provided by publicly accessible recharging stations.

These targets ensure that the infrastructure deployment is aligned with vehicle uptake, thereby supporting the EU's broader environmental and mobility goals.

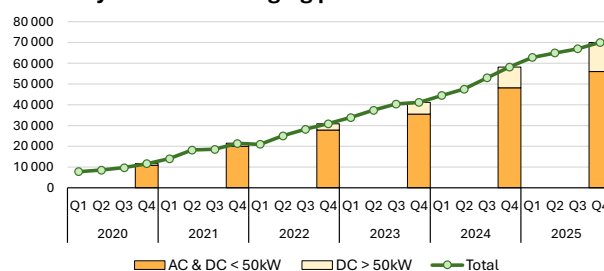
$$\text{AFIR "Target kW"} = (\text{Number of BEVs} \times 1.3 \text{ kW}) + (\text{Number of PHEVs} \times 0.8 \text{ kW})$$

AFIR "Target kW"
835 213 kW

Total power output in Italy
2 818 724 kW

European Alternative Fuels Observatory (May 2026).

Publicly available charging points



European Alternative Fuels Observatory (May 2026).

Aviation - Busiest airport (2024)

Passengers ⁽¹⁾ (thousand)	Airport	IT total	EU total
Rome (FCO) (% of IT, EU)	49 442	219 518 (23%)	1 552 154 (3.2%)

Freight ⁽²⁾ (thousand tonnes)	Airport	IT total	EU total
Milan (MXP) (% of IT, EU)	732	1 206 (61%)	16 103 (4.5%)

⁽¹⁾ Eurostat [avia_paoa] & Eurostat [avia_paoc]. Passengers carried. Aggregated data excludes double counting (respectively domestic and intra-EU).

⁽²⁾ Eurostat [avia_gooa] & Eurostat [avia_gooc]. Freight and mail on board. Aggregated data excludes double counting (respectively domestic and intra-EU).

Maritime - Busiest port (2024)

Passengers ⁽¹⁾ (thousand)	Port	IT total	EU total
Messina (% of IT, EU)	11 374	89 147 (13%)	398 259 (2.9%)

Freight ⁽²⁾ (thousand tonnes)	Port	IT total	EU total
Trieste (% of IT, EU)	53 502	481 233 (11%)	3 280 401 (1.6%)

⁽¹⁾ Eurostat [mar_pa_aa]. Passengers embarked and disembarked in all ports by direction.

⁽²⁾ Eurostat [mar_go_aa]. Gross weight of goods handled in all ports by direction.

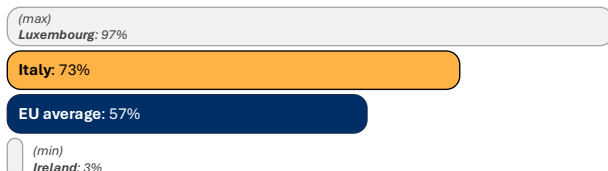
Rail transport

Traffic (in train -kilometres) in 2023: 399.7 million train-kilometres (10.8% of EU's total)



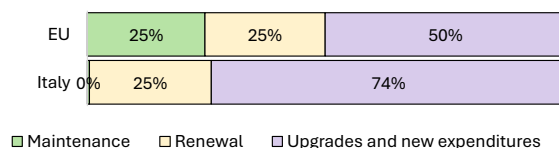
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Electrification of the railways network in 2023



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Rail infrastructure expenditures (share of total, 2022)



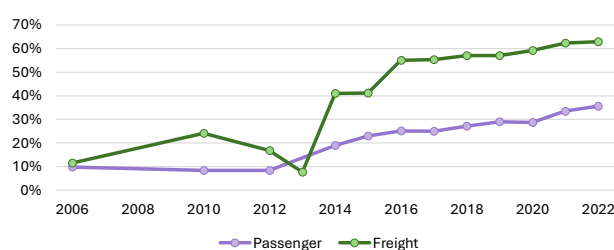
RMMS (2025). Total EU: EUR 50.8 billion, Italy: EUR 6.3 billion.

Evolution of rail passenger and freight activity



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Market share of all but the principal rail undertakings

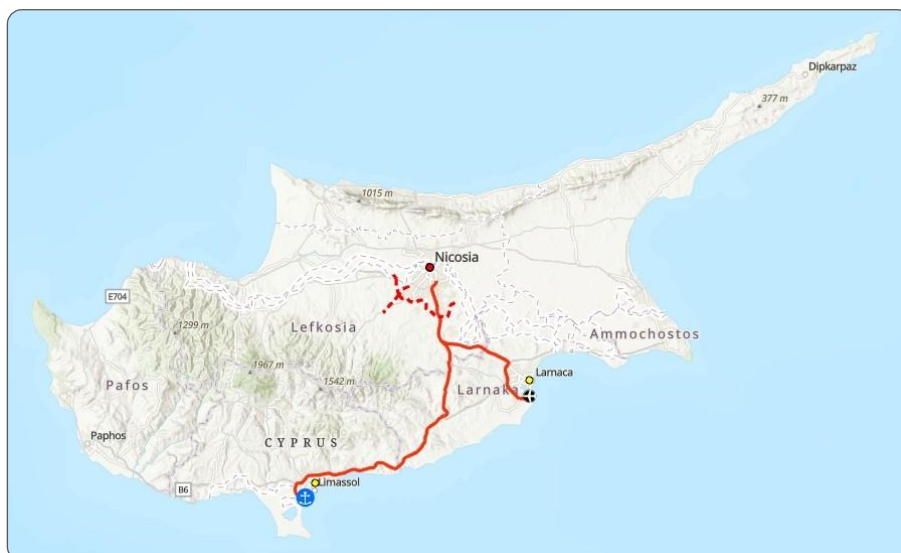


European Commission. EU Transport in figures. Statistical pocketbook (2025).

Country factsheet on transport – Cyprus



Core TEN-T network - Road



Roads

- Completed / To be upgraded
- - - New construction
- X Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

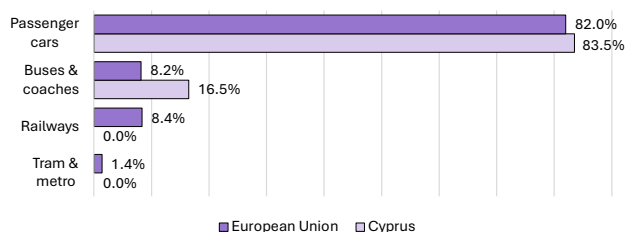
Core TEN-T network – Other modes

The core TEN-T network of Cyprus does not include inland waterways or rail.

Facts and figures on transport in Cyprus

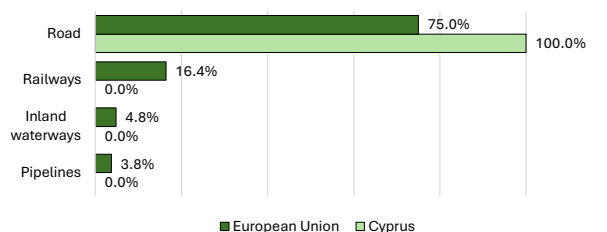
Overview

Modal split of inland passenger transport (2023, %)



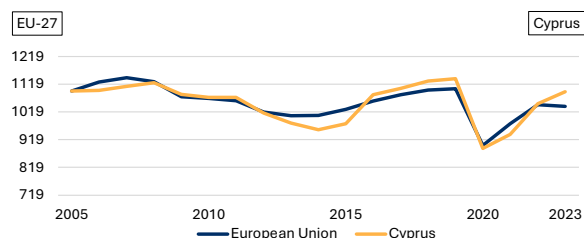
Percentages based on passengerkilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Modal split of inland freight transport (2023, %)



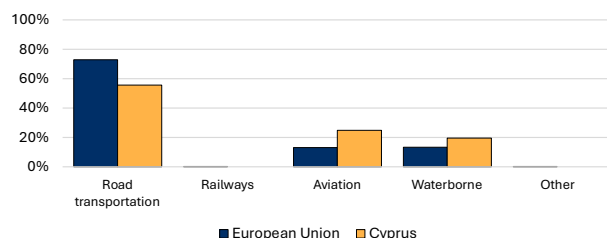
Percentages based on tonnekilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (Mt CO₂ equivalent)



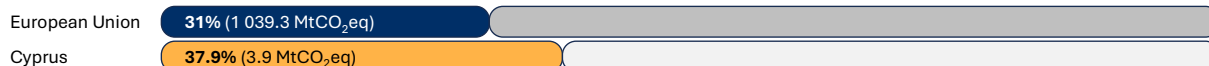
Including international bunkers.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport by mode (2023, %)



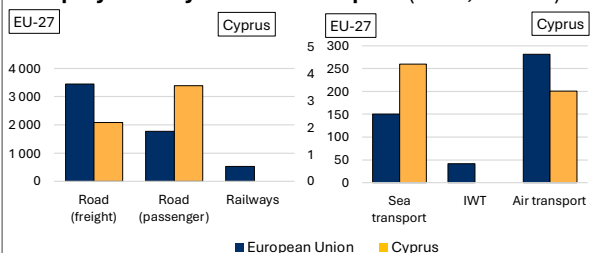
Including international bunkers. Waterborne includes maritime and inland waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (including international bunkers) in total GHG emissions (2023)



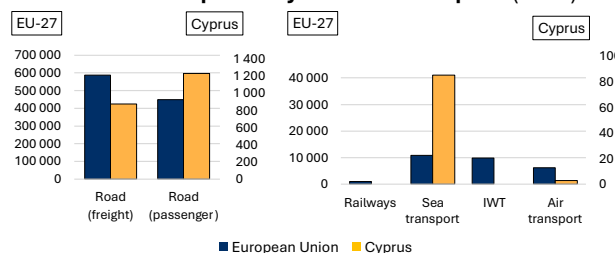
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Employment by mode of transport (2022, in 1000)



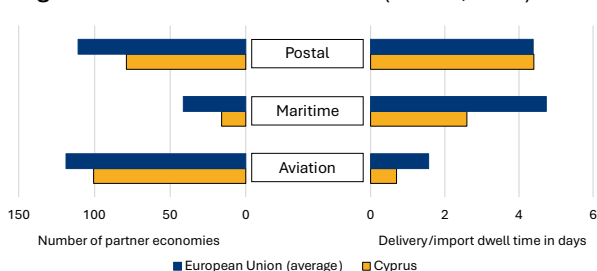
IWT: Inland Waterways. Direct employment only.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Number of enterprises by mode of transport (2022)



IWT: Inland Waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Logistics Performance Indicators (LPI 2.0, 2024)



World Bank. Logistics Performance Indicators (2.0).

Number of partner economies:

- Postal:** number of economies accessible through direct international postal connections for B2B shipments.
- Maritime:** number of economies accessible through direct liner shipping services.
- Aviation:** number of economies accessible through direct air cargo connections.

Delivery/import dwell time in days:

- Postal:** time spent by a postal item (parcel or express shipment) in the importing economy from arrival at the economy's office of exchange (postal bureau) to the first attempted or final delivery.
- Maritime:** time spent by containers at the port of entry from arrival (ship unloading) to departure from the port
- Aviation:** time spent by goods at the airport between the moment the cargo is ready to be picked up by the consignee or their agent from the airport and the moment the cargo is cleared by customs and leaves the airport.

Road transport

Comments on road transport

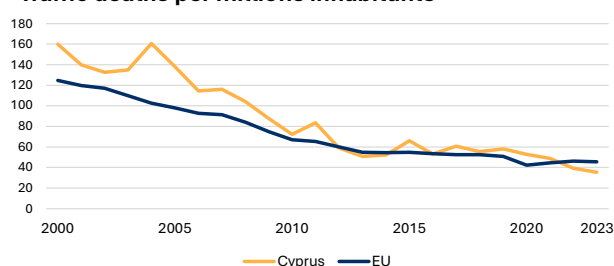
Cyprus was 8th out of 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants in 2023 (36 deaths/million).

Cyprus was 14th out of 27 EU countries in terms of the lowest numbers of fatalities per passenger-kilometre in 2023 (46 deaths/10 billion pkm).

Compared to the EU average, the distribution of fatalities in Cyprus shows a relatively high proportion of powered two-wheelers and of 18 to 24 year olds.

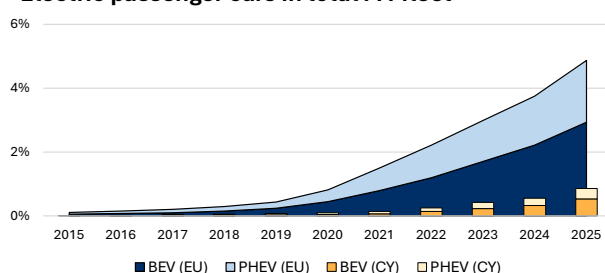
European Commission. EU Transport in figures. Statistical pocketbook (2025).
European Road Safety Observatory. National Road Safety Profile Cyprus (2024).

Traffic deaths per millions inhabitants



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Electric passenger cars in total M1 fleet



European Alternative Fuels Observatory (May 2026).

Peak hour delay per road vehicle driver (hours, 2023)

(max)
Malta: 83.9

Cyprus: 40.2

EU average: 28.6

(min)
Estonia: 17.3

European Commission. Joint Research Centre. Calculations based on TomTom data.

Charging infrastructure power output

AFIR mandates the following annual cumulative power output targets for recharging infrastructure for light-duty vehicles:

- Each BEV registered in a Member State must be supported by a minimum total power output of 1.3 kW from publicly accessible recharging stations.
- Each PHEV registered must have at least 0.8 kW total power output provided by publicly accessible recharging stations.

These targets ensure that the infrastructure deployment is aligned with vehicle uptake, thereby supporting the EU's broader environmental and mobility goals.

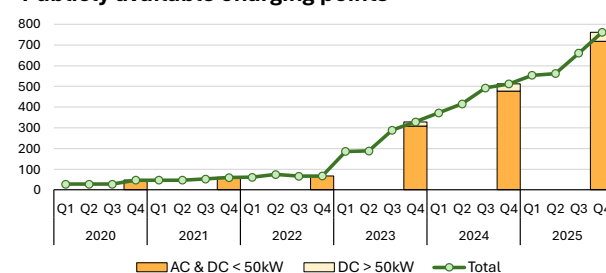
$$\text{AFIR "Target kW"} = (\text{Number of BEVs} \times 1.3\text{ kW}) + (\text{Number of PHEVs} \times 0.8\text{ kW})$$

AFIR "Target kW"
6 684 kW

Total power output in Cyprus
15 472 kW

European Alternative Fuels Observatory (May 2026).

Publicly available charging points



European Alternative Fuels Observatory (May 2026).

Aviation - Busiest airport (2024)

Passengers ⁽¹⁾ (thousand)	Airport	CY total	EU total
Larnaka (LCA) (% of CY, EU)	8 876	12 514 (71%)	1 552 154 (0.8%)

Freight ⁽²⁾ (thousand tonnes)	Airport	CY total	EU total
Larnaka (LCA) (% of CY, EU)	30.6	30.7 (100%)	16 103 (0.2%)

⁽¹⁾ Eurostat [avia_paa] & Eurostat [avia_paoc]. Passengers carried. Aggregated data excludes double counting (respectively domestic and intra-EU).

⁽²⁾ Eurostat [avia_goa] & Eurostat [avia_gooc]. Freight and mail on board. Aggregated data excludes double counting (respectively domestic and intra-EU).

Maritime - Busiest port (2024)

Passengers ⁽¹⁾ (thousand)	Port	CY total	EU total
Lemesos (% of CY, EU)	9	9 (100%)	398 259 (0.0%)

Freight ⁽²⁾ (thousand tonnes)	Port	CY total	EU total
Zygi (% of CY, EU)	4 212	8 945 (47%)	3 280 401 (0.1%)

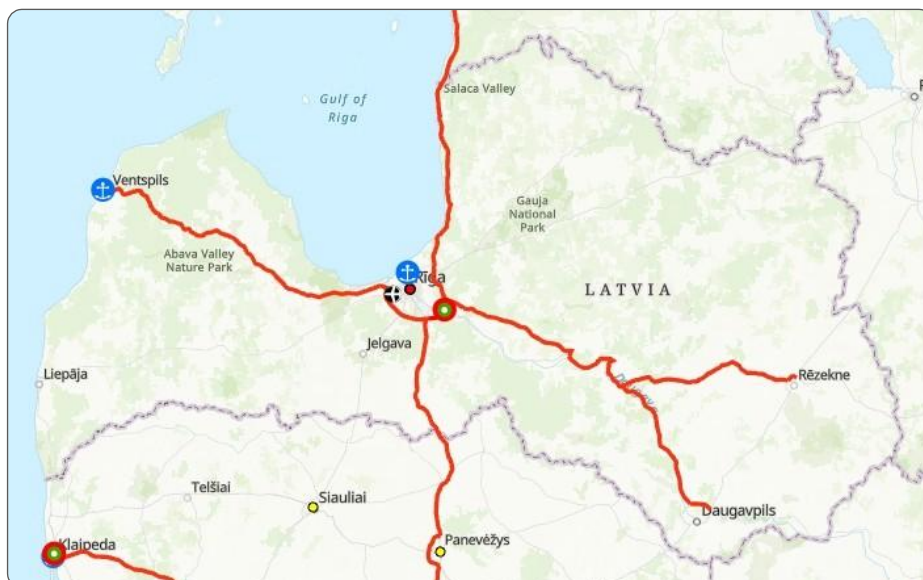
⁽¹⁾ Eurostat [mar_pa_aa]. Passengers embarked and disembarked in all ports by direction.

⁽²⁾ Eurostat [mar_go_aa]. Gross weight of goods handled in all ports by direction.

Country factsheet on transport – Latvia



Core TEN-T network - Road



Roads

- Completed / To be upgraded
- New construction
- ✗ Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

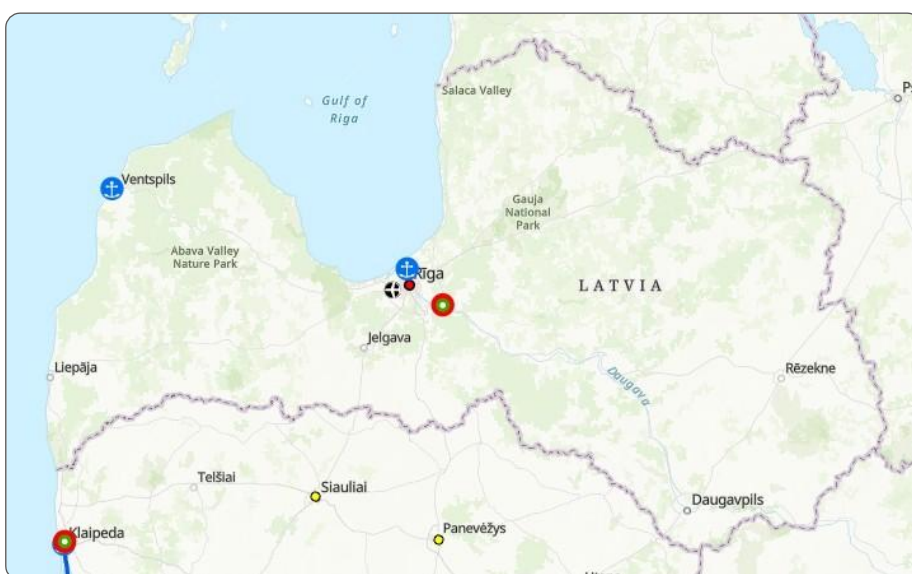
- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

European Commission. TENtec.

Core TEN-T network – Inland waterways



Inland waterways

- Completed / To be upgraded
- New construction

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

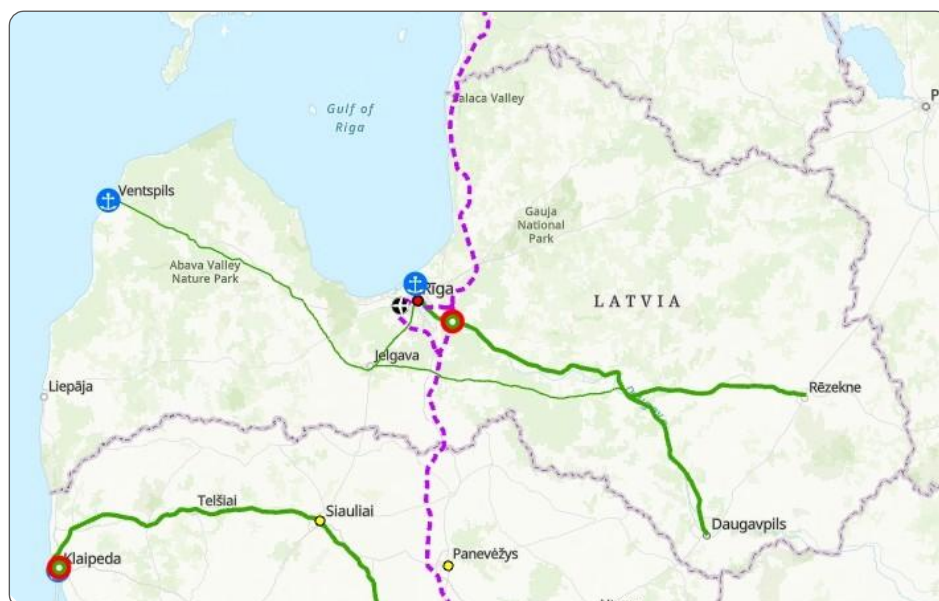
- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

European Commission. TENtec.

Core TEN-T network - Passenger rail



Relevant tracks for passenger transport are in bold.
European Commission. TENtec.

Railways (passenger)

Conventional

- Completed / To be upgraded
- - - New construction
- Study idea

Railways (passenger)

High speed

- Completed / To be upgraded
- - - New construction
- Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

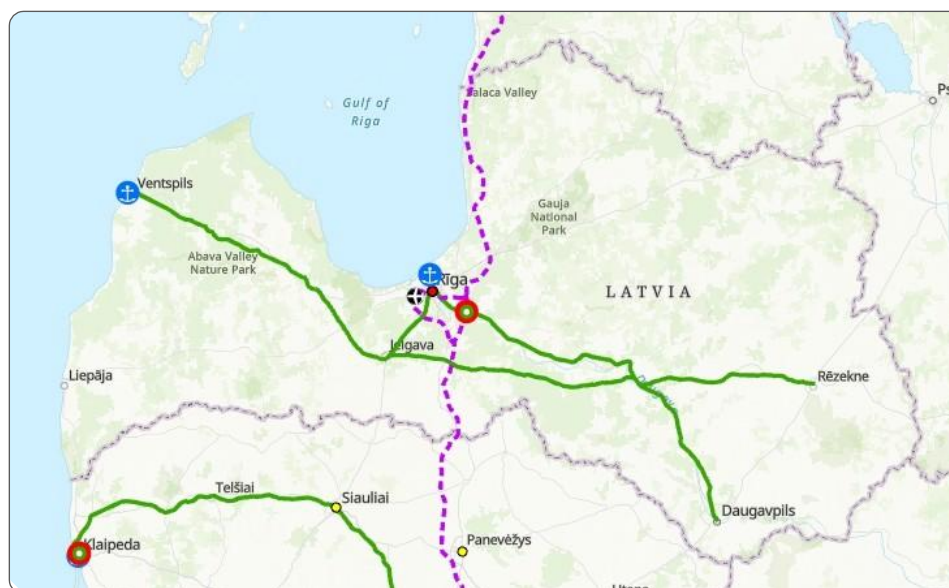
Ports

- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

Core TEN-T network - Freight rail



Relevant tracks for freight transport are in bold.
European Commission. TENtec.

Railways (freight)

Conventional

- Completed / To be upgraded
- - - New construction
- Study idea

Railways (freight)

High speed

- Completed / To be upgraded
- - - New construction
- Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

- ⚓ Urban nodes
- ⚓ Capitals

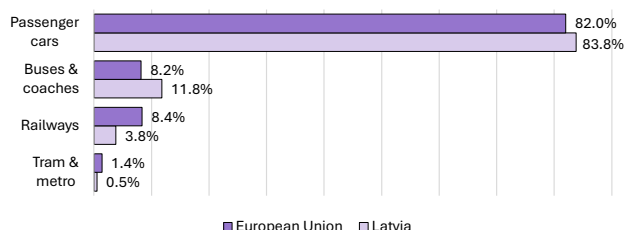
Rail-Road Terminals

- Urban nodes
- Capitals

Facts and figures on transport in Latvia

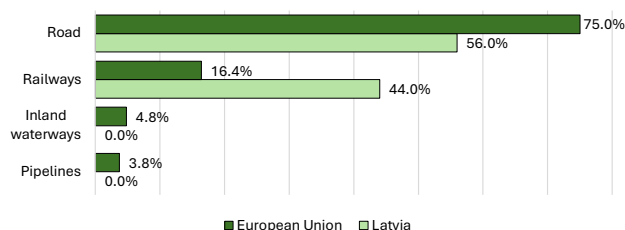
Overview

Modal split of inland passenger transport (2023, %)



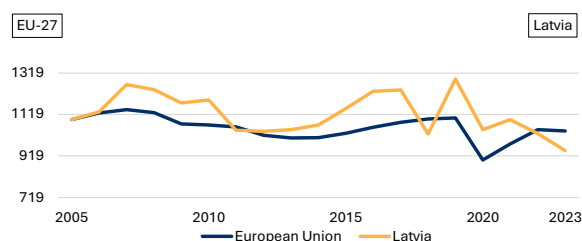
Percentages based on passengerkilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Modal split of inland freight transport (2023, %)



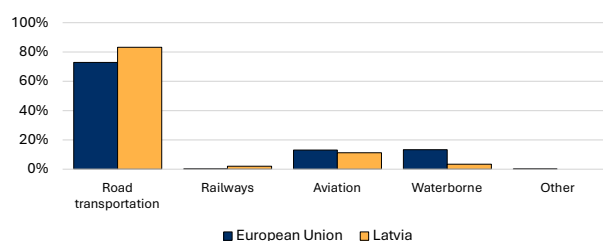
Percentages based on tonnekilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (Mt CO₂ equivalent)



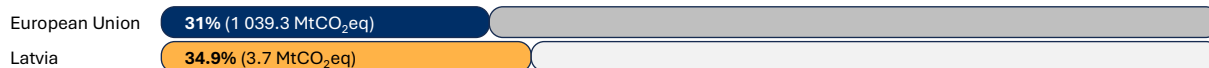
Including international bunkers.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport by mode (2023, %)



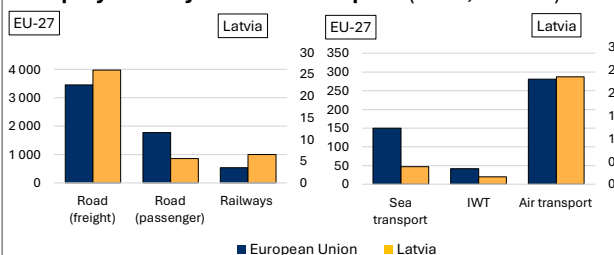
Including international bunkers. Waterborne includes maritime and inland waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (including international bunkers) in total GHG emissions (2023)



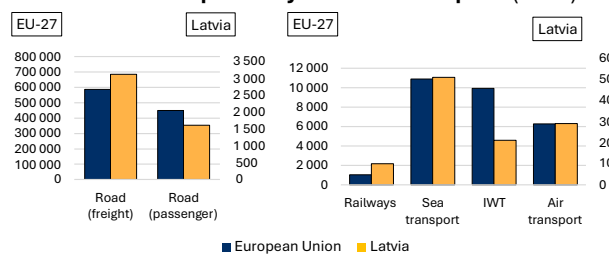
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Employment by mode of transport (2022, in 1000)



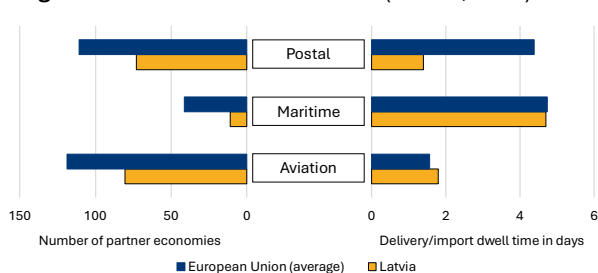
IWT: Inland Waterways. Direct employment only.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Number of enterprises by mode of transport (2022)



IWT: Inland Waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Logistics Performance Indicators (LPI 2.0, 2024)



World Bank. Logistics Performance Indicators (2.0).

Number of partner economies:

- Postal:** number of economies accessible through direct international postal connections for B2B shipments.
- Maritime:** number of economies accessible through direct liner shipping services.
- Aviation:** number of economies accessible through direct air cargo connections.

Delivery/import dwell time in days:

- Postal:** time spent by a postal item (parcel or express shipment) in the importing economy from arrival at the economy's office of exchange (postal bureau) to the first attempted or final delivery.
- Maritime:** time spent by containers at the port of entry from arrival (ship unloading) to departure from the port
- Aviation:** time spent by goods at the airport between the moment the cargo is ready to be picked up by the consignee or their agent from the airport and the moment the cargo is cleared by customs and leaves the airport.

Road transport

Comments on road transport

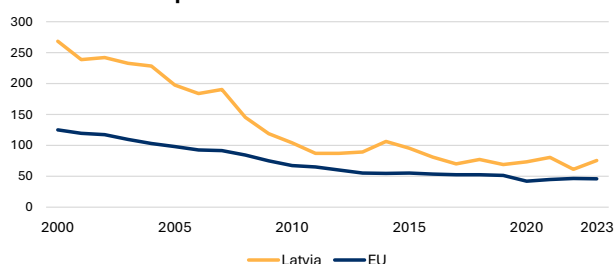
Latvia was 3rd out of 27 EU countries in terms of the highest numbers of fatalities per million inhabitants in 2023 (76 deaths/million).

Latvia also ranked 3rd out of 27 EU countries in terms of the highest numbers of fatalities per passenger-kilometre in 2023 (100 deaths/10 billion pkm).

When compared to the EU average, Latvia has significantly higher proportions of fatalities among pedestrians and on rural roads. Over the 2012-2021 period, road fatalities in Latvia decreased at a lower rate than the EU average

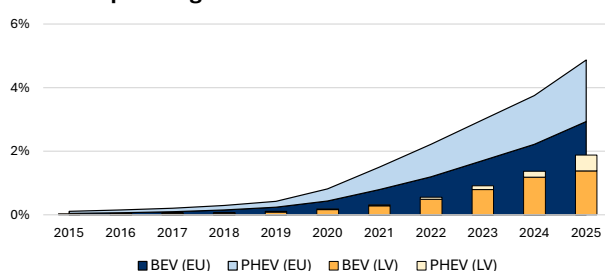
European Commission. EU Transport in figures. Statistical pocketbook (2025).
European Road Safety Observatory. National Road Safety Profile Latvia (2024).

Traffic deaths per millions inhabitants



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Electric passenger cars in total M1 fleet



European Alternative Fuels Observatory (May 2026).

Peak hour delay per road vehicle driver (hours, 2023)

(max)
Malta: 83.9

EU average: 28.6

Latvia: 20

(min)
Estonia: 17.3

European Commission. Joint Research Centre. Calculations based on TomTom data.

Charging infrastructure power output

AFIR mandates the following annual cumulative power output targets for recharging infrastructure for light-duty vehicles:

- Each BEV registered in a Member State must be supported by a minimum total power output of 1.3 kW from publicly accessible recharging stations.
- Each PHEV registered must have at least 0.8 kW total power output provided by publicly accessible recharging stations.

These targets ensure that the infrastructure deployment is aligned with vehicle uptake, thereby supporting the EU's broader environmental and mobility goals.

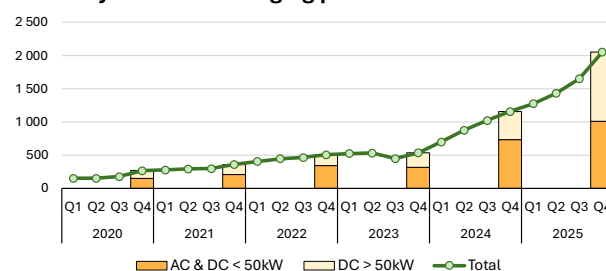
$$\text{AFIR "Target kW"} = (\text{Number of BEVs} \times 1.3 \text{ kW}) + (\text{Number of PHEVs} \times 0.8 \text{ kW})$$

AFIR "Target kW"
18 106 kW

Total power output in Latvia
146 584 kW

European Alternative Fuels Observatory (May 2026).

Publicly available charging points



European Alternative Fuels Observatory (May 2026).

Aviation - Busiest airport (2024)

Passengers ⁽¹⁾ (thousand)	Airport	LV total	EU total
Riga (RIX) (% of LV, EU)	7 101	7 101 (100%)	1 552 154 (0.5%)

Freight ⁽²⁾ (thousand tonnes)	Airport	LV total	EU total
Riga (RIX) (% of LV, EU)	18.5	18.5 (100%)	16 103 (0.1%)

⁽¹⁾ Eurostat [avia_paa] & Eurostat [avia_paoc]. Passengers carried. Aggregated data excludes double counting (respectively domestic and intra-EU).

⁽²⁾ Eurostat [avia_goa] & Eurostat [avia_gooc]. Freight and mail on board. Aggregated data excludes double counting (respectively domestic and intra-EU).

Maritime - Busiest port (2024)

Passengers ⁽¹⁾ (thousand)	Port	LV total	EU total
Ventspils (% of LV, EU)	259	360 (72%)	398 259 (0.1%)

Freight ⁽²⁾ (thousand tonnes)	Port	LV total	EU total
Riga (% of LV, EU)	16 853	33 577 (50%)	3 280 401 (0.5%)

⁽¹⁾ Eurostat [mar_pa_aa]. Passengers embarked and disembarked in all ports by direction.

⁽²⁾ Eurostat [mar_go_aa]. Gross weight of goods handled in all ports by direction.

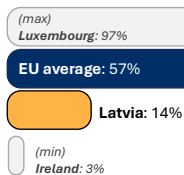
Rail transport

Traffic (in train -kilometres) in 2023: 9.4 million train-kilometres (0.3% of EU's total)



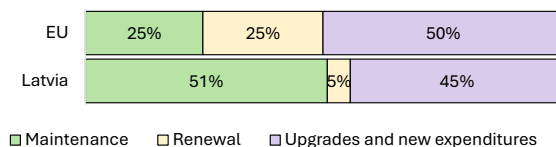
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Electrification of the railways network in 2023



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Rail infrastructure expenditures (share of total, 2022)



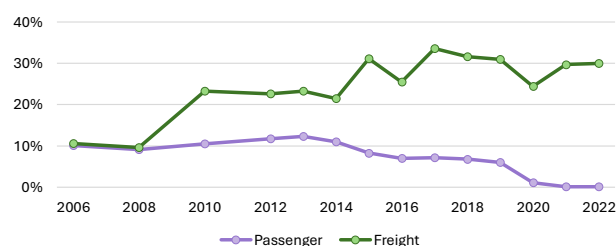
RMMS (2025). Total EU: EUR 50.8 billion, Latvia: EUR 0.2 billion.

Evolution of rail passenger and freight activity



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Market share of all but the principal rail undertakings

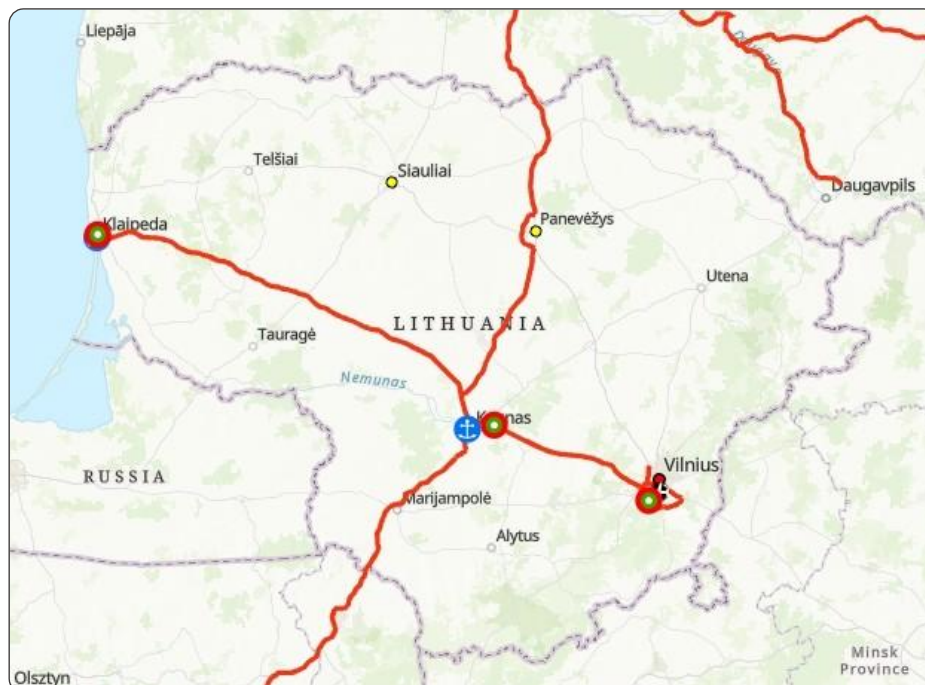


European Commission. EU Transport in figures. Statistical pocketbook (2025).

Country factsheet on transport - Lithuania



Core TEN-T network - Road



Roads

- Completed / To be upgraded
- - - New construction
- ✕ Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

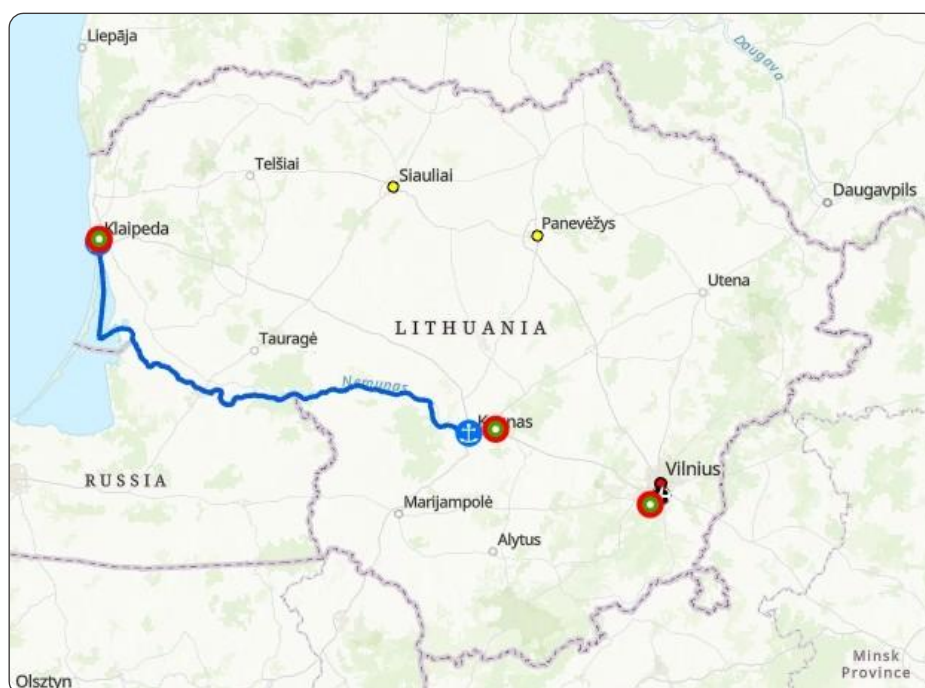
- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

European Commission. TENtec.

Core TEN-T network – Inland waterways



Inland waterways

- Completed / To be upgraded
- - - New construction

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

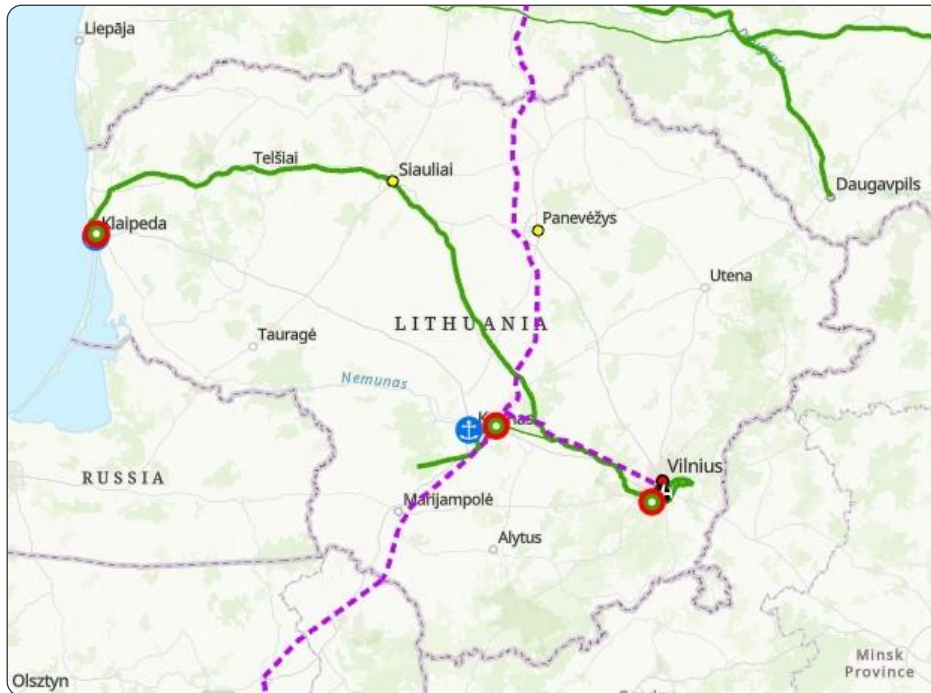
- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

European Commission. TENtec.

Core TEN-T network - Passenger rail



Relevant tracks for passenger transport are in bold.
European Commission. TENtec.

Railways (passenger)

Conventional

- Completed / To be upgraded
- New construction
- Study idea

Railways (passenger)

High speed

- Completed / To be upgraded
- New construction
- Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- Urban nodes
- Capitals

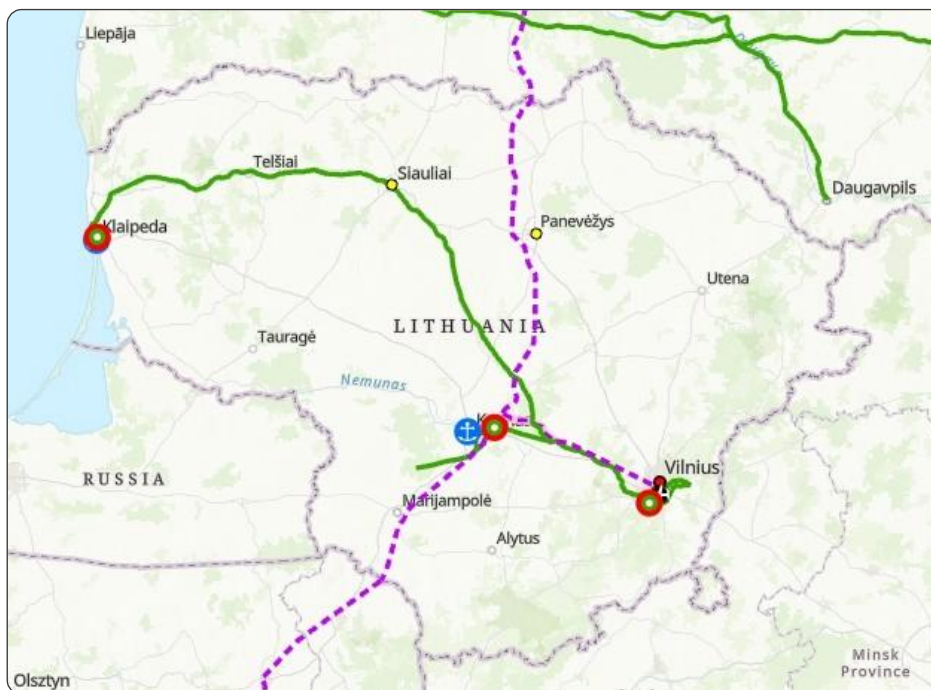
Ports

- Urban nodes
- Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

Core TEN-T network - Freight rail



Relevant tracks for freight transport are in bold.
European Commission. TENtec.

Railways (freight)

Conventional

- Completed / To be upgraded
- New construction
- Study idea

Railways (freight)

High speed

- Completed / To be upgraded
- New construction
- Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- Urban nodes
- Capitals

Ports

- Urban nodes
- Capitals

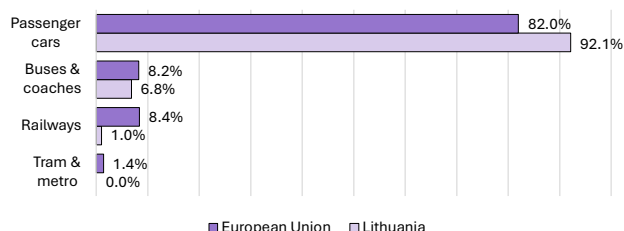
Rail-Road Terminals

- Urban nodes
- Capitals

Facts and figures on transport in Lithuania

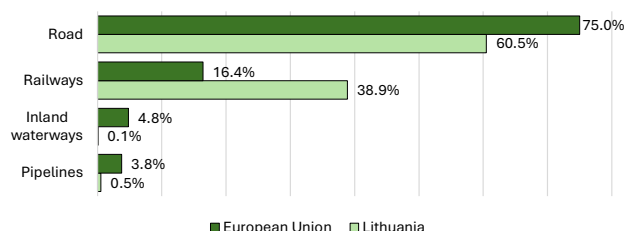
Overview

Modal split of inland passenger transport (2023, %)



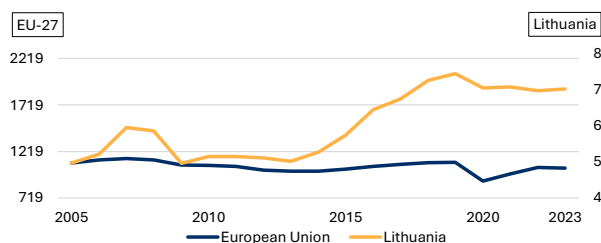
Percentages based on passengerkilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Modal split of inland freight transport (2023, %)



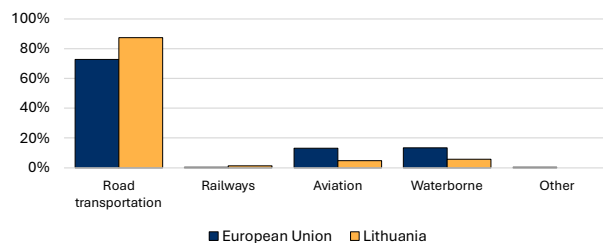
Percentages based on tonnekilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (Mt CO₂ equivalent)



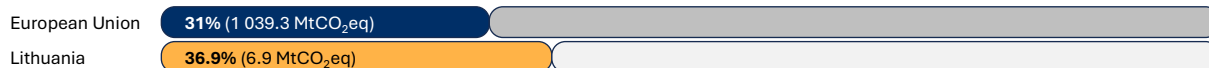
Including international bunkers.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport by mode (2023, %)



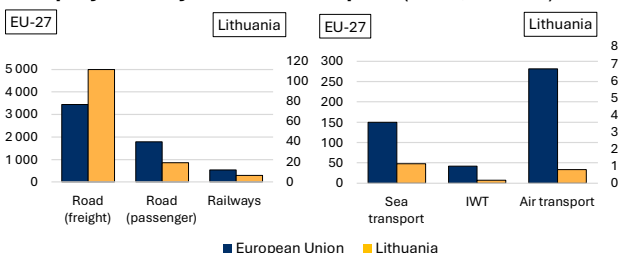
Including international bunkers. Waterborne includes maritime and inland waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (including international bunkers) in total GHG emissions (2023)



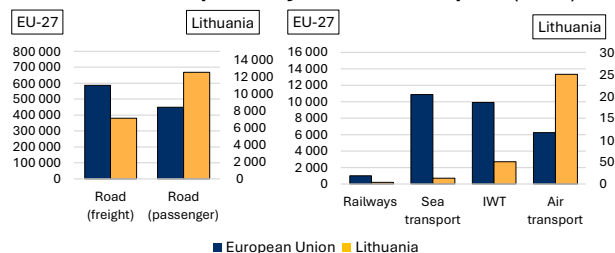
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Employment by mode of transport (2022, in 1000)



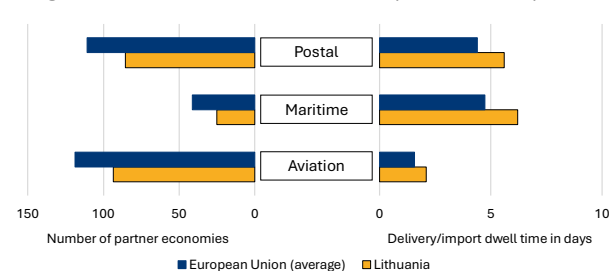
IWT: Inland Waterways. Direct employment only.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Number of enterprises by mode of transport (2022)



IWT: Inland Waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Logistics Performance Indicators (LPI 2.0, 2024)



World Bank. Logistics Performance Indicators (2.0).

Number of partner economies:

- Postal:** number of economies accessible through direct international postal connections for B2B shipments.
- Maritime:** number of economies accessible through direct liner shipping services.
- Aviation:** number of economies accessible through direct air cargo connections.

Delivery/import dwell time in days:

- Postal:** time spent by a postal item (parcel or express shipment) in the importing economy from arrival at the economy's office of exchange (postal bureau) to the first attempted or final delivery.
- Maritime:** time spent by containers at the port of entry from arrival (ship unloading) to departure from the port
- Aviation:** time spent by goods at the airport between the moment the cargo is ready to be picked up by the consignee or their agent from the airport and the moment the cargo is cleared by customs and leaves the airport.

Road transport

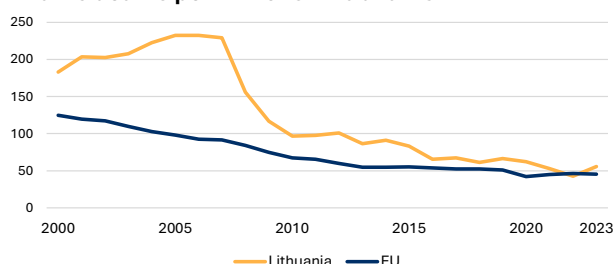
Comments on road transport

Lithuania was 7th out of 27 EU countries in terms of the highest numbers of fatalities per million inhabitants in 2023 (56 deaths/million). Lithuania also ranked 15th out of 27 EU countries in terms of highest numbers of fatalities per passenger-kilometres in 2023 (45 deaths/10 billion pkm).

Compared to the EU average, the distribution of fatalities shows a relatively high proportion of fatalities occurred on urban roads, especially for car occupants. Lithuania has a much higher proportion of passenger cars in its vehicle fleet when compared to the EU.

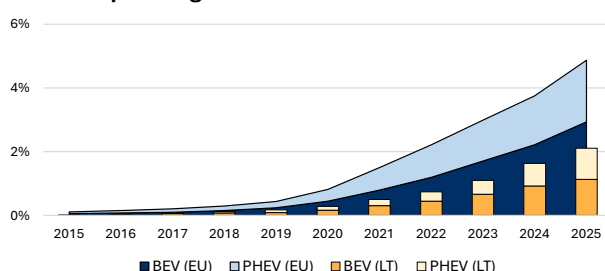
European Commission. EU Transport in figures. Statistical pocketbook (2025).
European Road Safety Observatory. National Road Safety Profile Lithuania (2024).

Traffic deaths per millions inhabitants



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Electric passenger cars in total M1 fleet



European Alternative Fuels Observatory (May 2026).

Peak hour delay per road vehicle driver (hours, 2023)

(max)
Malta: 83.9

EU average: 28.6

Lithuania: 23.1

(min)
Estonia: 17.3

European Commission. Joint Research Centre. Calculations based on TomTom data.

Charging infrastructure power output

AFIR mandates the following annual cumulative power output targets for recharging infrastructure for light-duty vehicles:

- Each BEV registered in a Member State must be supported by a minimum total power output of 1.3 kW from publicly accessible recharging stations.
- Each PHEV registered must have at least 0.8 kW total power output provided by publicly accessible recharging stations.

These targets ensure that the infrastructure deployment is aligned with vehicle uptake, thereby supporting the EU's broader environmental and mobility goals.

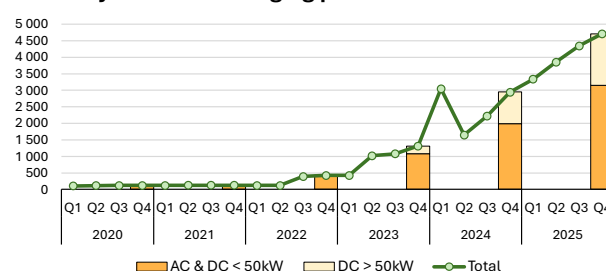
AFIR "Target kW" = (Number of BEVs × 1.3kW) + (Number of PHEVs × 0.8kW)

AFIR "Target kW"
40 813 kW

Total power output in Lithuania
272 099 kW

European Alternative Fuels Observatory (May 2026).

Publicly available charging points



European Alternative Fuels Observatory (May 2026).

Aviation - Busiest airport (2024)

Passengers ⁽¹⁾ (thousand)	Airport	LT total	EU total
Vilnius (VNO) (% of LT, EU)	4 798	6 592 (73%)	1 552 154 (0.3%)

Freight ⁽²⁾ (thousand tonnes)	Airport	LT total	EU total
Vilnius (VNO) (% of LT, EU)	16.4	21.6 (76%)	16 103 (0.1%)

⁽¹⁾ Eurostat [avia_paoa] & Eurostat [avia_paoc]. Passengers carried. Aggregated data excludes double counting (respectively domestic and intra-EU).

⁽²⁾ Eurostat [avia_gooa] & Eurostat [avia_gooe]. Freight and mail on board. Aggregated data excludes double counting (respectively domestic and intra-EU).

Maritime - Busiest port (2024)

Passengers ⁽¹⁾ (thousand)	Port	LT total	EU total
Klaipeda (% of LT, EU)	371	371 (100%)	398 259 (0.1%)

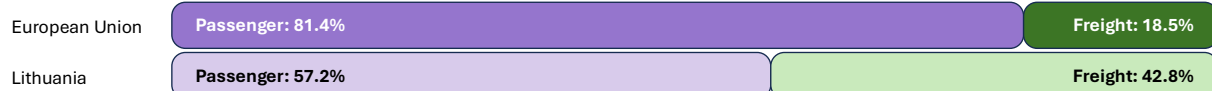
Freight ⁽²⁾ (thousand tonnes)	Port	LT total	EU total
Klaipeda (% of LT, EU)	30 564	39 492 (77%)	3 280 401 (0.9%)

⁽¹⁾ Eurostat [mar_pa_aa]. Passengers embarked and disembarked in all ports by direction.

⁽²⁾ Eurostat [mar_go_aa]. Gross weight of goods handled in all ports by direction.

Rail transport

Traffic (in train -kilometres) in 2023: 11 million train-kilometres (0.3% of EU's total)



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Electrification of the railways network in 2023

(max)
Luxembourg: 97%

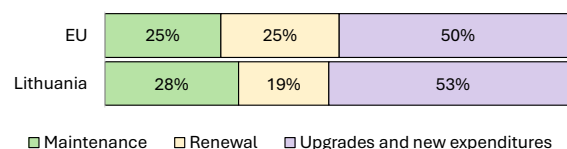
EU average: 57%

Lithuania: 8%

(min)
Ireland: 3%

European Commission. EU Transport in figures. Statistical pocketbook (2025).

Rail infrastructure expenditures (share of total, 2022)



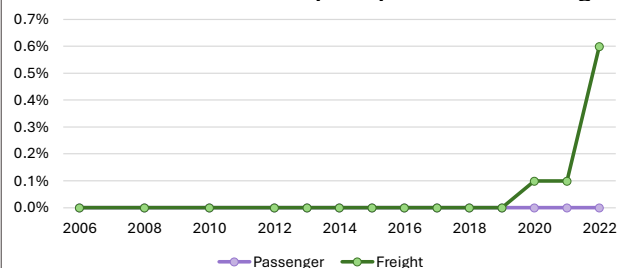
RMMS (2025). Total EU: EUR 50.8 billion, Lithuania: EUR 0.2 billion.

Evolution of rail passenger and freight activity



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Market share of all but the principal rail undertakings

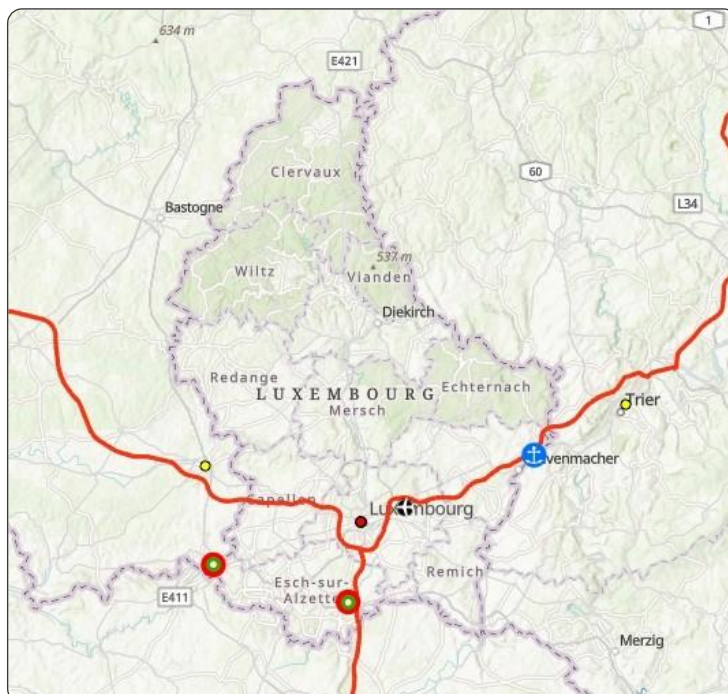


European Commission. EU Transport in figures. Statistical pocketbook (2025).

Country factsheet on transport - Luxembourg



Core TEN-T network - Road



Roads

- Completed / To be upgraded
- - - New construction
- X Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

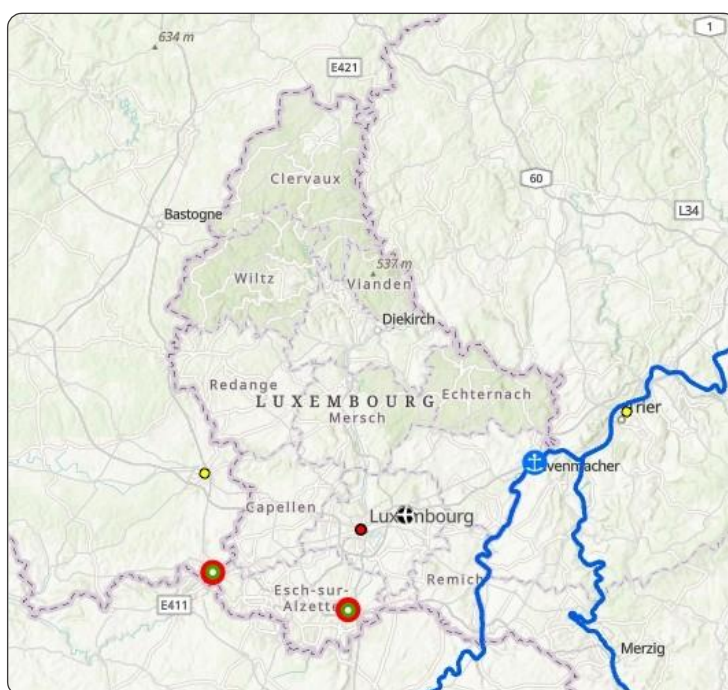
- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

European Commission. TENtec.

Core TEN-T network – Inland waterways



Inland waterways

- Completed / To be upgraded
- - - New construction

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

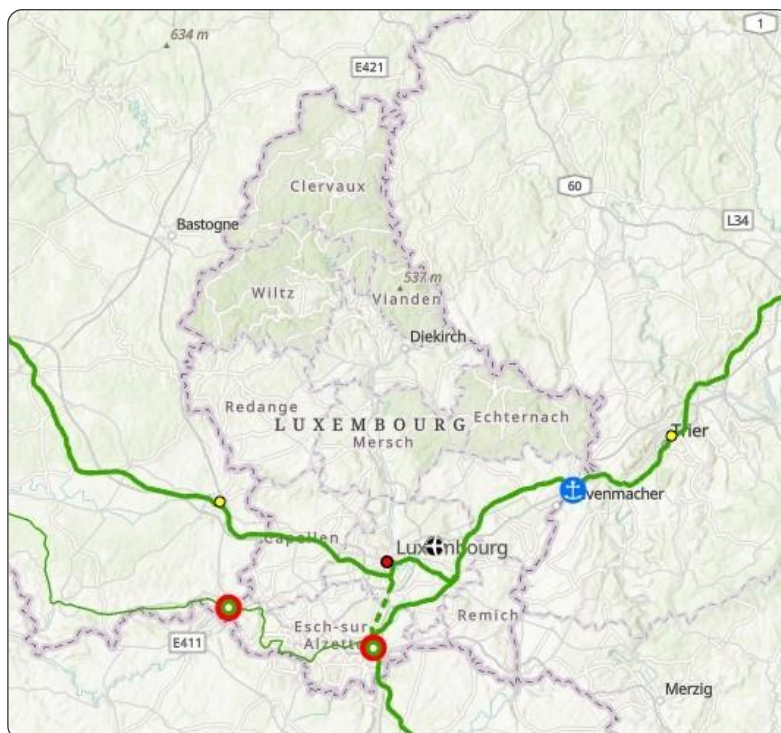
- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

European Commission. TENtec.

Core TEN-T network - Passenger rail



Relevant tracks for passenger transport are in bold.
European Commission. TENtec.

Railways (passenger)

Conventional

- Completed / To be upgraded
- - - New construction
- Study idea

Railways (passenger)

High speed

- Completed / To be upgraded
- - - New construction
- Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

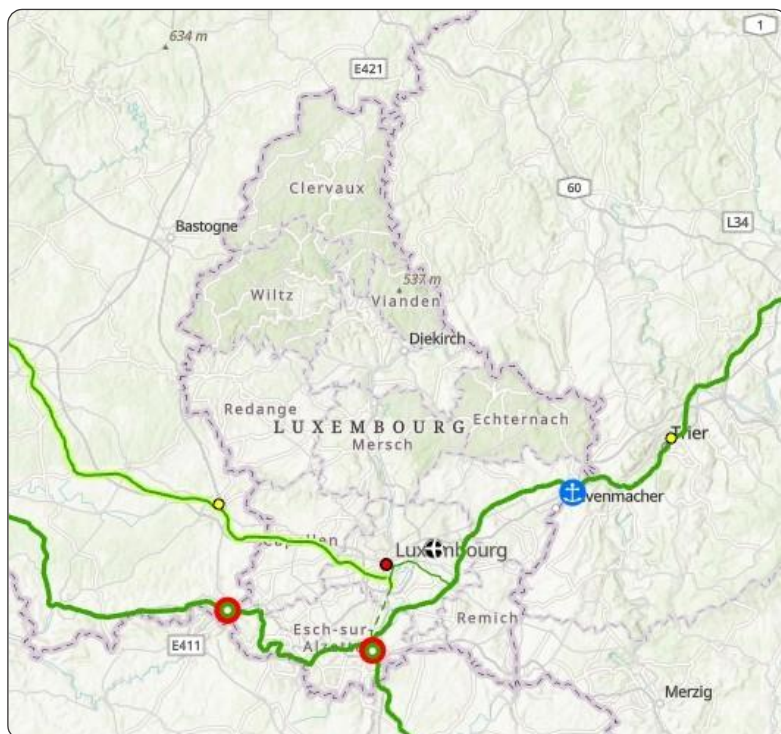
Ports

- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

Core TEN-T network - Freight rail



Relevant tracks for freight transport are in bold.
European Commission. TENtec.

Railways (freight)

Conventional

- Completed / To be upgraded
- - - New construction
- Study idea

Railways (freight)

High speed

- Completed / To be upgraded
- - - New construction
- Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

- ⚓ Urban nodes
- ⚓ Capitals

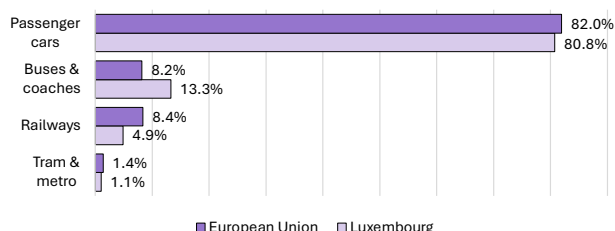
Rail-Road Terminals

- Urban nodes
- Capitals

Facts and figures on transport in Luxembourg

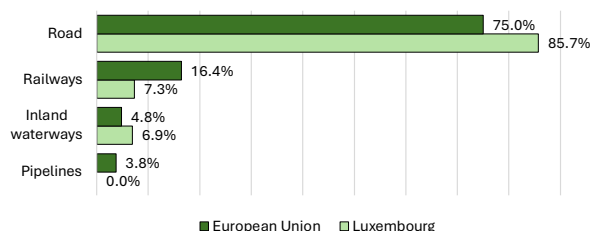
Overview

Modal split of inland passenger transport (2023, %)



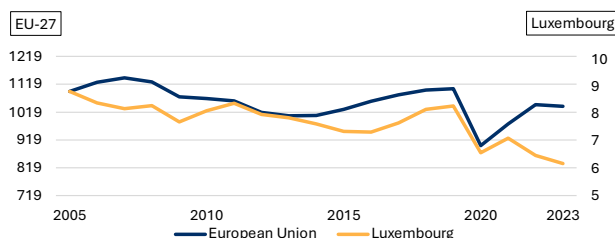
Percentages based on passengerkilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Modal split of inland freight transport (2023, %)



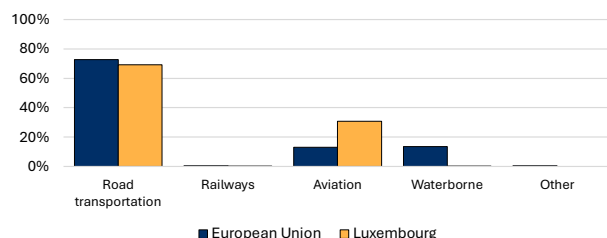
Percentages based on tonnekilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (Mt CO₂ equivalent)



Including international bunkers.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport by mode (2023, %)



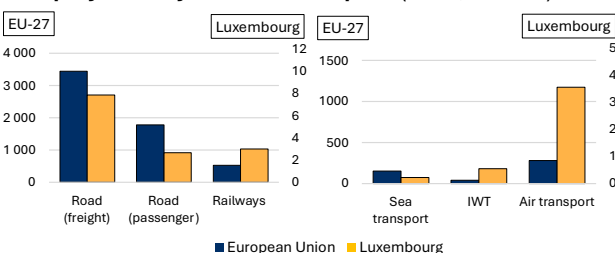
Including international bunkers. Waterborne includes maritime and inland waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (including international bunkers) in total GHG emissions (2023)



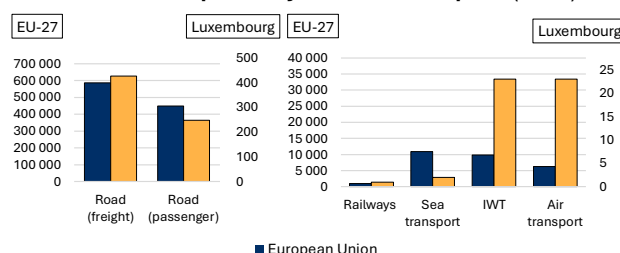
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Employment by mode of transport (2022, in 1000)



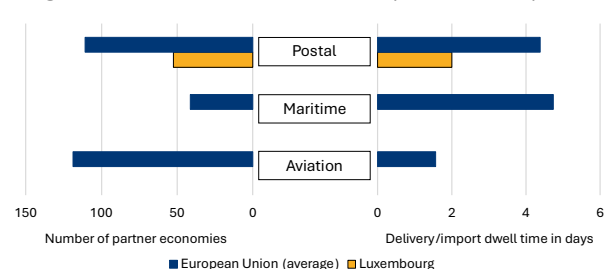
IWT: Inland Waterways. Direct employment only.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Number of enterprises by mode of transport (2022)



IWT: Inland Waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Logistics Performance Indicators (LPI 2.0, 2024)



World Bank. Logistics Performance Indicators (2.0). No data available for aviation.

Number of partner economies:

- Postal:** number of economies accessible through direct international postal connections for B2B shipments.
- Maritime:** number of economies accessible through direct liner shipping services.
- Aviation:** number of economies accessible through direct air cargo connections.

Delivery/import dwell time in days:

- Postal:** time spent by a postal item (parcel or express shipment) in the importing economy from arrival at the economy's office of exchange (postal bureau) to the first attempted or final delivery.
- Maritime:** time spent by containers at the port of entry from arrival (ship unloading) to departure from the port
- Aviation:** time spent by goods at the airport between the moment the cargo is ready to be picked up by the consignee or their agent from the airport and the moment the cargo is cleared by customs and leaves the airport.

Road transport

Comments on road transport

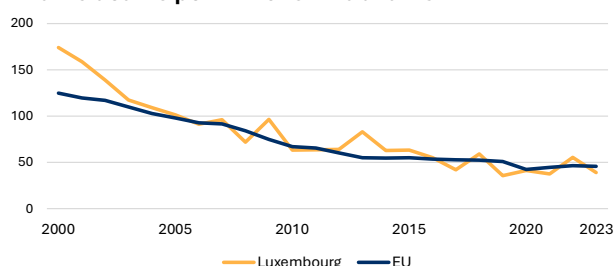
Luxembourg was 11th out of 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants in 2023 (39 deaths/million).

On the other hand, Luxembourg ranked 5th out of 27 EU countries in terms of lowest numbers of fatalities per passenger-kilometre in 2023 (31 deaths/10 billion pkm).

Luxembourg recorded significant reductions in fatalities and serious injuries over the period 2012-2021, with higher reduction of seriously injured pedestrians.

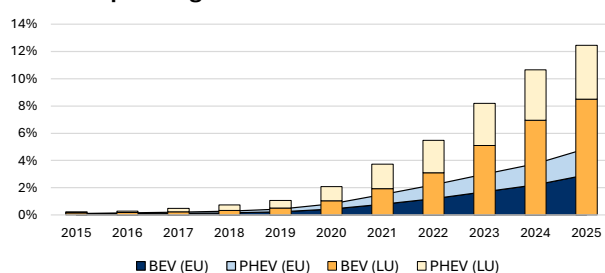
European Commission. EU Transport in figures. Statistical pocketbook (2025).
European Road Safety Observatory. National Road Safety Profile Luxembourg (2024).

Traffic deaths per millions inhabitants



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Electric passenger cars in total M1 fleet



European Alternative Fuels Observatory (May 2026).

Congestion in urban agglomerations ⁽¹⁾ (hours, 2023)

(max) Malta (FUA): 89

EU average (FUA): 37.9

Luxembourg (FUA): 37

(min) Finland (FUA): 23.5

⁽¹⁾ The country of Luxembourg is a Functional Urban Agglomeration (FUA).
European Commission. Joint Research Centre. Calculations based on TomTom data.

Charging infrastructure power output

AFIR mandates the following annual cumulative power output targets for recharging infrastructure for light-duty vehicles:

- Each BEV registered in a Member State must be supported by a minimum total power output of 1.3 kW from publicly accessible recharging stations.
- Each PHEV registered must have at least 0.8 kW total power output provided by publicly accessible recharging stations.

These targets ensure that the infrastructure deployment is aligned with vehicle uptake, thereby supporting the EU's broader environmental and mobility goals.

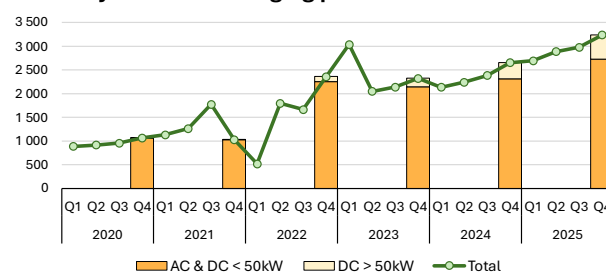
AFIR "Target kW" = (Number of BEVs × 1.3kW) + (Number of PHEVs × 0.8kW)

AFIR "Target kW"
65 947 kW

Total power output in Luxembourg
183 789 kW

European Alternative Fuels Observatory (May 2026).

Publicly available charging points



European Alternative Fuels Observatory (May 2026).

Aviation - Busiest airport (2024)

Passengers ⁽¹⁾ (thousand)	Airport	LU total	EU total
Luxembourg (LUX) (% of LU, EU)	5 148	5 148 (100%)	1 552 154 (0.3%)

Freight ⁽²⁾ (thousand tonnes)	Airport	LU total	EU total
Luxembourg (LUX) (% of LU, EU)	826	826 (100%)	16 103 (5.1%)

⁽¹⁾ Eurostat [avia_paoa] & Eurostat [avia_paoc]. Passengers carried. Aggregated data excludes double counting (respectively domestic and intra-EU).

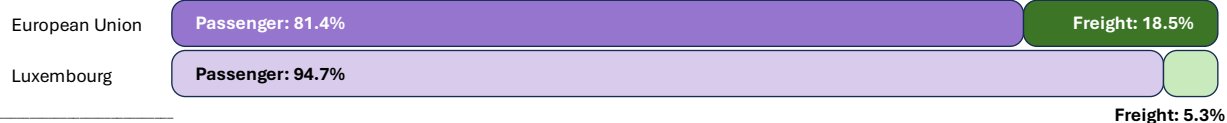
⁽²⁾ Eurostat [avia_gooa] & Eurostat [avia_gooe]. Freight and mail on board. Aggregated data excludes double counting (respectively domestic and intra-EU).

Maritime - Busiest port

Luxembourg is a landlocked country.

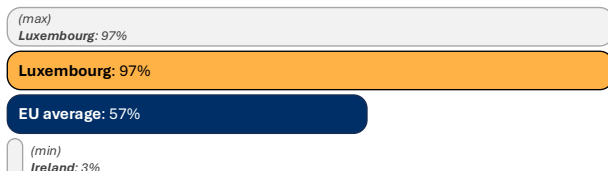
Rail transport

Traffic (in train -kilometres) in 2023: 7.7 million train-kilometres (0.2% of EU's total)



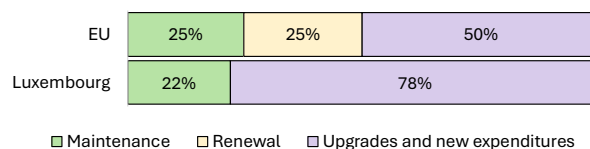
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Electrification of the railways network in 2023



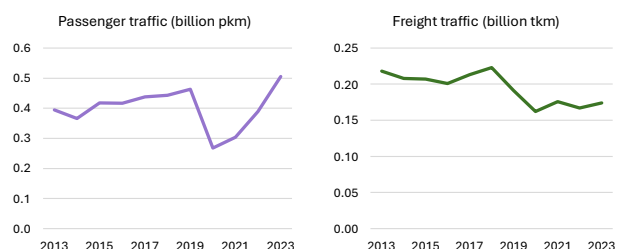
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Rail infrastructure expenditures (share of total, 2022)



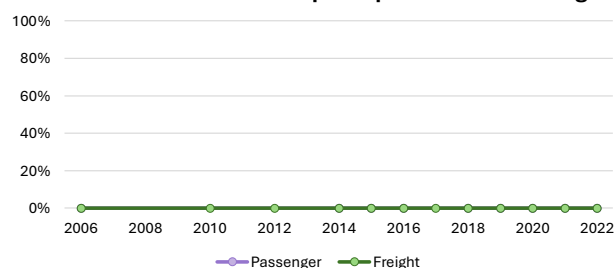
RMMS (2025). Total EU: EUR 50.8 billion, Luxembourg: EUR 0.4 billion.

Evolution of rail passenger and freight activity



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Market share of all but the principal rail undertakings

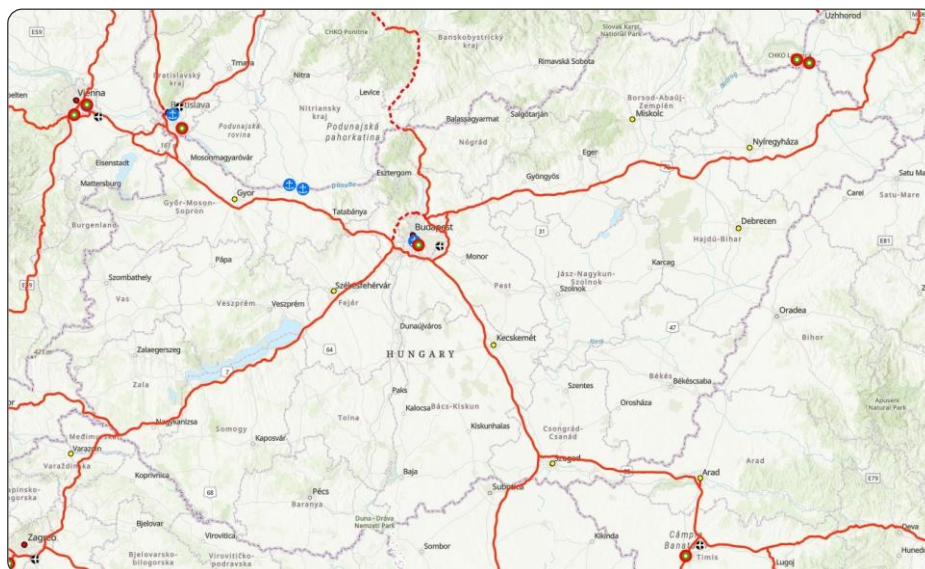


European Commission. EU Transport in figures. Statistical pocketbook (2025).

Country factsheet on transport - Hungary



Core TEN-T network - Road



Roads

- Completed / To be upgraded
- - - New construction
- X Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

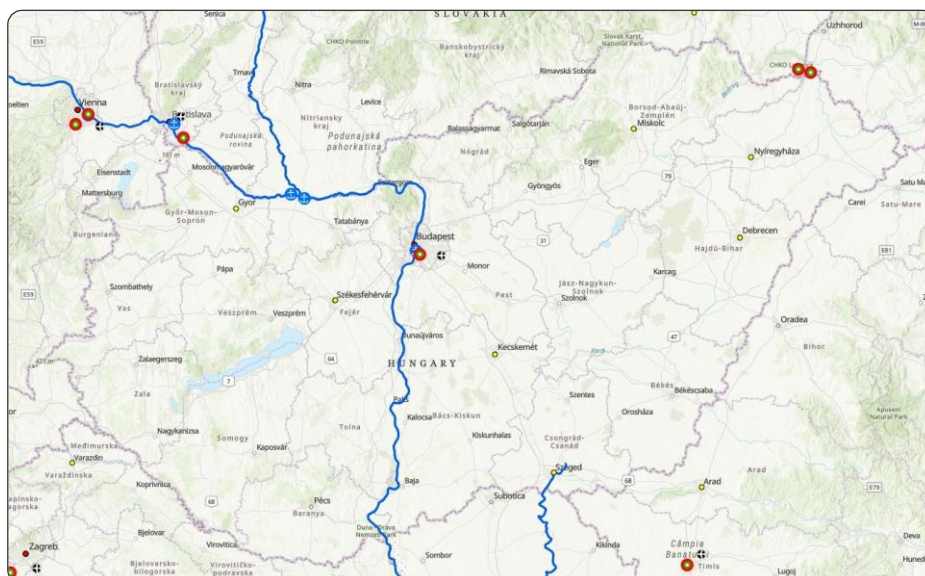
- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

European Commission. TENtec.

Core TEN-T network – Inland waterways



Inland waterways

- Completed / To be upgraded
- - - New construction

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

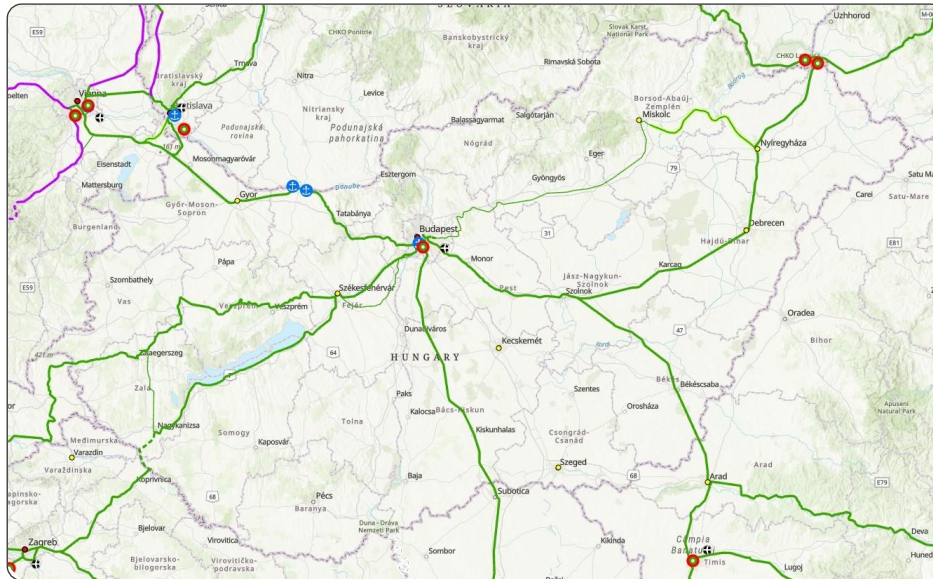
- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

European Commission. TENtec.

Core TEN-T network - Passenger rail



Relevant tracks for passenger transport are in bold.
European Commission. TENtec.

Railways (passenger)

Conventional

- Completed / To be upgraded
- - - New construction
- Study idea

Railways (passenger)

High speed

- Completed / To be upgraded
- - - New construction
- Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

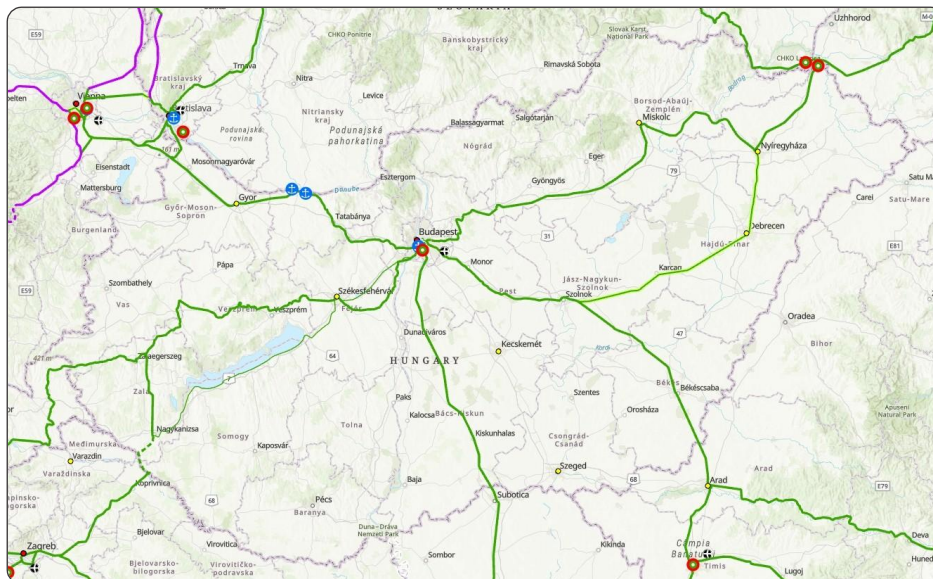
Ports

- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

Core TEN-T network - Freight rail



Relevant tracks for freight transport are in bold.
European Commission. TENtec.

Railways (freight)

Conventional

- Completed / To be upgraded
- - - New construction
- Study idea

Railways (freight)

High speed

- Completed / To be upgraded
- - - New construction
- Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

- ⚓ Urban nodes
- ⚓ Capitals

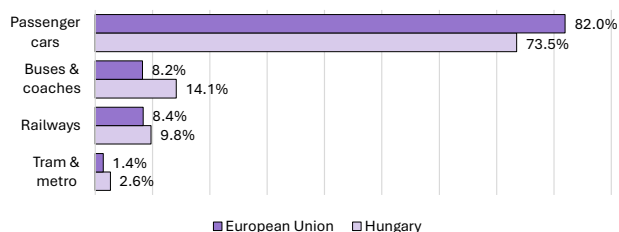
Rail-Road Terminals

- Urban nodes
- Capitals

Facts and figures on transport in Hungary

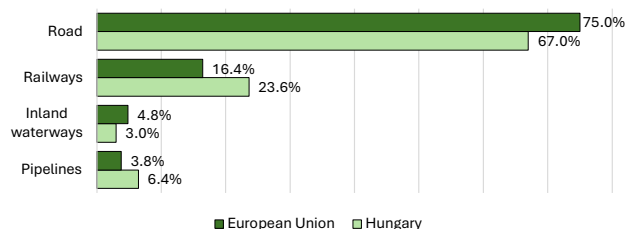
Overview

Modal split of inland passenger transport (2023, %)



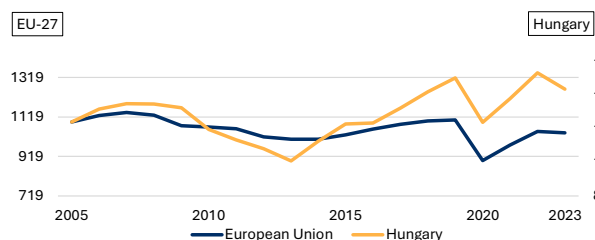
Percentages based on passengerkilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Modal split of inland freight transport (2023, %)



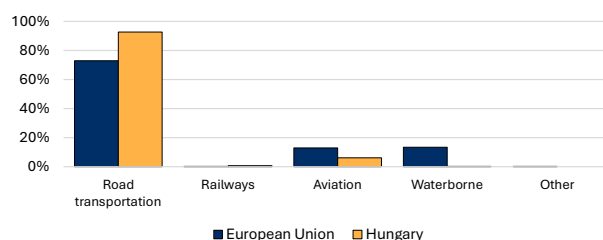
Percentages based on tonnekilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (Mt CO₂ equivalent)



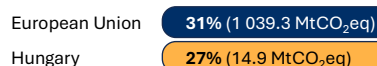
Including international bunkers.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport by mode (2023, %)



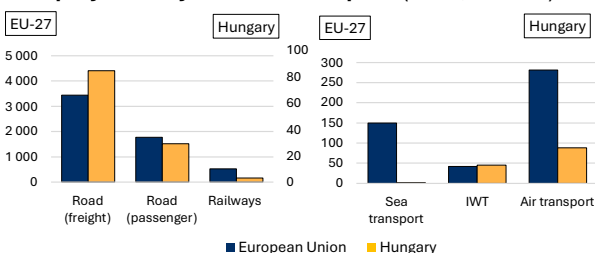
Including international bunkers. Waterborne includes maritime and inland waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (including international bunkers) in total GHG emissions (2023)



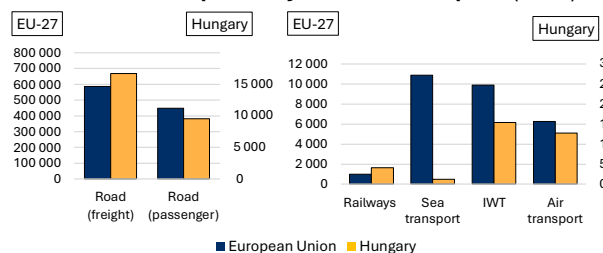
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Employment by mode of transport (2022, in 1000)



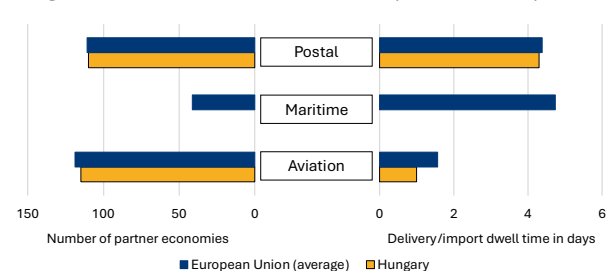
IWT: Inland Waterways. Direct employment only.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Number of enterprises by mode of transport (2022)



IWT: Inland Waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Logistics Performance Indicators (LPI 2.0, 2024)



World Bank. Logistics Performance Indicators (2.0).

Number of partner economies:

- Postal:** number of economies accessible through direct international postal connections for B2B shipments.
- Maritime:** number of economies accessible through direct liner shipping services.
- Aviation:** number of economies accessible through direct air cargo connections.

Delivery/import dwell time in days:

- Postal:** time spent by a postal item (parcel or express shipment) in the importing economy from arrival at the economy's office of exchange (postal bureau) to the first attempted or final delivery.
- Maritime:** time spent by containers at the port of entry from arrival (ship unloading) to departure from the port
- Aviation:** time spent by goods at the airport between the moment the cargo is ready to be picked up by the consignee or their agent from the airport and the moment the cargo is cleared by customs and leaves the airport.

Road transport

Comments on road transport

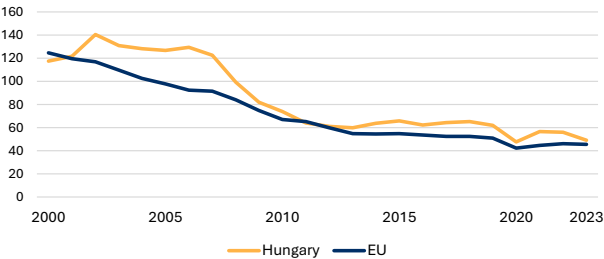
Hungary was 10th out of 27 EU countries in terms of the highest numbers of fatalities per million inhabitants in 2023 (49 deaths/million). Hungary also ranked 8th out of 27 EU countries in terms of highest numbers of fatalities per passenger-kilometres in 2023 (59 deaths/10 billion pkm).

Compared to the EU average, the distribution of fatalities in Hungary shows a high proportion of killed people aged 25-49 years old for both males and females.

Over the period 2012-2021, the number of fatalities in Hungary decreased by 10%, which is much lower than the EU decrease.

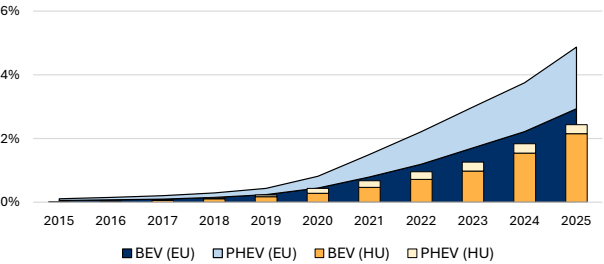
European Commission. EU Transport in figures. Statistical pocketbook (2025).
European Road Safety Observatory. National Road Safety Profile Hungary (2024).

Traffic deaths per millions inhabitants



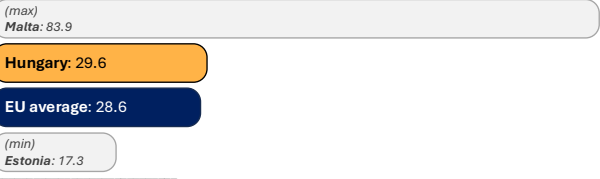
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Electric passenger cars in total M1 fleet



European Alternative Fuels Observatory (May 2026).

Peak hour delay per road vehicle driver (hours, 2023)



European Commission. Joint Research Centre. Calculations based on TomTom data.

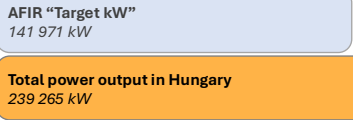
Charging infrastructure power output

AFIR mandates the following annual cumulative power output targets for recharging infrastructure for light-duty vehicles:

- Each BEV registered in a Member State must be supported by a minimum total power output of 1.3 kW from publicly accessible recharging stations.
- Each PHEV registered must have at least 0.8 kW total power output provided by publicly accessible recharging stations.

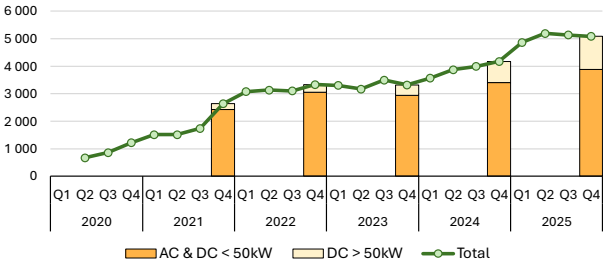
These targets ensure that the infrastructure deployment is aligned with vehicle uptake, thereby supporting the EU's broader environmental and mobility goals.

AFIR "Target kW" = (Number of BEVs × 1.3kW) + (Number of PHEVs × 0.8kW)



European Alternative Fuels Observatory (May 2026).

Publicly available charging points



European Alternative Fuels Observatory (May 2026).

Aviation - Busiest airport (2024)

Passengers ⁽¹⁾ (thousand)	Airport	HU total	EU total
Budapest (BUD) (% of HU, EU)	17511	17 784 (98%)	1 552 154 (1.1%)

Freight ⁽²⁾ (thousand tonnes)	Airport	HU total	EU total
Budapest (BUD) (% of HU, EU)	237	237 (100%)	16 103 (1.5%)

⁽¹⁾ Eurostat [avia_paoa] & Eurostat [avia_paoc]. Passengers carried. Aggregated data excludes double counting (respectively domestic and intra-EU).

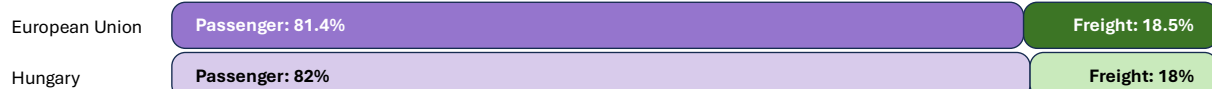
⁽²⁾ Eurostat [avia_gooa] & Eurostat [avia_gooc]. Freight and mail on board. Aggregated data excludes double counting (respectively domestic and intra-EU).

Maritime - Busiest port

Hungary is a landlocked country.

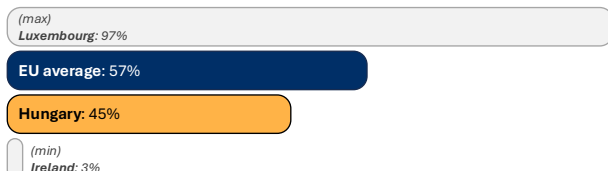
Rail transport

Traffic (in train -kilometres) in 2023: 113.1 million train-kilometres (3.0% of EU's total)



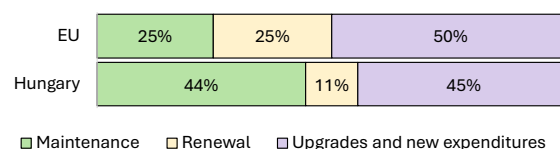
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Electrification of the railways network in 2023



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Rail infrastructure expenditures (share of total, 2022)



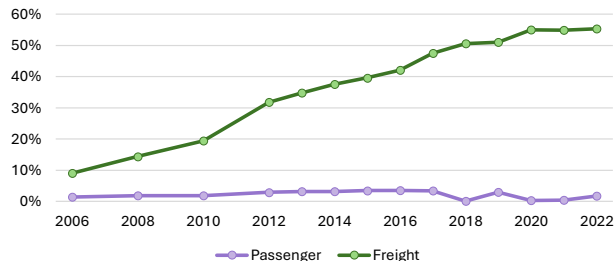
RMMS (2025). Total EU: EUR 50.8 billion, Hungary: EUR 0.7 billion.

Evolution of rail passenger and freight activity



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Market share of all but the principal rail undertakings

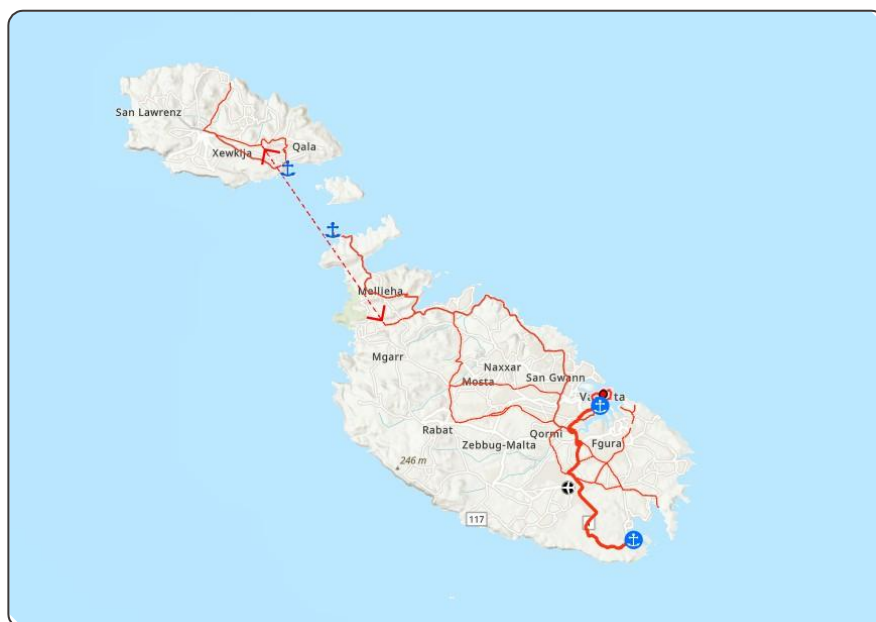


European Commission. EU Transport in figures. Statistical pocketbook (2025).

Country factsheet on transport - Malta



Core TEN-T network - Road



European Commission. TENtec.

Roads

-  Completed / To be upgraded
-  New construction
-  Study idea

Urban nodes

- Urban nodes
Capitals

Airports

- Urban nodes
- Capitals

Ports

- Urban nodes
Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

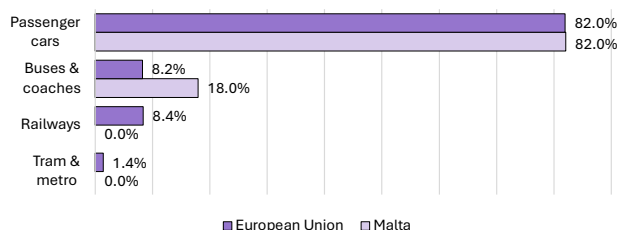
Core TEN-T network – Other modes

The core TEN-T network of Malta does not include inland waterways or railways.

Facts and figures on transport in Malta

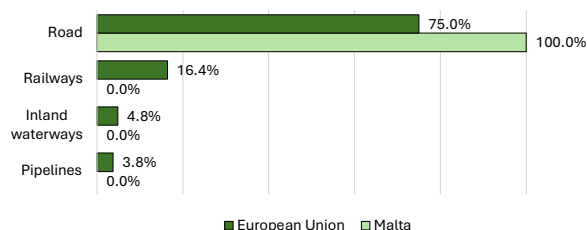
Overview

Modal split of inland passenger transport (2023, %)



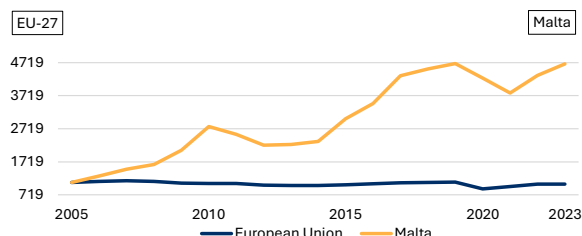
Percentages based on passengerkilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Modal split of inland freight transport (2023, %)



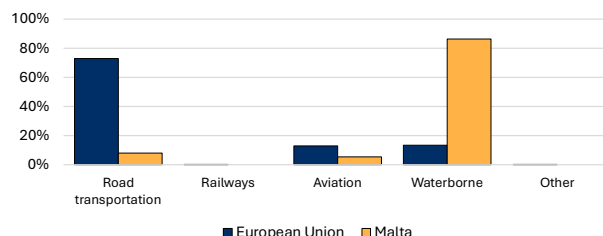
Percentages based on tonnekilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (Mt CO₂ equivalent)



Including international bunkers.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport by mode (2023, %)



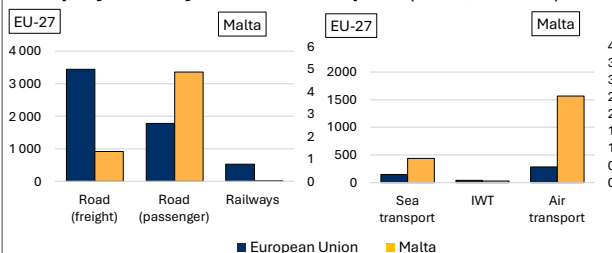
Including international bunkers. Waterborne includes maritime and inland waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (including international bunkers) in total GHG emissions (2023)



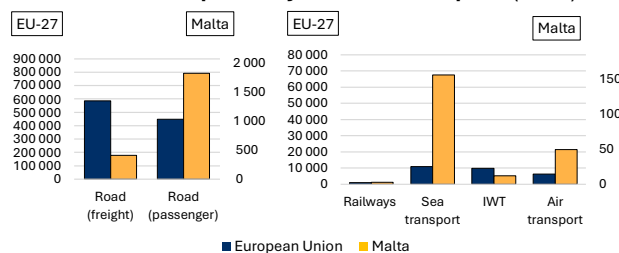
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Employment by mode of transport (2022, in 1000)



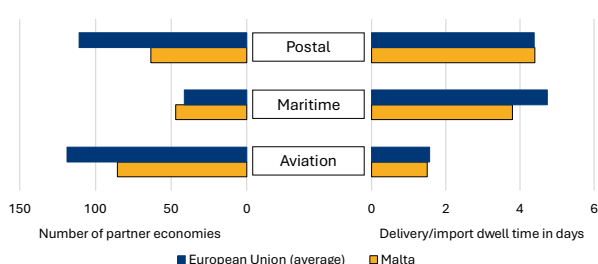
IWT: Inland Waterways. Direct employment only.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Number of enterprises by mode of transport (2022)



IWT: Inland Waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Logistics Performance Indicators (LPI 2.0, 2024)



World Bank. Logistics Performance Indicators (2.0).

Number of partner economies:

- Postal:** number of economies accessible through direct international postal connections for B2B shipments.
- Maritime:** number of economies accessible through direct liner shipping services.
- Aviation:** number of economies accessible through direct air cargo connections.

Delivery/import dwell time in days:

- Postal:** time spent by a postal item (parcel or express shipment) in the importing economy from arrival at the economy's office of exchange (postal bureau) to the first attempted or final delivery.
- Maritime:** time spent by containers at the port of entry from arrival (ship unloading) to departure from the port
- Aviation:** time spent by goods at the airport between the moment the cargo is ready to be picked up by the consignee or their agent from the airport and the moment the cargo is cleared by customs and leaves the airport.

Road transport

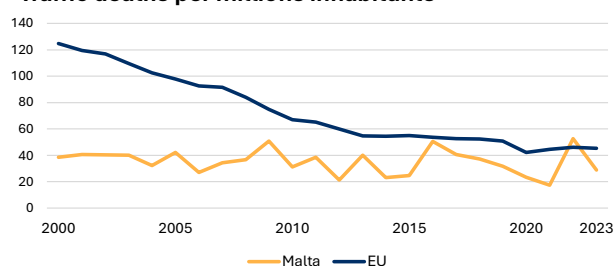
Comments on road transport

Malta was 3rd out of 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants in 2023 (29 deaths/million). Malta also ranked 18th out of 27 EU countries in terms of lowest numbers of fatalities per passenger-kilometres in 2023 (54 deaths/10 billion pkm).

Road infrastructure in Malta is characterized by very high road network density although the country has no motorways.

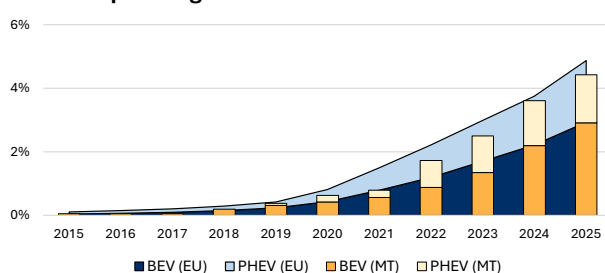
European Commission. EU Transport in figures. Statistical pocketbook (2025).
European Road Safety Observatory. National Road Safety Profile Malta (2024).

Traffic deaths per millions inhabitants



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Electric passenger cars in total M1 fleet



European Alternative Fuels Observatory (May 2026).

Peak hour delay per road vehicle driver (hours, 2023)



European Commission. Joint Research Centre. Calculations based on TomTom data.

Charging infrastructure power output

AFIR mandates the following annual cumulative power output targets for recharging infrastructure for light-duty vehicles:

- Each BEV registered in a Member State must be supported by a minimum total power output of 1.3 kW from publicly accessible recharging stations.
- Each PHEV registered must have at least 0.8 kW total power output provided by publicly accessible recharging stations.

These targets ensure that the infrastructure deployment is aligned with vehicle uptake, thereby supporting the EU's broader environmental and mobility goals.

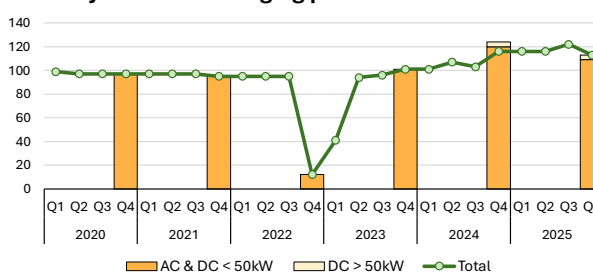
$$\text{AFIR "Target kW"} = (\text{Number of BEVs} \times 1.3 \text{ kW}) + (\text{Number of PHEVs} \times 0.8 \text{ kW})$$

AFIR "Target kW"
17 476 kW

Total power output in Malta
1 855 kW

European Alternative Fuels Observatory (May 2026).

Publicly available charging points



European Alternative Fuels Observatory (May 2026).

Aviation - Busiest airport (2024)

Passengers ⁽¹⁾ (thousand)	Airport	MT total	EU total
Luqa (MLA) (% of MT, EU)	8 970	8 970 (100%)	1 552 154 (0.6%)

Freight ⁽²⁾ (thousand tonnes)	Airport	MT total	EU total
Luqa (MLA) (% of MT, EU)	23.6	23.6 (100%)	16 103 (0.2%)

⁽¹⁾ Eurostat [avia_paoa] & Eurostat [avia_paoc]. Passengers carried. Aggregated data excludes double counting (respectively domestic and intra-EU).

⁽²⁾ Eurostat [avia_gooa] & Eurostat [avia_gooe]. Freight and mail on board. Aggregated data excludes double counting (respectively domestic and intra-EU).

Maritime - Busiest port (2024)

Passengers ⁽¹⁾ (thousand)	Port	MT total	EU total
Mgarr, Gozo (% of MT, EU)	6 873	15 621 (44%)	398 259 (1.7%)

Freight ⁽²⁾ (thousand tonnes)	Port	MT total	EU total
Valletta (% of MT, EU)	2 677	4 478 (60%)	3 280 401 (0.1%)

⁽¹⁾ Eurostat [mar_pa_aa]. Passengers embarked and disembarked in all ports by direction.

⁽²⁾ Eurostat [mar_go_aa]. Gross weight of goods handled in all ports by direction.

Country factsheet on transport – Netherlands



Core TEN-T network - Road



Roads

- Completed / To be upgraded
- - - New construction
- ✕ Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

European Commission. TENtec.

Core TEN-T network – Inland waterways



Inland waterways

- Completed / To be upgraded
- - - New construction

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

European Commission. TENtec.

Core TEN-T network - Passenger rail



Relevant tracks for passenger transport are in bold.
European Commission. TENtec.

Railways (passenger)

Conventional

- Completed / To be upgraded
- - - New construction
- Study idea

Railways (passenger)

High speed

- Completed / To be upgraded
- - - New construction
- Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- ⊕ Urban nodes
- ⊕ Capitals

Core TEN-T network - Freight rail



Relevant tracks for freight transport are in bold.
European Commission. TENtec.

Railways (freight)

Conventional

- Completed / To be upgraded
- - - New construction
- Study idea

Railways (freight)

High speed

- Completed / To be upgraded
- - - New construction
- Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

- ⚓ Urban nodes
- ⚓ Capitals

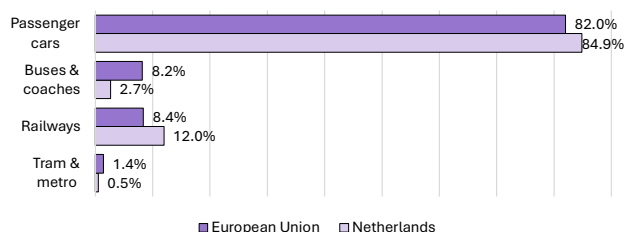
Rail-Road Terminals

- ⊕ Urban nodes
- ⊕ Capitals

Facts and figures on transport in the Netherlands

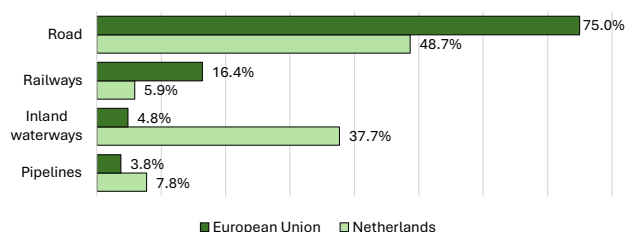
Overview

Modal split of inland passenger transport (2023, %)



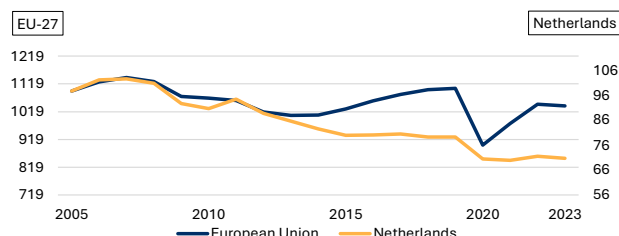
Percentages based on passengerkilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Modal split of inland freight transport (2023, %)



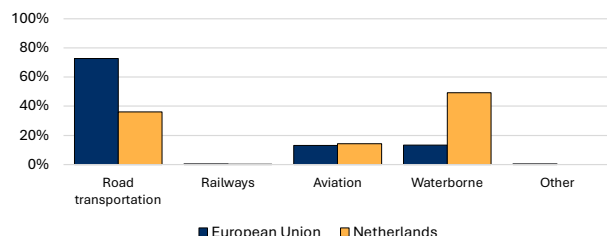
Percentages based on tonnekilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (Mt CO₂ equivalent)



Including international bunkers.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport by mode (2023, %)



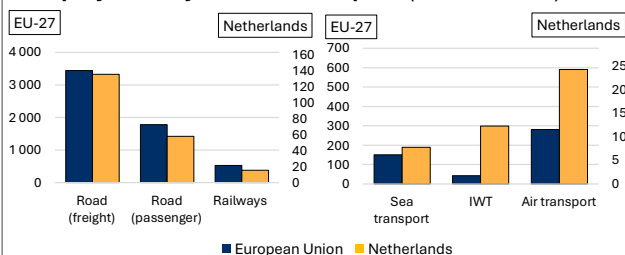
Including international bunkers. Waterborne includes maritime and inland waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (including international bunkers) in total GHG emissions (2023)



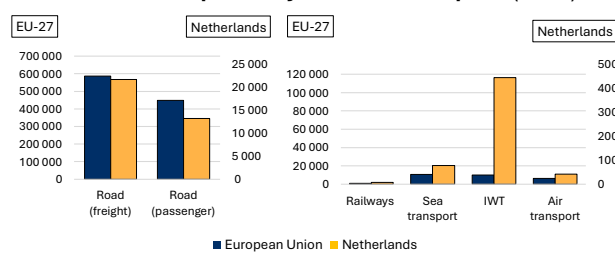
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Employment by mode of transport (2022, in 1000)



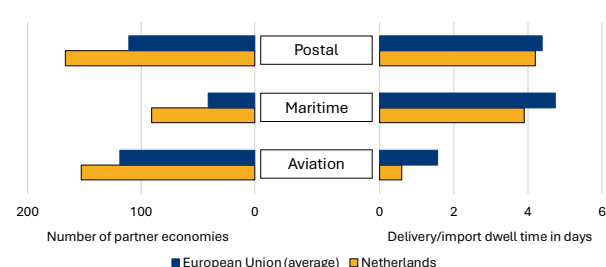
IWT: Inland Waterways. Direct employment only.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Number of enterprises by mode of transport (2022)



IWT: Inland Waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Logistics Performance Indicators (LPI 2.0, 2024)



World Bank. Logistics Performance Indicators (2.0).

Number of partner economies:

- Postal:** number of economies accessible through direct international postal connections for B2B shipments.
- Maritime:** number of economies accessible through direct liner shipping services.
- Aviation:** number of economies accessible through direct air cargo connections.

Delivery/import dwell time in days:

- Postal:** time spent by a postal item (parcel or express shipment) in the importing economy from arrival at the economy's office of exchange (postal bureau) to the first attempted or final delivery.
- Maritime:** time spent by containers at the port of entry from arrival (ship unloading) to departure from the port
- Aviation:** time spent by goods at the airport between the moment the cargo is ready to be picked up by the consignee or their agent from the airport and the moment the cargo is cleared by customs and leaves the airport.

Road transport

Comments on road transport

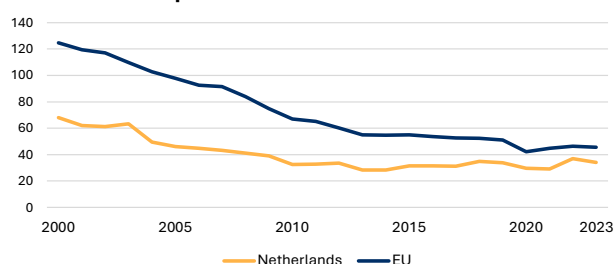
The Netherlands was 6th out of 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants in 2023 (34 deaths/million). The Netherlands also ranked 12th in terms of lowest numbers of fatalities per passenger-kilometres in 2023 (44 deaths/10 billion pkm).

Compared to the EU average, the distribution of fatalities in the Netherlands shows a relatively high proportion of cyclists (due to the high use of bicycles) and people aged more than 65 years old.

Over the period 2012-2021, the decrease of 9% in road fatalities recorded in the Netherlands was much lower than the EU average, where a reduction of 25% was achieved in the same period.

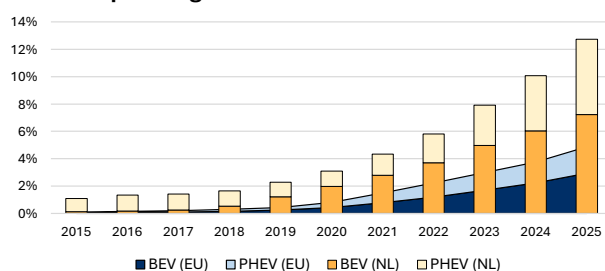
European Commission. EU Transport in figures. Statistical pocketbook (2025).
European Road Safety Observatory. National Road Safety Profile- Netherlands (2024).

Traffic deaths per millions inhabitants



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Electric passenger cars in total M1 fleet



European Alternative Fuels Observatory (May 2026).

Peak hour delay per road vehicle driver (hours, 2023)

(max)
Malta: 83.9

Netherlands: 32.8

EU average: 28.6

(min)
Estonia: 17.3

European Commission. Joint Research Centre. Calculations based on TomTom data.

Charging infrastructure power output

AFIR mandates the following annual cumulative power output targets for recharging infrastructure for light-duty vehicles:

- Each BEV registered in a Member State must be supported by a minimum total power output of 1.3 kW from publicly accessible recharging stations.
- Each PHEV registered must have at least 0.8 kW total power output provided by publicly accessible recharging stations.

These targets ensure that the infrastructure deployment is aligned with vehicle uptake, thereby supporting the EU's broader environmental and mobility goals.

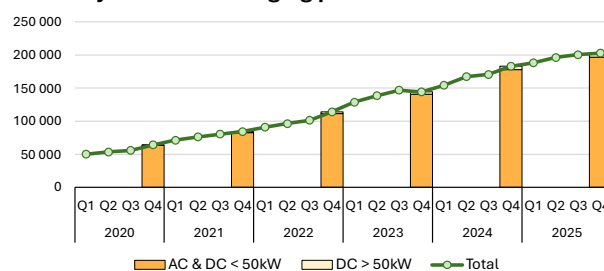
$$\text{AFIR "Target kW"} = (\text{Number of BEVs} \times 1.3 \text{ kW}) + (\text{Number of PHEVs} \times 0.8 \text{ kW})$$

AFIR "Target kW"
1 368 562 kW

Total power output in the Netherlands
3 902 693 kW

European Alternative Fuels Observatory (May 2026).

Publicly available charging points



European Alternative Fuels Observatory (May 2026).

Aviation - Busiest airport (2024)

Passengers ⁽¹⁾ (thousand)	Airport	NL total	EU total
Amsterdam (AMS) (% of NL, EU)	66 829	76 279 (88%)	1 552 154 (4.3%)

Freight ⁽²⁾ (thousand tonnes)	Airport	NL total	EU total
Amsterdam (AMS) (% of NL, EU)	1 498	1 528 (98%)	16 103 (9.3%)

⁽¹⁾ Eurostat [avia_paoa] & Eurostat [avia_paoc]. Passengers carried. Aggregated data excludes double counting (respectively domestic and intra-EU).

⁽²⁾ Eurostat [avia_gooa] & Eurostat [avia_gooc]. Freight and mail on board. Aggregated data excludes double counting (respectively domestic and intra-EU).

Maritime - Busiest port (2024)

Passengers ⁽¹⁾ (thousand)	Port	NL total	EU total
Rotterdam (% of NL, EU)	1 200	1 887 (64%)	398 259 (0.3%)

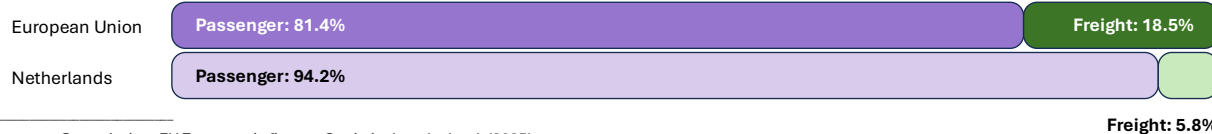
Freight ⁽²⁾ (thousand tonnes)	Port	NL total	EU total
Rotterdam (% of NL, EU)	397 322	537 826 (74%)	3 280 401 (12.1%)

⁽¹⁾ Eurostat [mar_pa_aa]. Passengers embarked and disembarked in all ports by direction.

⁽²⁾ Eurostat [mar_go_aa]. Gross weight of goods handled in all ports by direction.

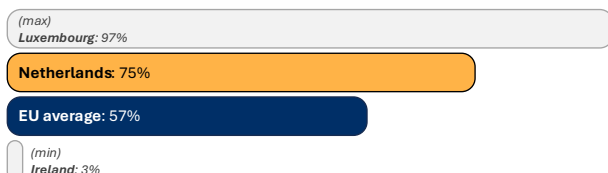
Rail transport

Traffic (in train -kilometres) in 2023: 143.7 million train-kilometres (3.9% of EU's total)



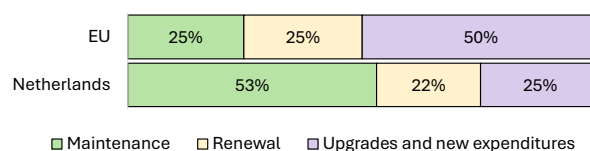
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Electrification of the railways network in 2023



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Rail infrastructure expenditures (share of total, 2022)



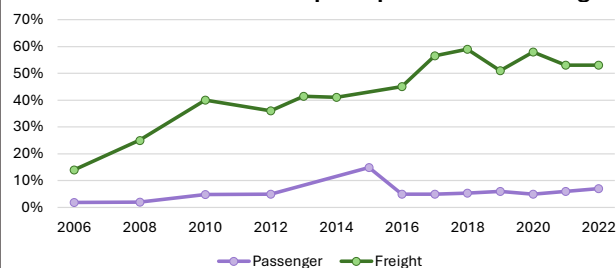
RMMS (2025). Total EU: EUR 50.8 billion, Netherlands: EUR 2.8 billion.

Evolution of rail passenger and freight activity



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Market share of all but the principal rail undertakings

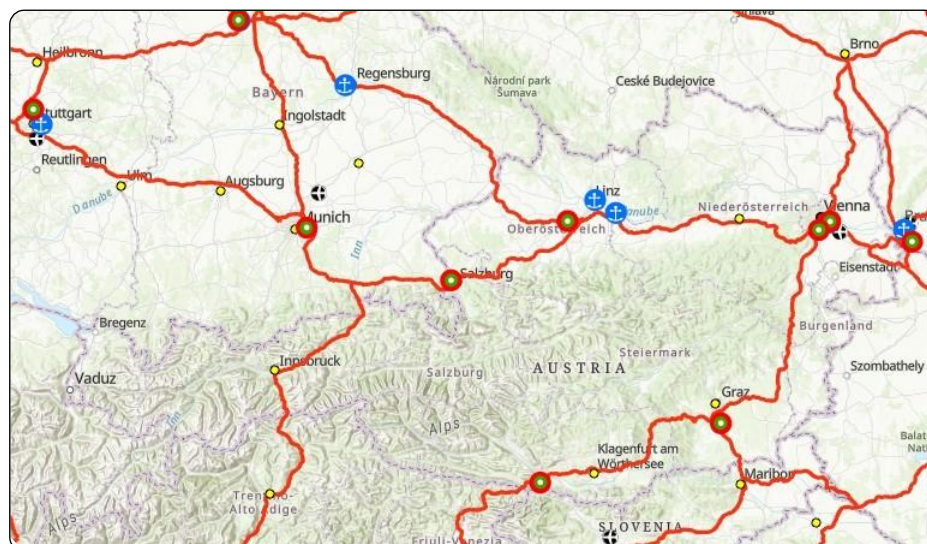


European Commission. EU Transport in figures. Statistical pocketbook (2025).

Country factsheet on transport - Austria



Core TEN-T network - Road



Roads

- Completed / To be upgraded
- - - New construction
- ✕ Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

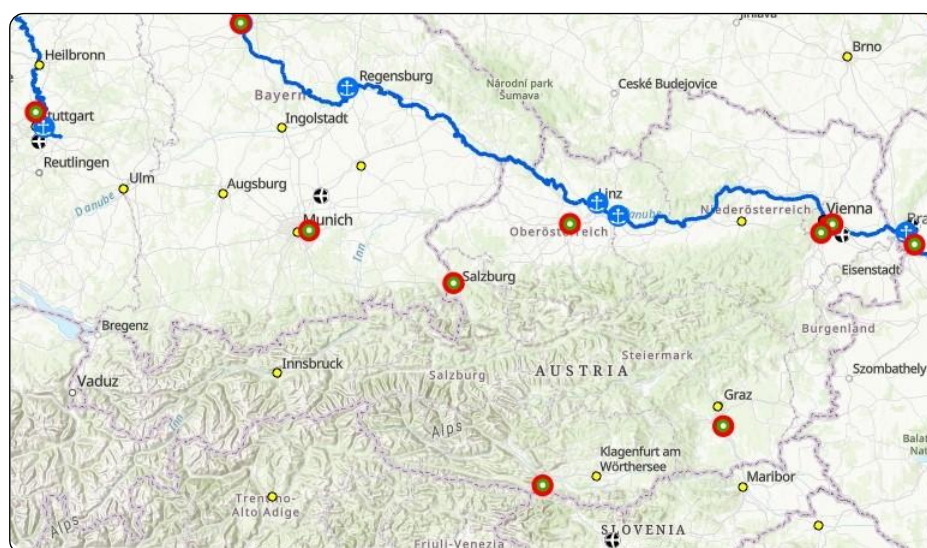
- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

European Commission. TENtec.

Core TEN-T network – Inland waterways



Inland waterways

- Completed / To be upgraded
- - - New construction

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

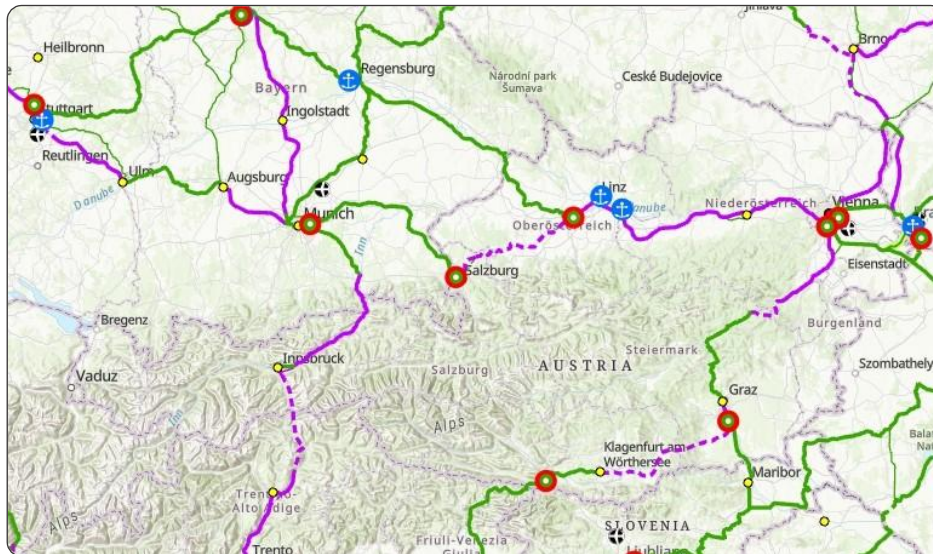
- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

European Commission. TENtec.

Core TEN-T network - Passenger rail



Relevant tracks for passenger transport are in bold.
European Commission. TENtec.

Railways (passenger)

Conventional

- Completed / To be upgraded
- - - New construction
- Study idea

Railways (passenger)

High speed

- Completed / To be upgraded
- - - New construction
- Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

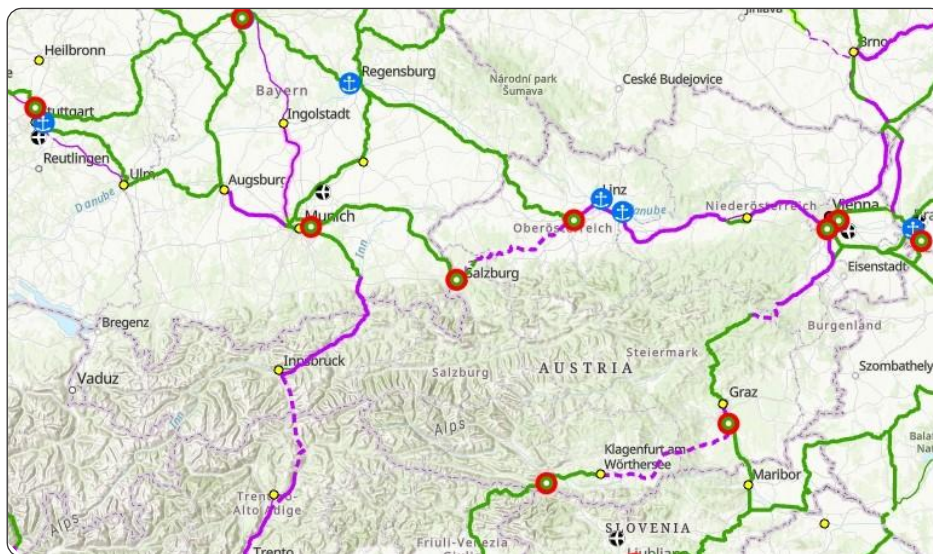
Ports

- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

Core TEN-T network - Freight rail



Relevant tracks for freight transport are in bold.
European Commission. TENtec.

Railways (freight)

Conventional

- Completed / To be upgraded
- - - New construction
- Study idea

Railways (freight)

High speed

- Completed / To be upgraded
- - - New construction
- Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

- ⚓ Urban nodes
- ⚓ Capitals

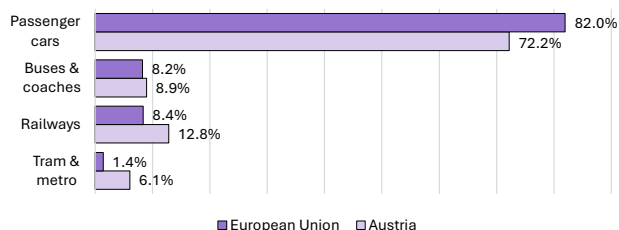
Rail-Road Terminals

- Urban nodes
- Capitals

Facts and figures on transport in Austria

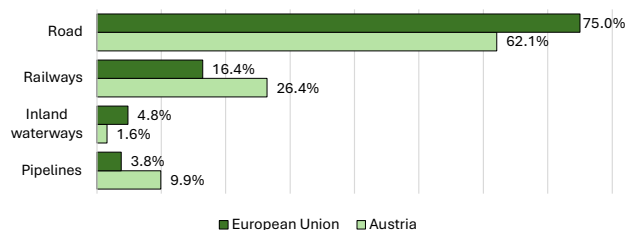
Overview

Modal split of inland passenger transport (2023, %)



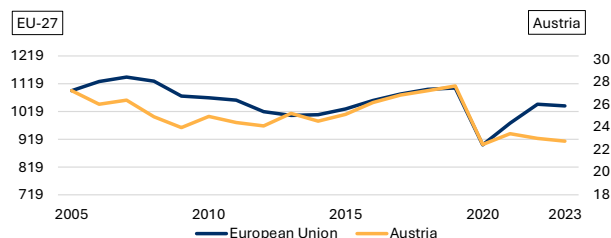
Percentages based on passengerkilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Modal split of inland freight transport (2023, %)



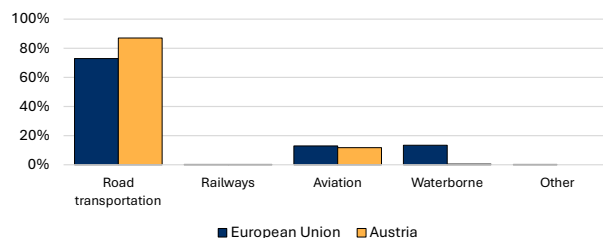
Percentages based on tonnekilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (Mt CO₂ equivalent)



Including international bunkers.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport by mode (2023, %)



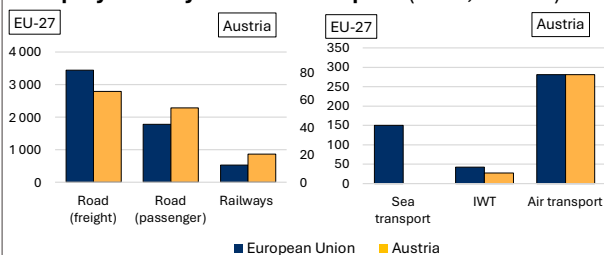
Including international bunkers. Waterborne includes maritime and inland waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (including international bunkers) in total GHG emissions (2023)



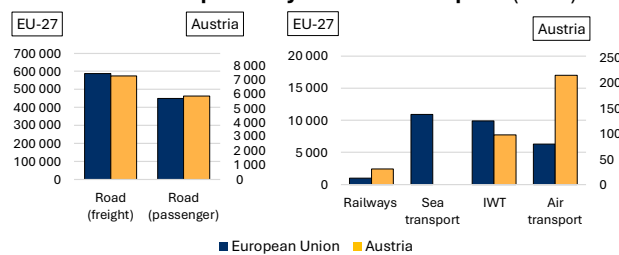
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Employment by mode of transport (2022, in 1000)



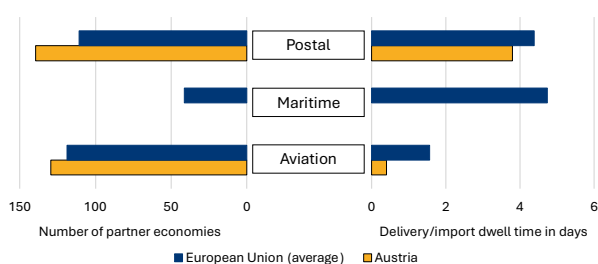
IWT: Inland Waterways. Direct employment only.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Number of enterprises by mode of transport (2022)



IWT: Inland Waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Logistics Performance Indicators (LPI 2.0, 2024)



World Bank. Logistics Performance Indicators (2.0).

Number of partner economies:

- Postal:** number of economies accessible through direct international postal connections for B2B shipments.
- Maritime:** number of economies accessible through direct liner shipping services.
- Aviation:** number of economies accessible through direct air cargo connections.

Delivery/import dwell time in days:

- Postal:** time spent by a postal item (parcel or express shipment) in the importing economy from arrival at the economy's office of exchange (postal bureau) to the first attempted or final delivery.
- Maritime:** time spent by containers at the port of entry from arrival (ship unloading) to departure from the port
- Aviation:** time spent by goods at the airport between the moment the cargo is ready to be picked up by the consignee or their agent from the airport and the moment the cargo is cleared by customs and leaves the airport.

Road transport

Comments on road transport

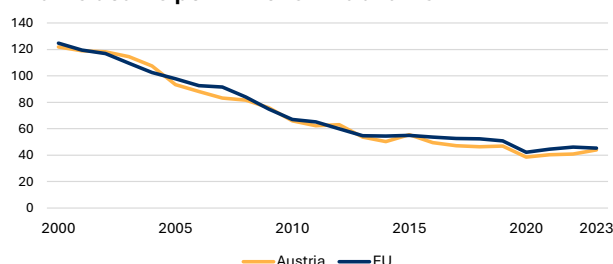
Austria was 14th out of 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants in 2023 (44 deaths/million). Austria also ranked 16th out of 27 EU countries in terms of lowest numbers of fatalities per passenger-kilometres in 2023 (48 deaths/10 billion pkm).

Compared to the EU average, the distribution of fatalities in Austria shows a relatively high proportion on rural roads.

Traffic fatalities among pedestrians and also car occupants showed strong decreases (54 and 43% respectively). The number of seriously injured cyclists in Austria increased over the same period

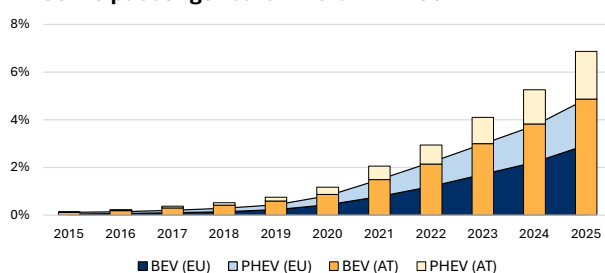
European Commission. EU Transport in figures. Statistical pocketbook (2025).
European Road Safety Observatory. National Road Safety Profile Austria (2024).

Traffic deaths per millions inhabitants



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Electric passenger cars in total M1 fleet



European Alternative Fuels Observatory (May 2026).

Peak hour delay per road vehicle driver (hours, 2023)



European Commission. Joint Research Centre. Calculations based on TomTom data.

Charging infrastructure power output

AFIR mandates the following annual cumulative power output targets for recharging infrastructure for light-duty vehicles:

- Each BEV registered in a Member State must be supported by a minimum total power output of 1.3 kW from publicly accessible recharging stations.
- Each PHEV registered must have at least 0.8 kW total power output provided by publicly accessible recharging stations.

These targets ensure that the infrastructure deployment is aligned with vehicle uptake, thereby supporting the EU's broader environmental and mobility goals.

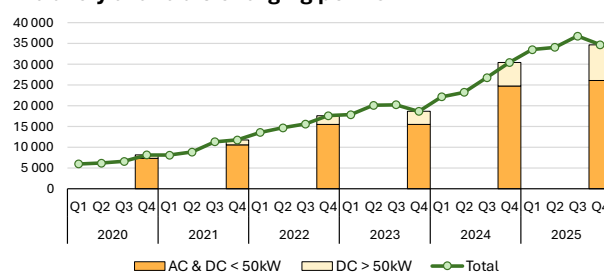
$$\text{AFIR "Target kW"} = (\text{Number of BEVs} \times 1.3 \text{ kW}) + (\text{Number of PHEVs} \times 0.8 \text{ kW})$$

AFIR "Target kW"
441 031 kW

Total power output in Austria
1 597 570 kW

European Alternative Fuels Observatory (May 2026).

Publicly available charging points



European Alternative Fuels Observatory (May 2026).

Aviation - Busiest airport (2024)

Passengers ⁽¹⁾ (thousand)	Airport	AT total	EU total
Vienna (VIE) (% of AT, EU)	31 896	35 717 (89%)	1 552 154 (2%)

Freight ⁽²⁾ (thousand tonnes)	Airport	AT total	EU total
Vienna (VIE) (% of AT, EU)	282	298 (95%)	16 103 (1.8%)

⁽¹⁾ Eurostat [avia_paoa] & Eurostat [avia_paoc]. Passengers carried. Aggregated data excludes double counting (respectively domestic and intra-EU).

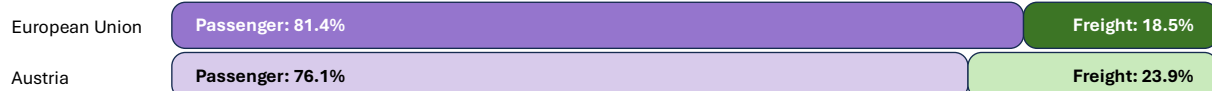
⁽²⁾ Eurostat [avia_gooa] & Eurostat [avia_gooe]. Freight and mail on board. Aggregated data excludes double counting (respectively domestic and intra-EU).

Maritime - Busiest port

Austria is a landlocked country.

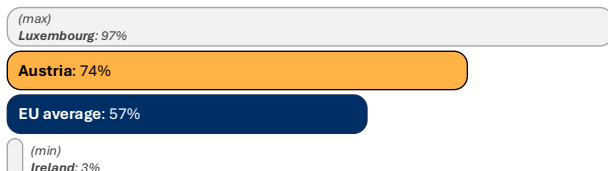
Rail transport

Traffic (in train -kilometres) in 2023: 173.7 million train-kilometres (4.7% of EU's total)



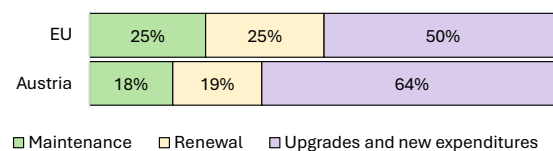
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Electrification of the railways network in 2023



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Rail infrastructure expenditures (share of total, 2022)



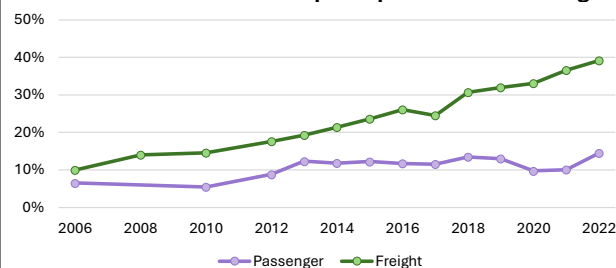
RMMS (2025). Total EU: EUR 50.8 billion, Austria: EUR 3.4 billion.

Evolution of rail passenger and freight activity



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Market share of all but the principal rail undertakings



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Country factsheet on transport - Poland



Core TEN-T network - Road



Roads

- Completed / To be upgraded
- - - New construction
- ✕ Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

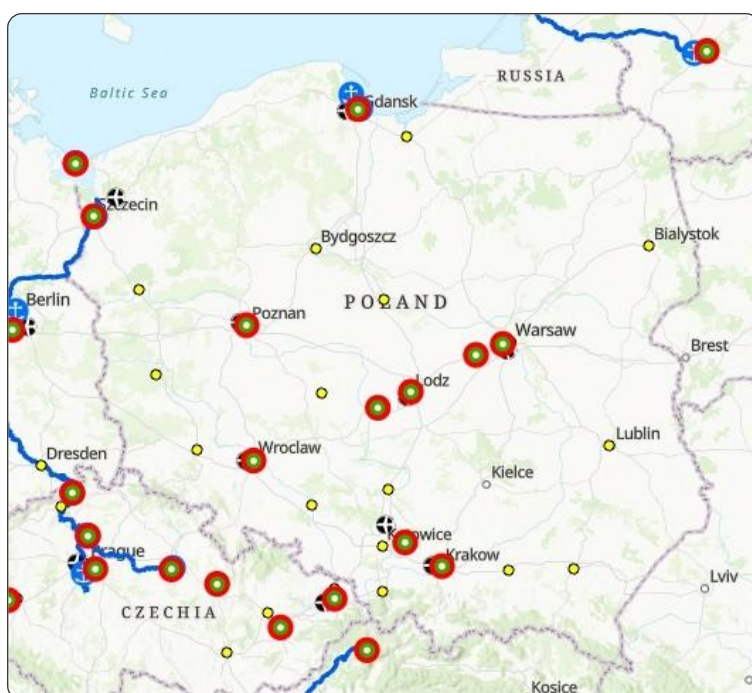
- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

European Commission. TENtec.

Core TEN-T network – Inland waterways



Inland waterways

- Completed / To be upgraded
- - - New construction

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

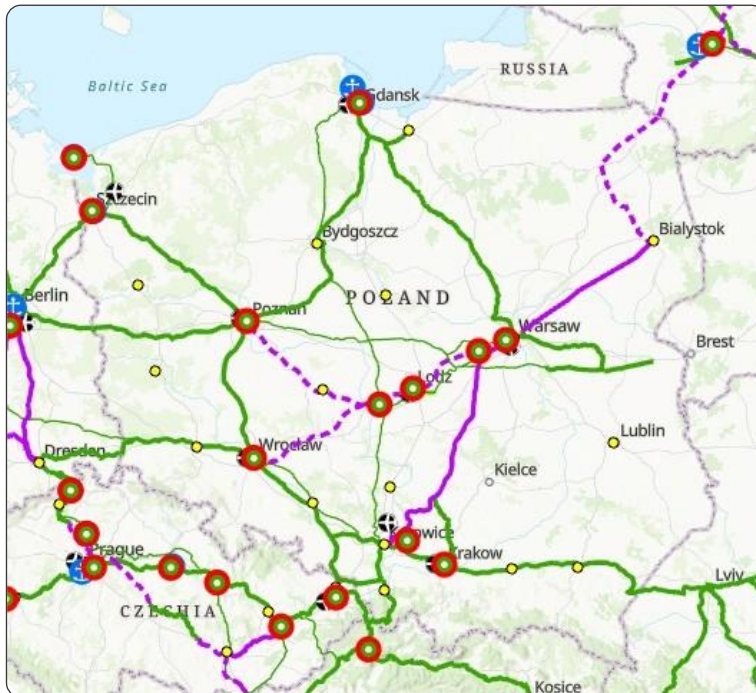
- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

European Commission. TENtec.

Core TEN-T network - Passenger rail



Relevant tracks for passenger transport are in bold.
European Commission. TENtec.

Railways (passenger)

Conventional

- Completed / To be upgraded
- - - New construction
- Study idea

Railways (passenger)

High speed

- Completed / To be upgraded
- - - New construction
- Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

Core TEN-T network - Freight rail



Relevant tracks for freight transport are in bold.
European Commission. TENtec.

Railways (freight)

Conventional

- Completed / To be upgraded
- - - New construction
- Study idea

Railways (freight)

High speed

- Completed / To be upgraded
- - - New construction
- Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

- ⚓ Urban nodes
- ⚓ Capitals

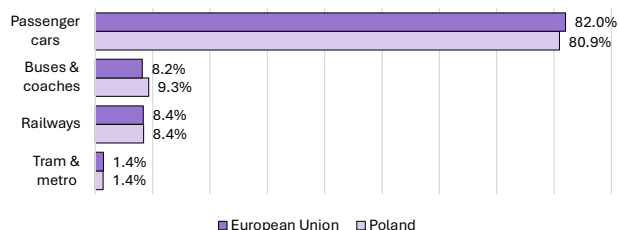
Rail-Road Terminals

- Urban nodes
- Capitals

Facts and figures on transport in Poland

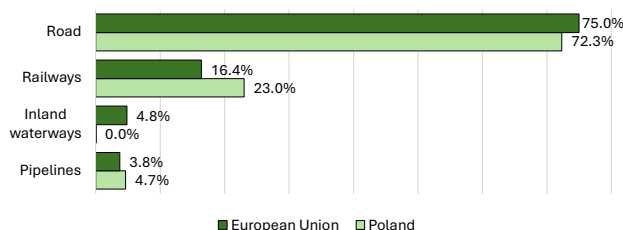
Overview

Modal split of inland passenger transport (2023, %)



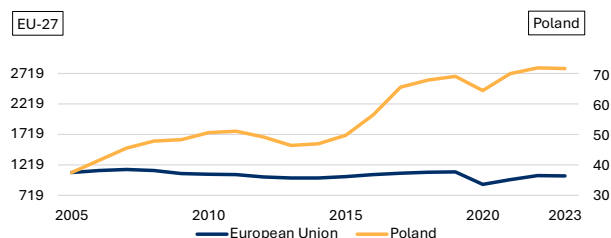
Percentages based on passengerkilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Modal split of inland freight transport (2023, %)



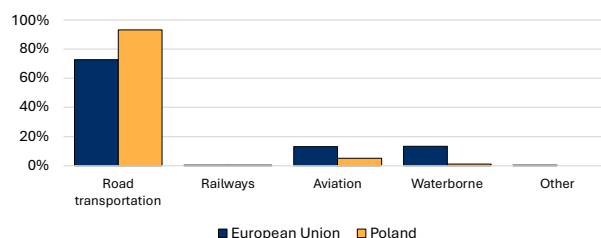
Percentages based on tonnekilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (Mt CO₂ equivalent)



Including international bunkers.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport by mode (2023, %)



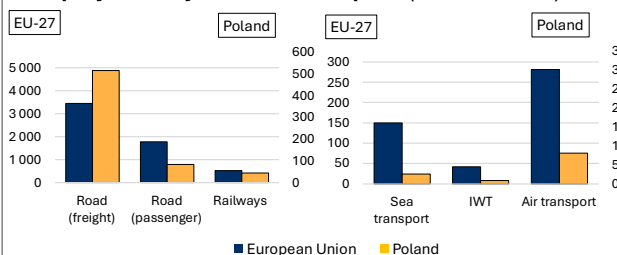
Including international bunkers. Waterborne includes maritime and inland waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (including international bunkers) in total GHG emissions (2023)



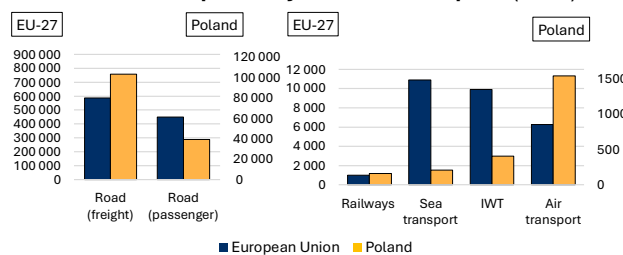
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Employment by mode of transport (2022, in 1000)



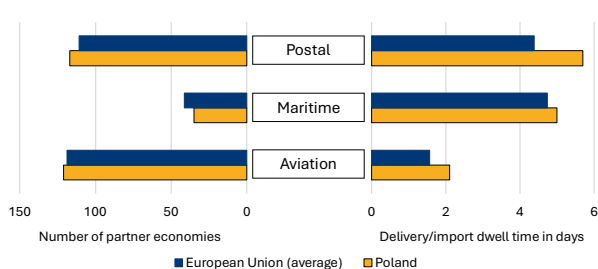
IWT: Inland Waterways. Direct employment only.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Number of enterprises by mode of transport (2022)



IWT: Inland Waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Logistics Performance Indicators (LPI 2.0, 2024)



World Bank. Logistics Performance Indicators (2.0).

Number of partner economies:

- Postal:** number of economies accessible through direct international postal connections for B2B shipments.
- Maritime:** number of economies accessible through direct liner shipping services.
- Aviation:** number of economies accessible through direct air cargo connections.

Delivery/import dwell time in days:

- Postal:** time spent by a postal item (parcel or express shipment) in the importing economy from arrival at the economy's office of exchange (postal bureau) to the first attempted or final delivery.
- Maritime:** time spent by containers at the port of entry from arrival (ship unloading) to departure from the port
- Aviation:** time spent by goods at the airport between the moment the cargo is ready to be picked up by the consignee or their agent from the airport and the moment the cargo is cleared by customs and leaves the airport.

Road transport

Comments on road transport

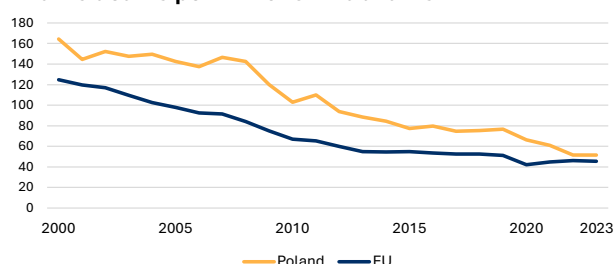
Poland was 8th out of 27 EU countries in terms of the highest numbers of fatalities per million inhabitants in 2023 (52 deaths/million). Poland also ranked 6th out of 27 EU countries in terms of highest numbers of fatalities per passenger-kilometres in 2023 (75 deaths/10 billion pkm).

Compared to the EU average, the distribution of fatalities in Poland shows a relatively high proportion of pedestrians and males aged between 25-49 years old.

Over the period 2012-2021, traffic related fatalities in Poland showed a larger decrease when compared to the EU as a whole.

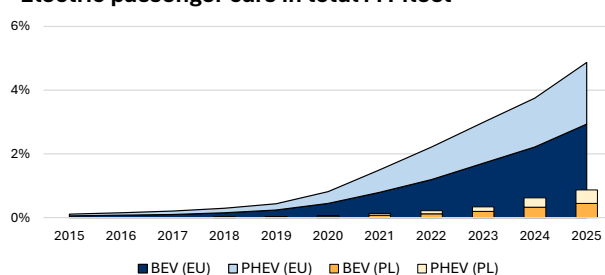
European Commission. EU Transport in figures. Statistical pocketbook (2025).
European Road Safety Observatory. National Road Safety Profile Poland (2024).

Traffic deaths per millions inhabitants



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Electric passenger cars in total M1 fleet



European Alternative Fuels Observatory (May 2026).

Peak hour delay per road vehicle driver (hours, 2023)

(max)
Malta: 83.9

EU average: 28.6

Poland: 25.4

(min)
Estonia: 17.3

European Commission. Joint Research Centre. Calculations based on TomTom data.

Charging infrastructure power output

AFIR mandates the following annual cumulative power output targets for recharging infrastructure for light-duty vehicles:

- Each BEV registered in a Member State must be supported by a minimum total power output of 1.3 kW from publicly accessible recharging stations.
- Each PHEV registered must have at least 0.8 kW total power output provided by publicly accessible recharging stations.

These targets ensure that the infrastructure deployment is aligned with vehicle uptake, thereby supporting the EU's broader environmental and mobility goals.

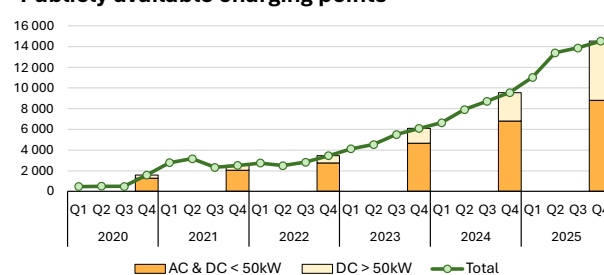
$$\text{AFIR "Target kW"} = (\text{Number of BEVs} \times 1.3 \text{ kW}) + (\text{Number of PHEVs} \times 0.8 \text{ kW})$$

AFIR "Target kW"
226 024 kW

Total power output in Poland
665 981 kW

European Alternative Fuels Observatory (May 2026).

Publicly available charging points



European Alternative Fuels Observatory (May 2026).

Aviation - Busiest airport (2024)

Passengers ⁽¹⁾ (thousand)	Airport	PL total	EU total
Warsaw (WAW) (% of PL, EU)	21 285	58 873 (36%)	1 552 154 (1.4%)

Freight ⁽²⁾ (thousand tonnes)	Airport	PL total	EU total
Warsaw (WAW) (% of PL, EU)	127	202 (63%)	16 103 (0.8%)

⁽¹⁾ Eurostat [avia_paoa] & Eurostat [avia_paoc]. Passengers carried. Aggregated data excludes double counting (respectively domestic and intra-EU).

⁽²⁾ Eurostat [avia_gooa] & Eurostat [avia_gooc]. Freight and mail on board. Aggregated data excludes double counting (respectively domestic and intra-EU).

Maritime - Busiest port (2024)

Passengers ⁽¹⁾ (thousand)	Port	PL total	EU total
Swinoujscie (% of PL, EU)	1 076	2 427 (44%)	398 259 (0.3%)

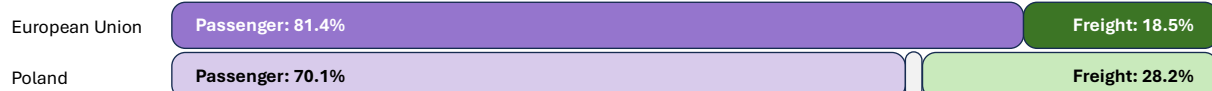
Freight ⁽²⁾ (thousand tonnes)	Port	PL total	EU total
Gdansk (% of PL, EU)	71 040	124 239 (57%)	3 280 401 (2.2%)

⁽¹⁾ Eurostat [mar_pa_aa]. Passengers embarked and disembarked in all ports by direction.

⁽²⁾ Eurostat [mar_go_aa]. Gross weight of goods handled in all ports by direction.

Rail transport

Traffic (in train -kilometres) in 2023: 262.5 million train-kilometres (7.1% of EU's total)



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Electrification of the railways network in 2023

(max)
Luxembourg: 97%

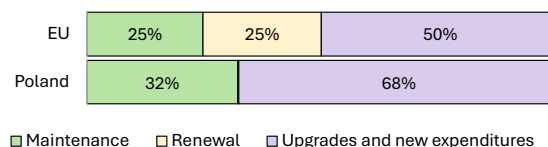
Poland: 62%

EU average: 57%

(min)
Ireland: 3%

European Commission. EU Transport in figures. Statistical pocketbook (2025).

Rail infrastructure expenditures (share of total, 2022)



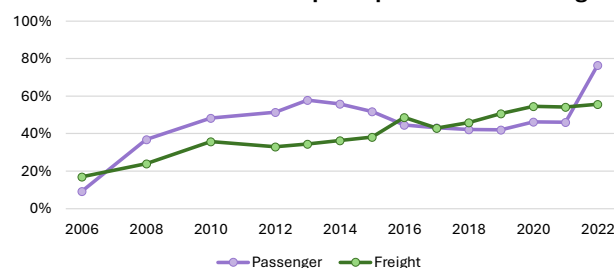
RMMS (2025). Total EU: EUR 50.8 billion, Poland: EUR 3.0 billion.

Evolution of rail passenger and freight activity



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Market share of all but the principal rail undertakings

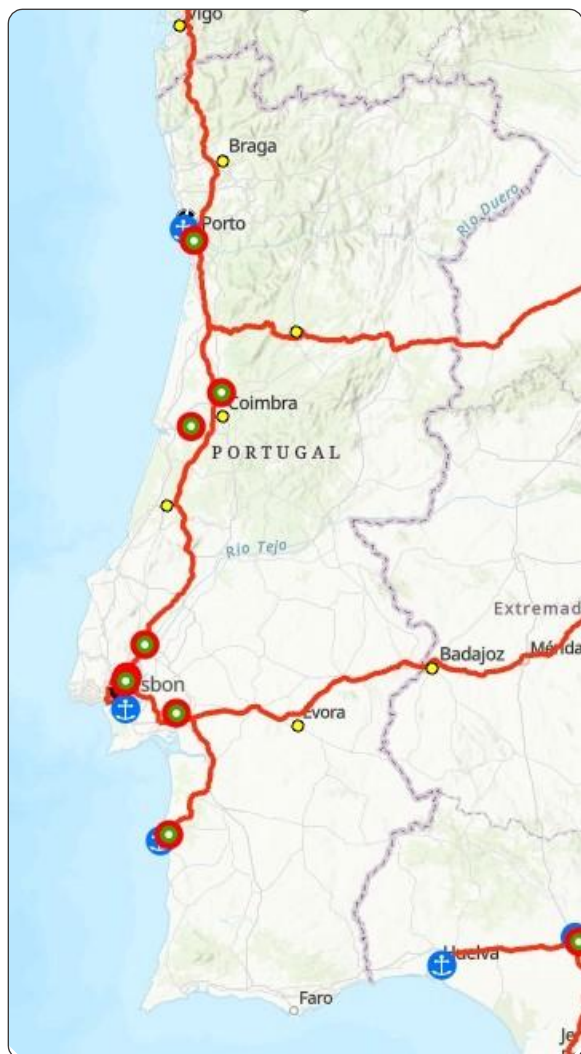


European Commission. EU Transport in figures. Statistical pocketbook (2025).

Country factsheet on transport - Portugal



Core TEN-T network – Road



Roads

- Completed / To be upgraded
- - - New construction
- ✗ Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

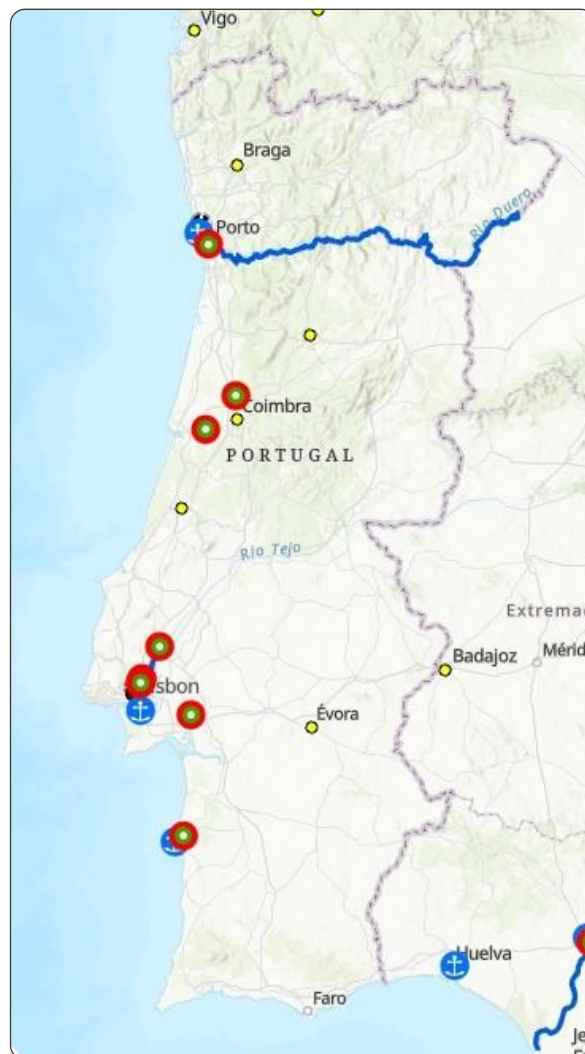
- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

European Commission. TENtec.

Core TEN-T network – Inland Waterways



Inland waterways

- Completed / To be upgraded
- - - New construction

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

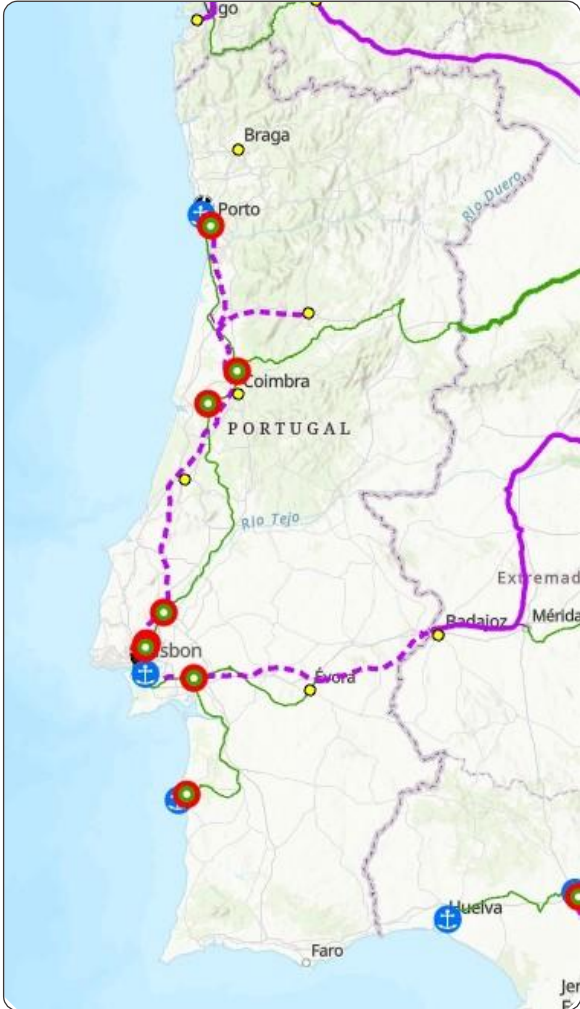
- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

European Commission. TENtec.

Core TEN-T network - Passenger rail



Railways (passenger)

Conventional

- Completed / To be upgraded
- New construction
- Study idea

Railways (passenger)

High speed

- Completed / To be upgraded
- New construction
- Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- Urban nodes
- Capitals

Ports

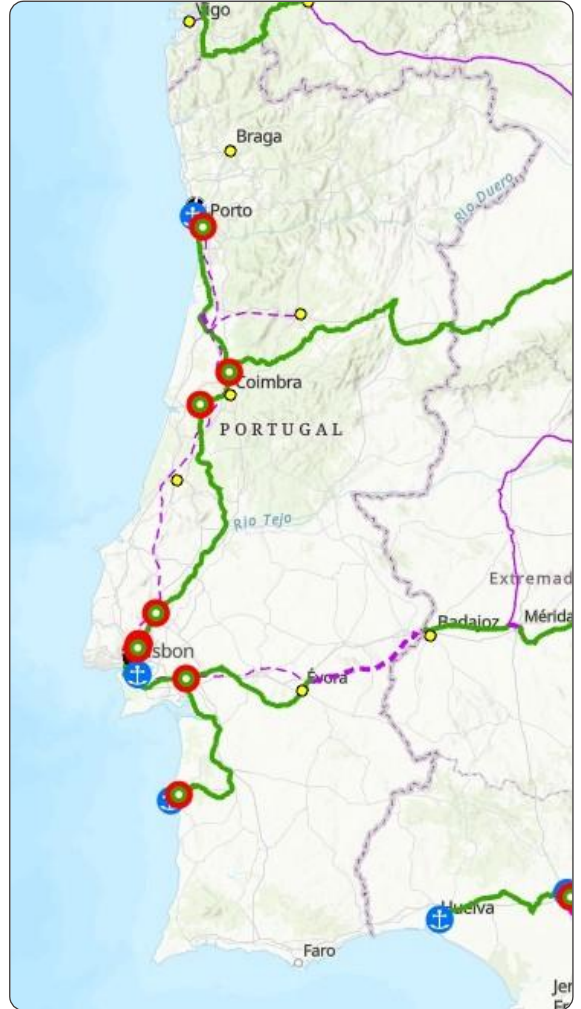
- Urban nodes
- Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

Relevant tracks for passenger transport are in bold.
European Commission. TENtec.

Core TEN-T network - Freight rail



Railways (freight)

Conventional

- Completed / To be upgraded
- New construction
- Study idea

Railways (freight)

High speed

- Completed / To be upgraded
- New construction
- Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- Urban nodes
- Capitals

Ports

- Urban nodes
- Capitals

Rail-Road Terminals

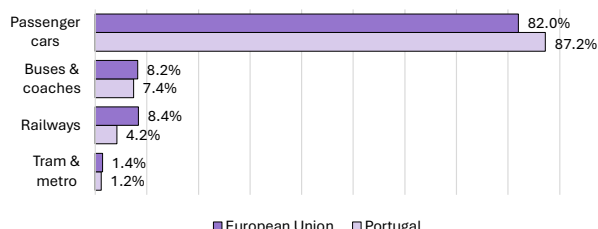
- Urban nodes
- Capitals

Relevant tracks for freight transport are in bold.
European Commission. TENtec.

Facts and figures on transport in Portugal

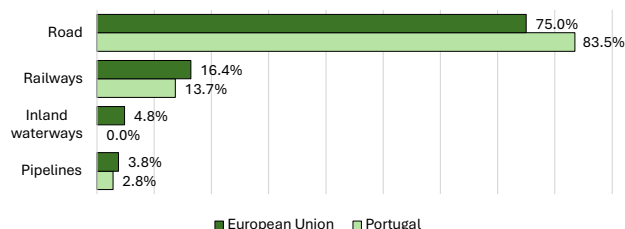
Overview

Modal split of inland passenger transport (2023, %)



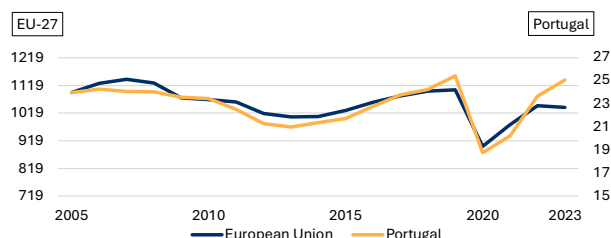
Percentages based on passengerkilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Modal split of inland freight transport (2023, %)



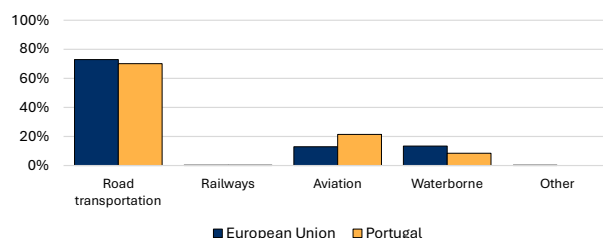
Percentages based on tonnekilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (Mt CO₂ equivalent)



Including international bunkers.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport by mode (2023, %)



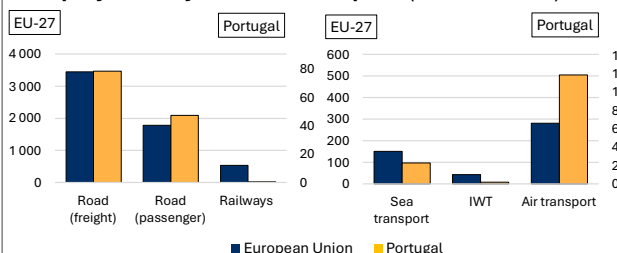
Including international bunkers. Waterborne includes maritime and inland waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (including international bunkers) in total GHG emissions (2023)



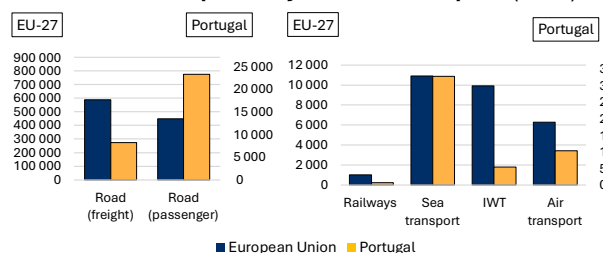
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Employment by mode of transport (2022, in 1000)



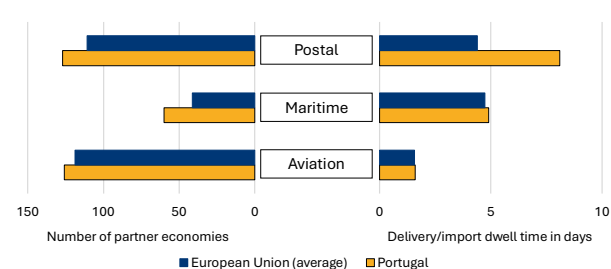
IWT: Inland Waterways. Direct employment only.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Number of enterprises by mode of transport (2022)



IWT: Inland Waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Logistics Performance Indicators (LPI 2.0, 2024)



World Bank. Logistics Performance Indicators (2.0).

Number of partner economies:

- Postal:** number of economies accessible through direct international postal connections for B2B shipments.
- Maritime:** number of economies accessible through direct liner shipping services.
- Aviation:** number of economies accessible through direct air cargo connections.

Delivery/import dwell time in days:

- Postal:** time spent by a postal item (parcel or express shipment) in the importing economy from arrival at the economy's office of exchange (postal bureau) to the first attempted or final delivery.
- Maritime:** time spent by containers at the port of entry from arrival (ship unloading) to departure from the port
- Aviation:** time spent by goods at the airport between the moment the cargo is ready to be picked up by the consignee or their agent from the airport and the moment the cargo is cleared by customs and leaves the airport.

Road transport

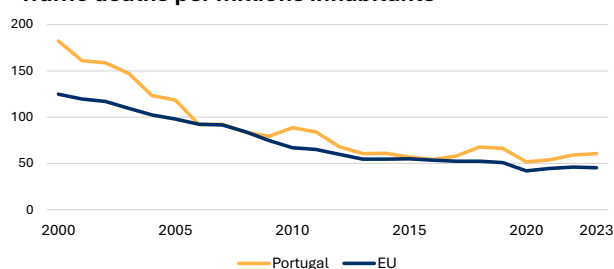
Comments on road transport

Portugal was 6th out of 27 EU countries in terms of the highest numbers of fatalities per million inhabitants in 2023 (61 deaths/millions). Portugal also ranked 7th out of 27 EU countries in terms of highest numbers of fatalities per passenger-kilometres in 2023 (63 deaths/10 billion pkm).

Compared to the EU average, the distribution of fatalities in Portugal shows that a relatively high proportion of fatalities are registered among powered two-wheelers. Also, a higher-than-average proportion of the fatalities occur on urban roads.

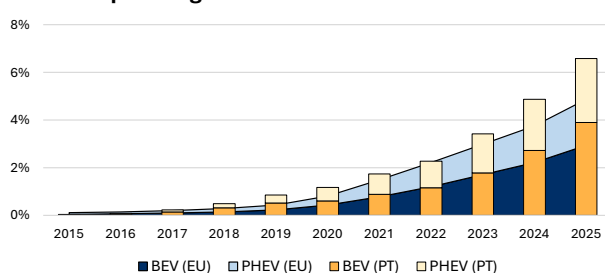
European Commission. EU Transport in figures. Statistical pocketbook (2025).
European Road Safety Observatory. National Road Safety Profile Portugal (2024).

Traffic deaths per millions inhabitants



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Electric passenger cars in total M1 fleet



European Alternative Fuels Observatory (May 2026).

Peak hour delay per road vehicle driver (hours, 2023)

(max)
Malta: 83.9

EU average: 28.6

Portugal: 27.5

(min)
Estonia: 17.3

European Commission. Joint Research Centre. Calculations based on TomTom data.

Charging infrastructure power output

AFIR mandates the following annual cumulative power output targets for recharging infrastructure for light-duty vehicles:

- Each BEV registered in a Member State must be supported by a minimum total power output of 1.3 kW from publicly accessible recharging stations.
- Each PHEV registered must have at least 0.8 kW total power output provided by publicly accessible recharging stations.

These targets ensure that the infrastructure deployment is aligned with vehicle uptake, thereby supporting the EU's broader environmental and mobility goals.

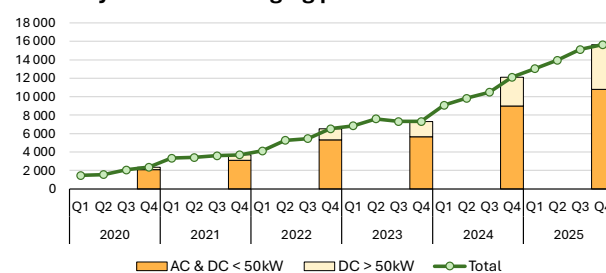
$$\text{AFIR "Target kW"} = (\text{Number of BEVs} \times 1.3 \text{ kW}) + (\text{Number of PHEVs} \times 0.8 \text{ kW})$$

AFIR "Target kW"
435 846 kW

Total power output in Portugal
708 797 kW

European Alternative Fuels Observatory (May 2026).

Publicly available charging points



European Alternative Fuels Observatory (May 2026).

Aviation - Busiest airport (2024)

Passengers ⁽¹⁾ (thousand)	Airport	PT total	EU total
Lisbon (LIS) (% of PT, EU)	35 067	70 653 (50%)	1 552 154 (2.3%)

Freight ⁽²⁾ (thousand tonnes)	Airport	PT total	EU total
Lisbon (LIS) (% of PT, EU)	199	259 (77%)	16 103 (1.2%)

⁽¹⁾ Eurostat [avia_paoa] & Eurostat [avia_paoc]. Passengers carried. Aggregated data excludes double counting (respectively domestic and intra-EU).

⁽²⁾ Eurostat [avia_gooa] & Eurostat [avia_gooc]. Freight and mail on board. Aggregated data excludes double counting (respectively domestic and intra-EU).

Maritime - Busiest port (2024)

Passengers ⁽¹⁾ (thousand)	Port	PT total	EU total
Horta (Açores) (% of PT, EU)	474	1 926 (25%)	398 259 (0.1%)

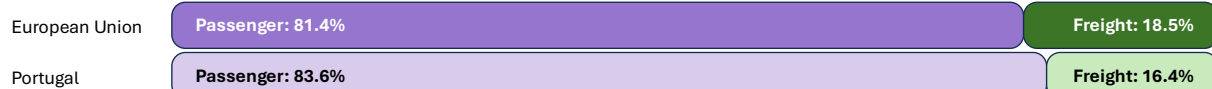
Freight ⁽²⁾ (thousand tonnes)	Port	PT total	EU total
Sines (% of PT, EU)	44 095	85 669 (51%)	3 280 401 (1.3%)

⁽¹⁾ Eurostat [mar_pa_aa]. Passengers embarked and disembarked in all ports by direction.

⁽²⁾ Eurostat [mar_go_aa]. Gross weight of goods handled in all ports by direction.

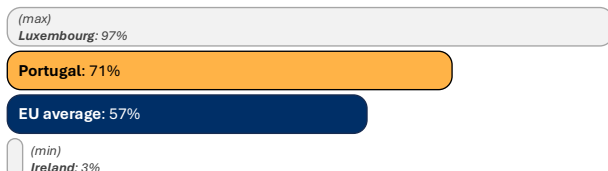
Rail transport

Traffic (in train -kilometres) in 2023: 33.5 million train-kilometres (0.9% of EU's total)



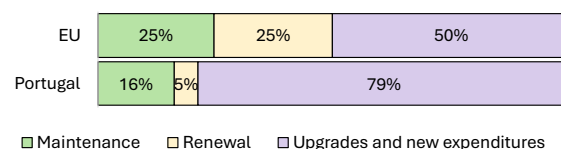
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Electrification of the railways network in 2023



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Rail infrastructure expenditures (share of total, 2022)



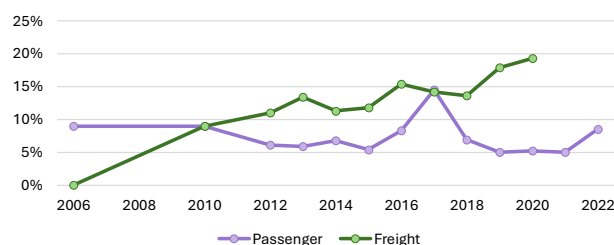
RMMS (2025). Total EU: EUR 50.8 billion, Portugal: EUR 0.5 billion.

Evolution of rail passenger and freight activity



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Market share of all but the principal rail undertakings

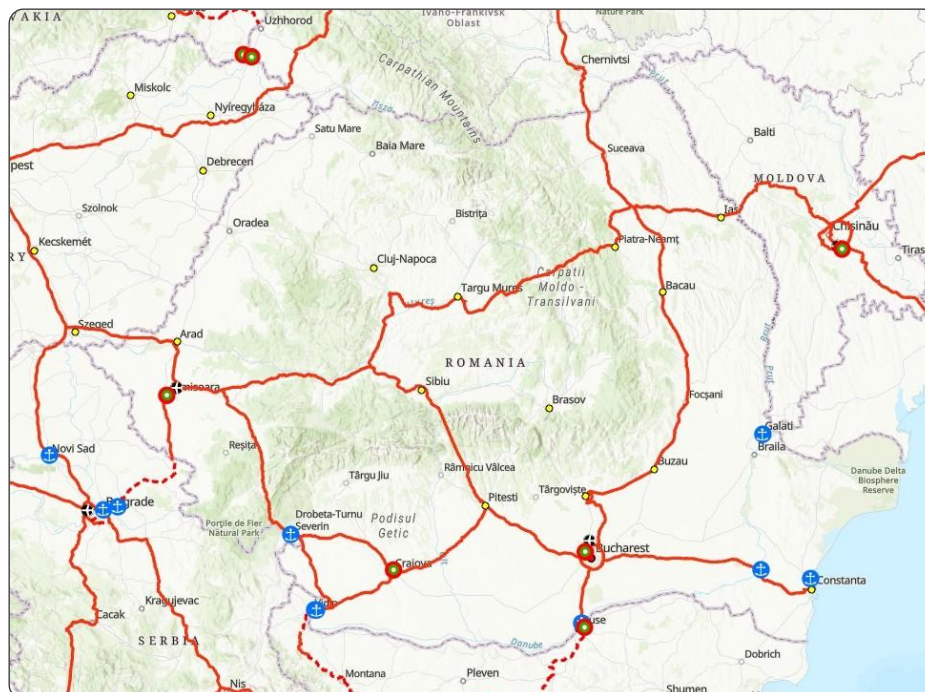


European Commission. EU Transport in figures. Statistical pocketbook (2025).

Country factsheet on transport - Romania



Core TEN-T network - Road



Roads

- Completed / To be upgraded
- - - New construction
- X Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

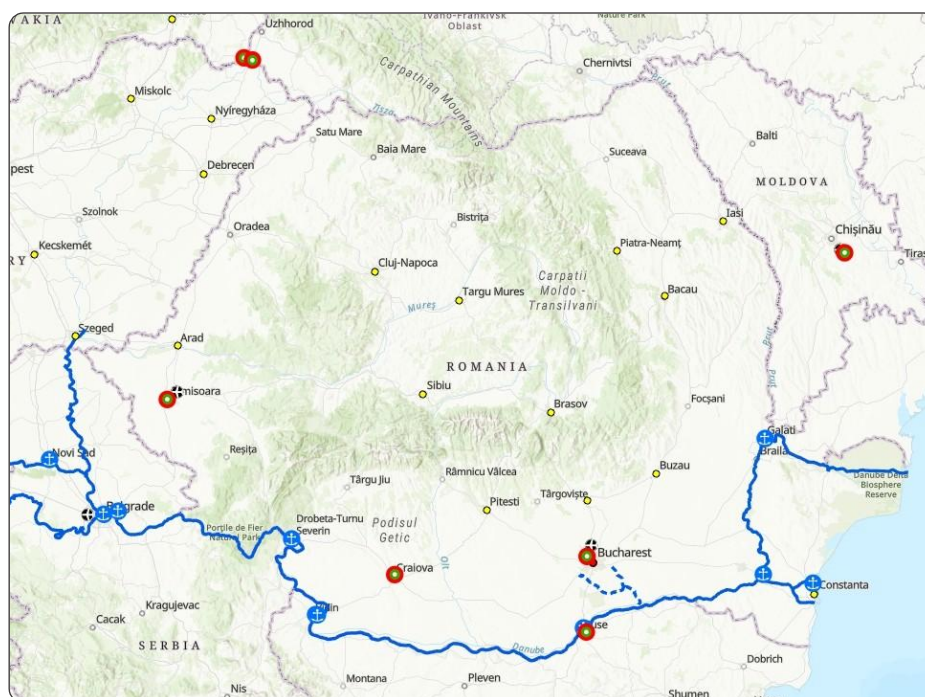
- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

European Commission. TENtec.

Core TEN-T network – Inland waterways



Inland waterways

- Completed / To be upgraded
- - - New construction

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

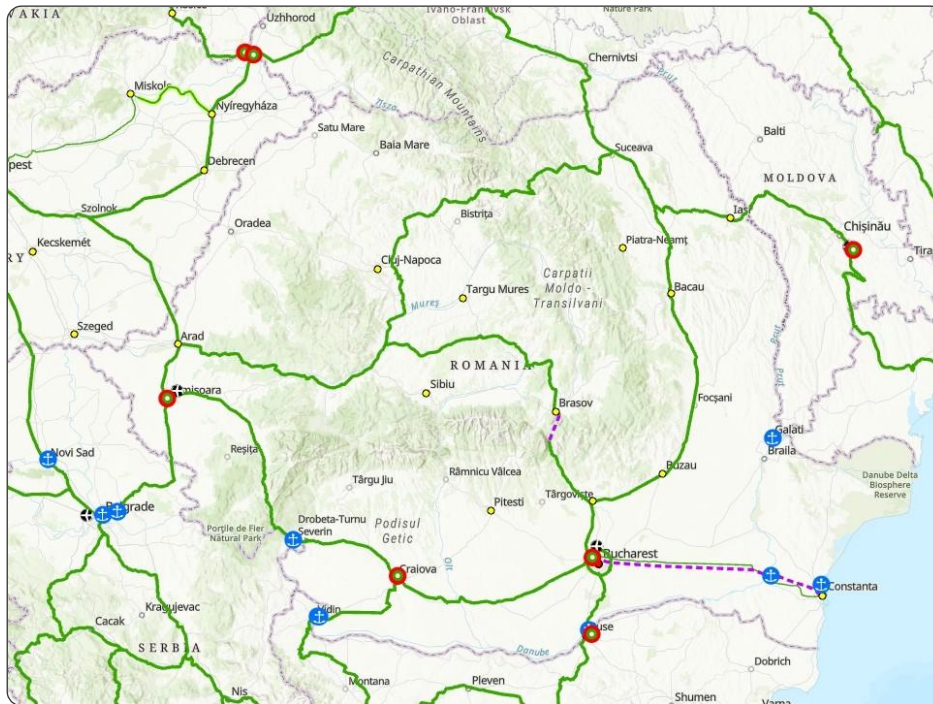
- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

European Commission. TENtec.

Core TEN-T network - Passenger rail



Relevant tracks for passenger transport are in bold.
European Commission. TENtec.

Railways (passenger)

Conventional

- Completed / To be upgraded
- - - New construction
- Study idea

Railways (passenger)

High speed

- Completed / To be upgraded
- - - New construction
- Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

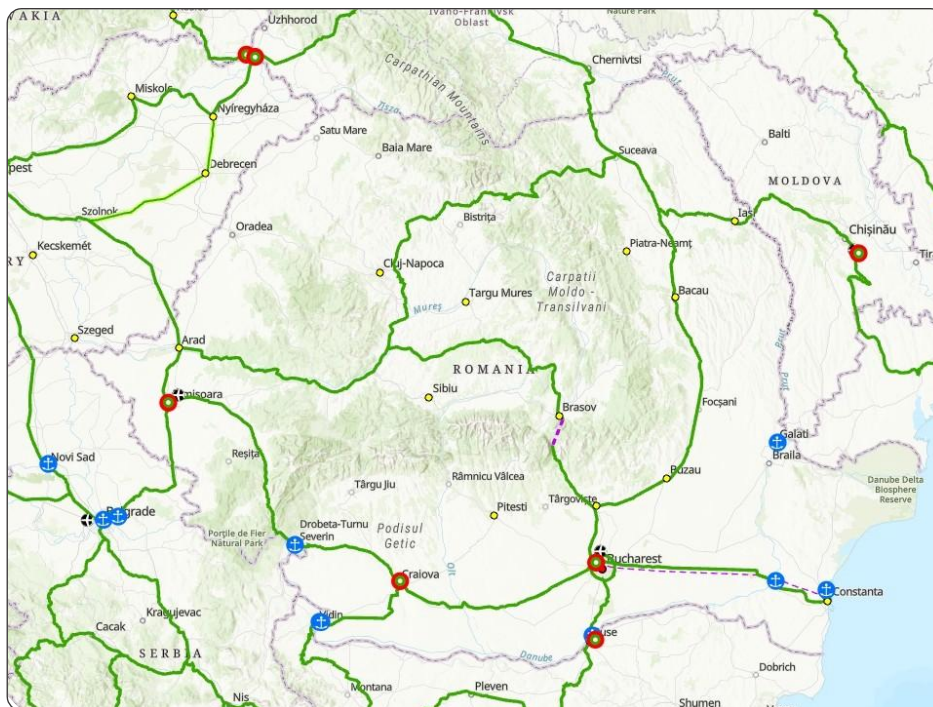
Ports

- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

Core TEN-T network - Freight rail



Relevant tracks for freight transport are in bold.
European Commission. TENtec.

Railways (freight)

Conventional

- Completed / To be upgraded
- - - New construction
- Study idea

Railways (freight)

High speed

- Completed / To be upgraded
- - - New construction
- Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

- ⚓ Urban nodes
- ⚓ Capitals

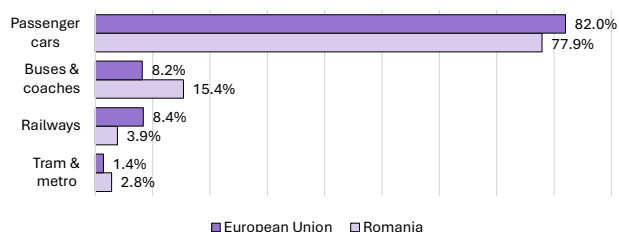
Rail-Road Terminals

- Urban nodes
- Capitals

Facts and figures on transport in Romania

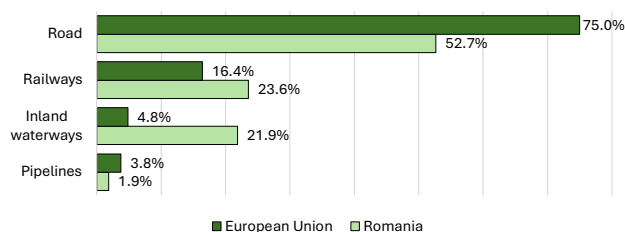
Overview

Modal split of inland passenger transport (2023, %)



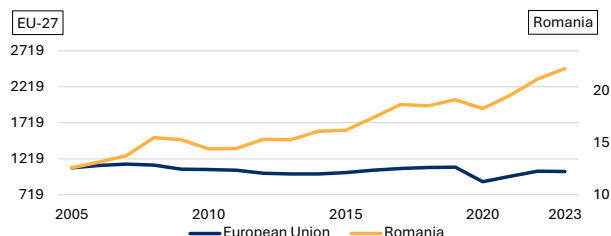
Percentages based on passengerkilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Modal split of inland freight transport (2023, %)



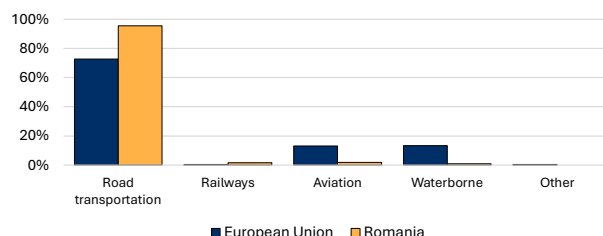
Percentages based on tonnekilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (Mt CO₂ equivalent)



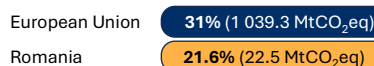
Including international bunkers.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport by mode (2023, %)



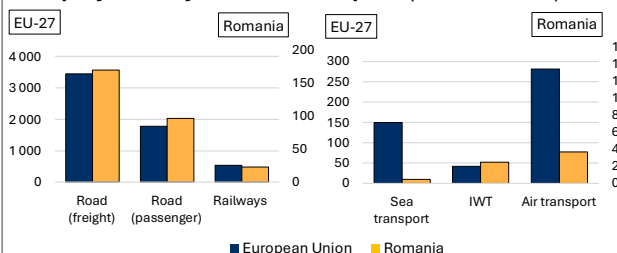
Including international bunkers. Waterborne includes maritime and inland waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (including international bunkers) in total GHG emissions (2022)



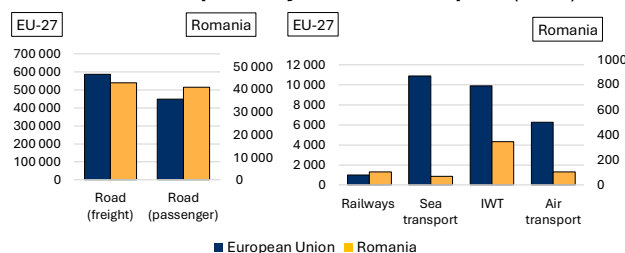
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Employment by mode of transport (2022, in 1000)



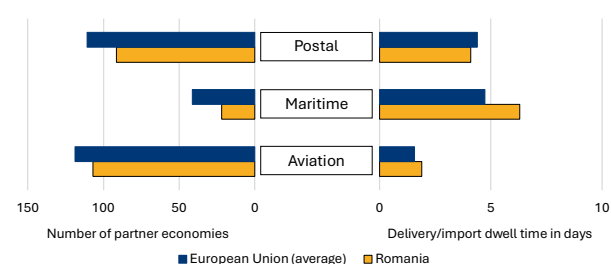
IWT: Inland Waterways. Direct employment only.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Number of enterprises by mode of transport (2022)



IWT: Inland Waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Logistics Performance Indicators (LPI 2.0, 2024)



World Bank. Logistics Performance Indicators (2.0).

Number of partner economies:

- Postal:** number of economies accessible through direct international postal connections for B2B shipments.
- Maritime:** number of economies accessible through direct liner shipping services.
- Aviation:** number of economies accessible through direct air cargo connections.

Delivery/import dwell time in days:

- Postal:** time spent by a postal item (parcel or express shipment) in the importing economy from arrival at the economy's office of exchange (postal bureau) to the first attempted or final delivery.
- Maritime:** time spent by containers at the port of entry from arrival (ship unloading) to departure from the port
- Aviation:** time spent by goods at the airport between the moment the cargo is ready to be picked up by the consignee or their agent from the airport and the moment the cargo is cleared by customs and leaves the airport.

Road transport

Comments on road transport

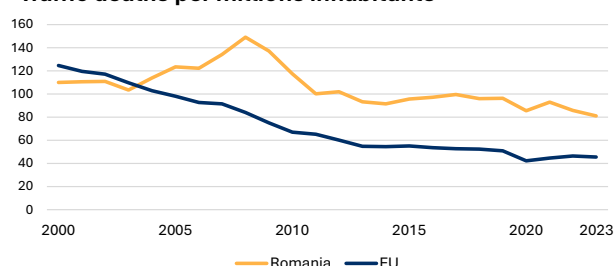
Romania was 2nd out of 27 EU countries in terms of the highest numbers of fatalities per million inhabitants in 2023 (81 deaths/million). Romania also ranked 1st out of 27 EU countries in terms of highest numbers of fatalities per passenger-kilometres in 2023 (119 deaths/10 billion pkm).

Compared to the EU average, the distribution of fatalities in Romania shows a relatively high proportion of pedestrian fatalities and a high proportion of fatalities on urban roads.

Over the 2012-2021 period, fatalities have decreased at a lower rate than the EU average.

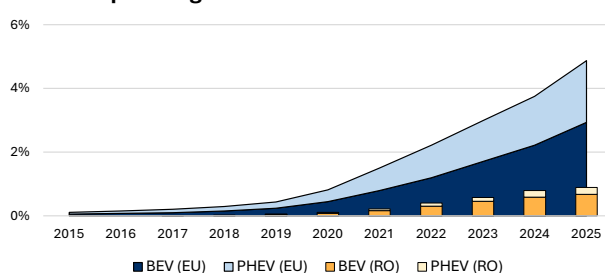
European Commission. EU Transport in figures. Statistical pocketbook (2025).
European Road Safety Observatory. National Road Safety Profile Romania (2024).

Traffic deaths per millions inhabitants



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Electric passenger cars in total M1 fleet



European Alternative Fuels Observatory (May 2026).

Peak hour delay per road vehicle driver (hours, 2023)

(max)
Malta: 83.9

Romania: 33.2

EU average: 28.6

(min)
Estonia: 17.3

European Commission. Joint Research Centre. Calculations based on TomTom data.

Charging infrastructure power output

AFIR mandates the following annual cumulative power output targets for recharging infrastructure for light-duty vehicles:

- Each BEV registered in a Member State must be supported by a minimum total power output of 1.3 kW from publicly accessible recharging stations.
- Each PHEV registered must have at least 0.8 kW total power output provided by publicly accessible recharging stations.

These targets ensure that the infrastructure deployment is aligned with vehicle uptake, thereby supporting the EU's broader environmental and mobility goals.

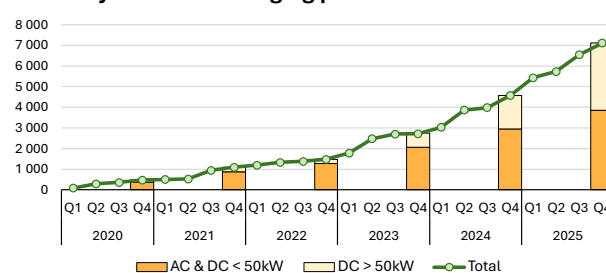
$$\text{AFIR "Target kW"} = (\text{Number of BEVs} \times 1.3 \text{ kW}) + (\text{Number of PHEVs} \times 0.8 \text{ kW})$$

AFIR "Target kW"
96 080 kW

Total power output in Romania
438 383 kW

European Alternative Fuels Observatory (May 2026).

Publicly available charging points



European Alternative Fuels Observatory (May 2026).

Aviation - Busiest airport (2024)

Passengers ⁽¹⁾ (thousand)	Airport	RO total	EU total
Bucharest (OTP) (% of RO, EU)	15 946	24 428 (63%)	1 552 154 (1%)

Freight ⁽²⁾ (thousand tonnes)	Airport	RO total	EU total
Bucharest (OTP) (% of RO, EU)	35.7	50 (71%)	16 103 (0.2%)

⁽¹⁾ Eurostat [avia_paoa] & Eurostat [avia_paoc]. Passengers carried. Aggregated data excludes double counting (respectively domestic and intra-EU).

⁽²⁾ Eurostat [avia_gooa] & Eurostat [avia_gooc]. Freight and mail on board. Aggregated data excludes double counting (respectively domestic and intra-EU).

Maritime - Busiest port (2024)

Passengers ⁽¹⁾ (thousand)	Port	RO total	EU total
No available data, as the reported maritime traffic is below one thousand annual passengers.			417 845

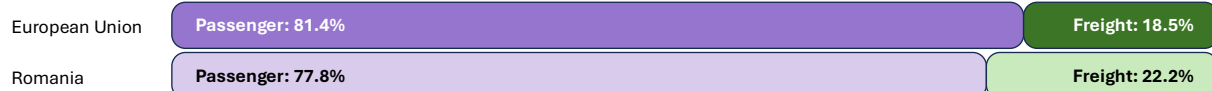
Freight ⁽²⁾ (thousand tonnes)	Port	RO total	EU total
Constanta (% of RO, EU)	57 617	59 554 (97%)	3 280 401 (1.8%)

⁽¹⁾ Eurostat [mar_pa_aa]. Passengers embarked and disembarked in all ports by direction.

⁽²⁾ Eurostat [mar_go_aa]. Gross weight of goods handled in all ports by direction.

Rail transport

Traffic (in train -kilometres) in 2023: 82.9 million train-kilometres (2.2% of EU's total)



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Electrification of the railways network in 2023

(max)
Luxembourg: 97%

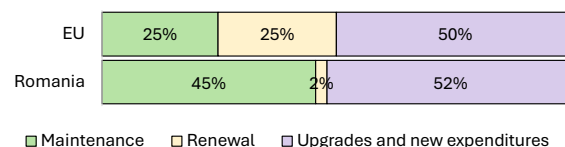
EU average: 57%

Romania: 38%

(min)
Ireland: 3%

European Commission. EU Transport in figures. Statistical pocketbook (2025).

Rail infrastructure expenditures (share of total, 2022)



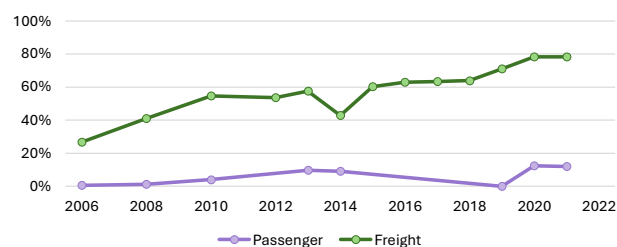
RMMS (2025). Total EU: EUR 50.8 billion, Romania: EUR 0.8 billion.

Evolution of rail passenger and freight activity



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Market share of all but the principal rail undertakings

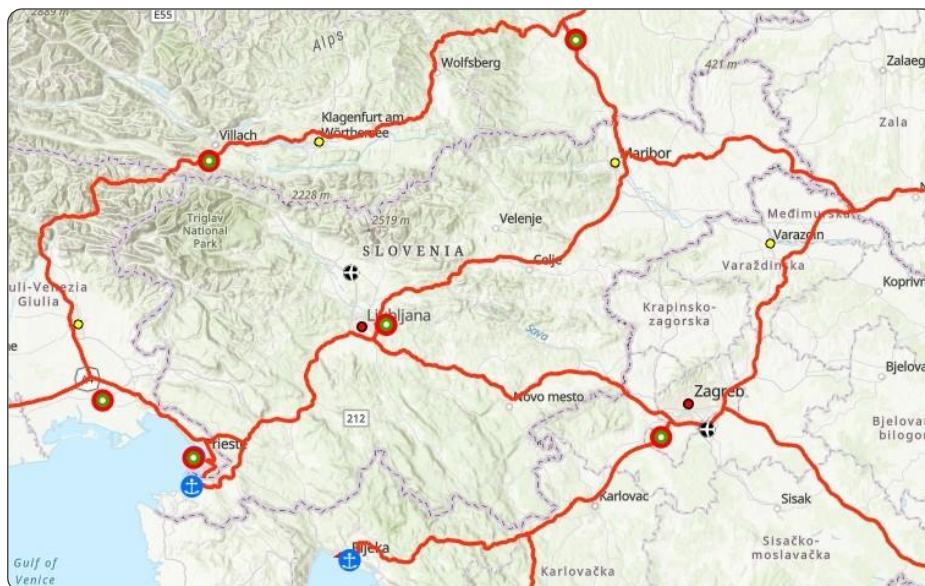


European Commission. EU Transport in figures. Statistical pocketbook (2025).

Country factsheet on transport - Slovenia



Core TEN-T network - Road



Roads

- Completed / To be upgraded
- - - New construction
- ✗ Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

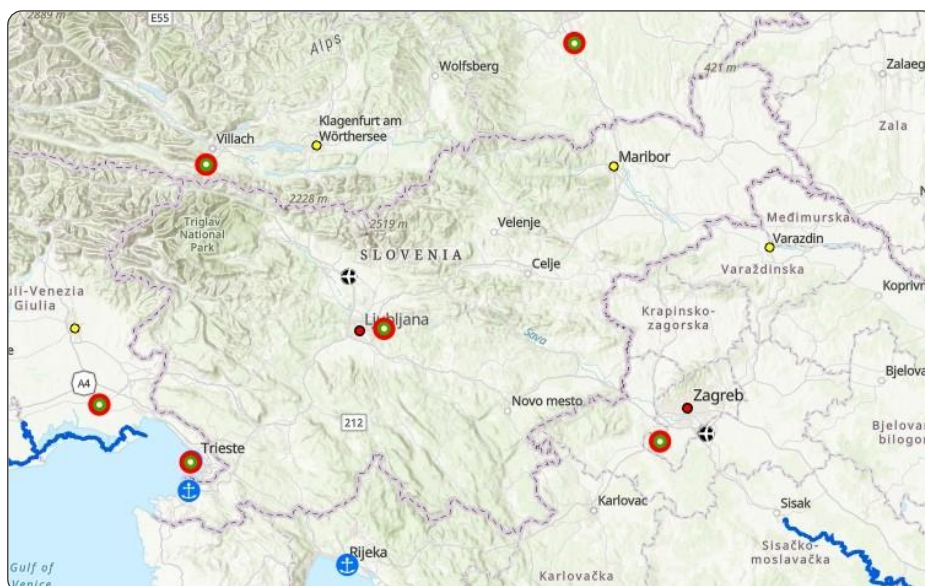
- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

European Commission. TENtec.

Core TEN-T network – Inland waterways



Inland waterways

- Completed / To be upgraded
- - - New construction

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

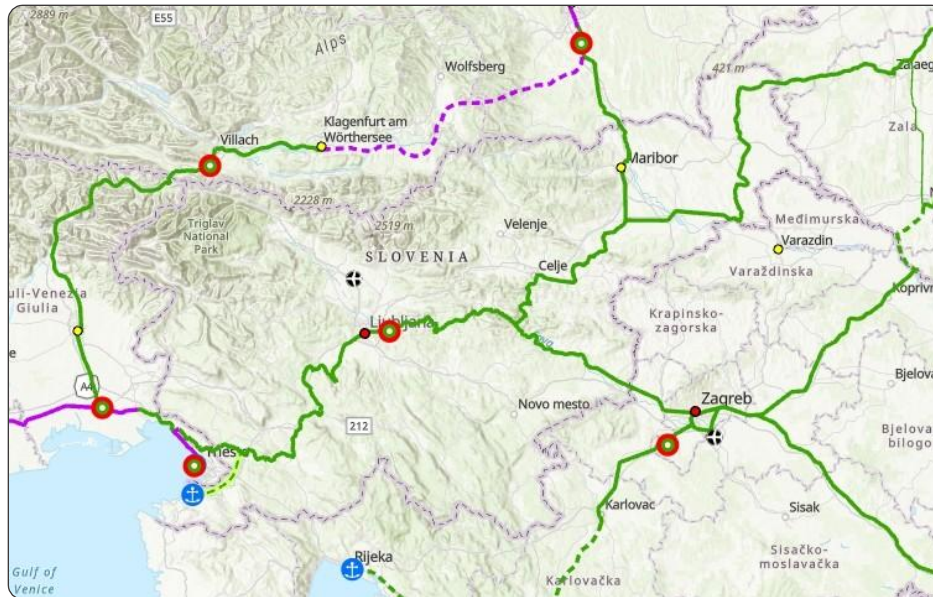
- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

European Commission. TENtec.

Core TEN-T network - Passenger rail



Relevant tracks for passenger transport are in bold.
European Commission. TENtec.

Railways (passenger)

Conventional

- Completed / To be upgraded
- New construction
- Study idea

Railways (passenger)

High speed

- Completed / To be upgraded
- New construction
- Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- Urban nodes
- Capitals

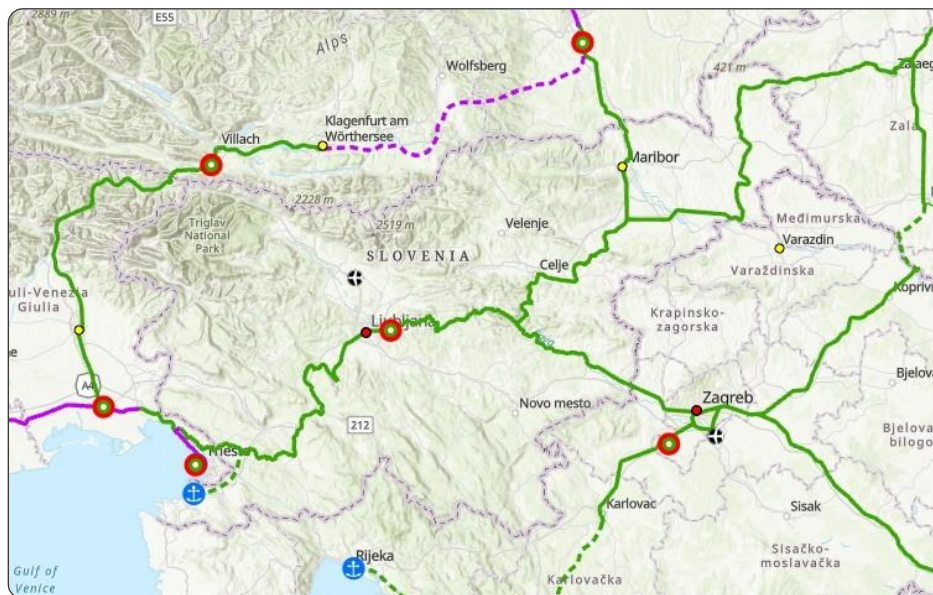
Ports

- Urban nodes
- Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

Core TEN-T network - Freight rail



Relevant tracks for freight transport are in bold.
European Commission. TENtec.

Railways (freight)

Conventional

- Completed / To be upgraded
- New construction
- Study idea

Railways (freight)

High speed

- Completed / To be upgraded
- New construction
- Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- Urban nodes
- Capitals

Ports

- Urban nodes
- Capitals

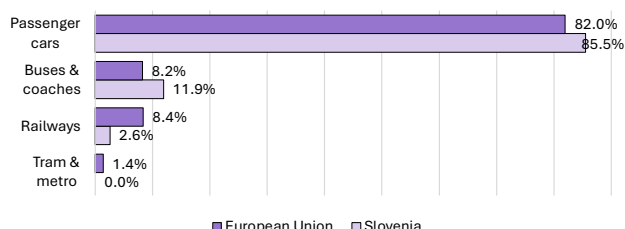
Rail-Road Terminals

- Urban nodes
- Capitals

Facts and figures on transport in Slovenia

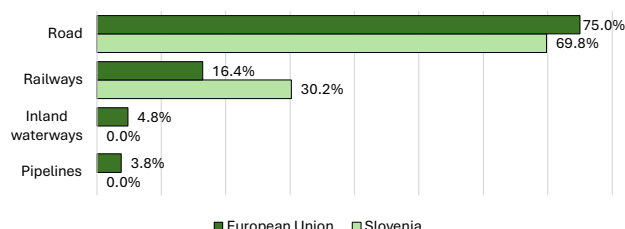
Overview

Modal split of inland passenger transport (2023, %)



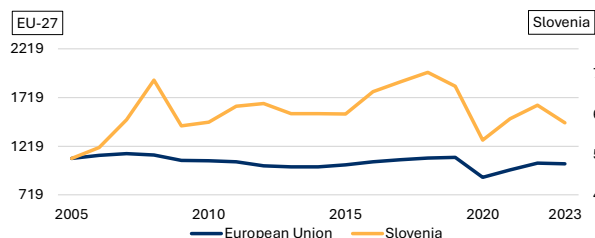
Percentages based on passengerkilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Modal split of inland freight transport (2023, %)



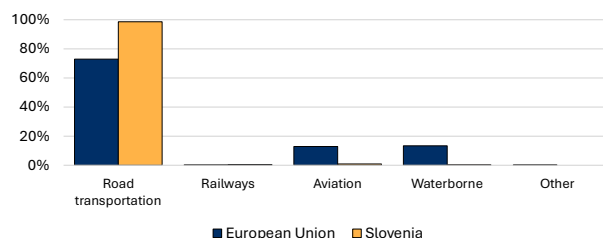
Percentages based on tonnekilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (Mt CO₂ equivalent)



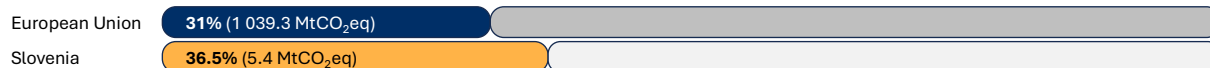
Including international bunkers.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport by mode (2023, %)



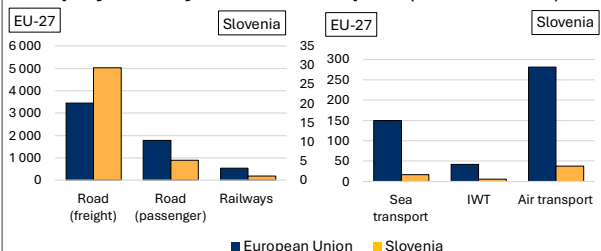
Including international bunkers. Waterborne includes maritime and inland waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (including international bunkers) in total GHG emissions (2023)



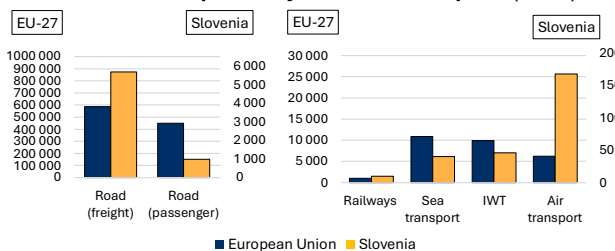
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Employment by mode of transport (2022, in 1000)



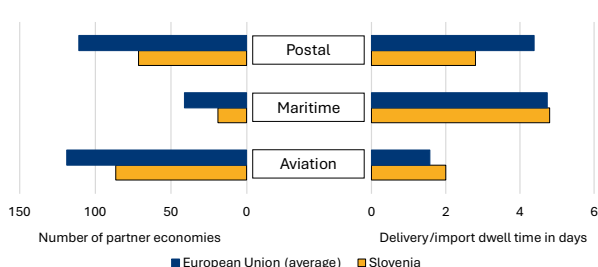
IWT: Inland Waterways. Direct employment only.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Number of enterprises by mode of transport (2022)



IWT: Inland Waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Logistics Performance Indicators (LPI 2.0, 2024)



World Bank. Logistics Performance Indicators (2.0).

Number of partner economies:

- Postal:** number of economies accessible through direct international postal connections for B2B shipments.
- Maritime:** number of economies accessible through direct liner shipping services.
- Aviation:** number of economies accessible through direct air cargo connections.

Delivery/import dwell time in days:

- Postal:** time spent by a postal item (parcel or express shipment) in the importing economy from arrival at the economy's office of exchange (postal bureau) to the first attempted or final delivery.
- Maritime:** time spent by containers at the port of entry from arrival (ship unloading) to departure from the port
- Aviation:** time spent by goods at the airport between the moment the cargo is ready to be picked up by the consignee or their agent from the airport and the moment the cargo is cleared by customs and leaves the airport.

Road transport

Comments on road transport

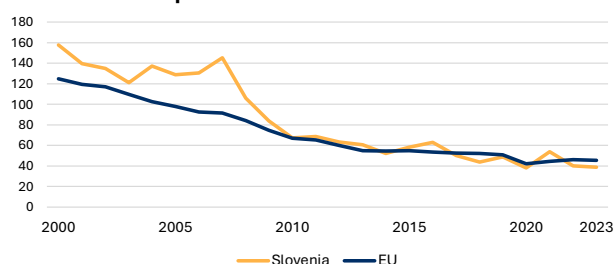
Slovenia was 10th out of 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants in 2023 (39 deaths/million). Slovenia also ranked 6th out of 27 EU countries in terms of lowest numbers of fatalities per passenger-kilometres in 2023 (32 deaths/10 billion pkm).

Compared to the EU average, the distribution of fatalities in Slovenia shows a relatively high proportion of cyclists and powered two-wheelers.

Over the period 2012-2021, fatalities in Slovenia have decreased less than the EU average.

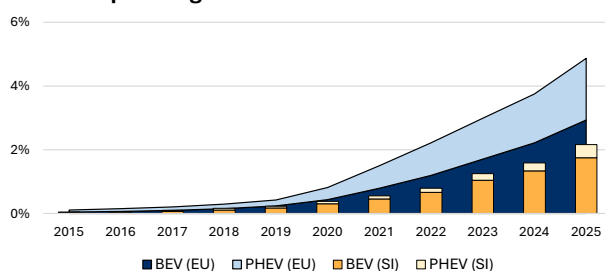
European Commission. EU Transport in figures. Statistical pocketbook (2025).
European Road Safety Observatory. National Road Safety Profile Slovenia (2024).

Traffic deaths per millions inhabitants



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Electric passenger cars in total M1 fleet



European Alternative Fuels Observatory (May 2026).

Peak hour delay per road vehicle driver (hours, 2023)

(max)
Malta: 83.9

EU average: 28.6

Slovenia: 25.9

(min)
Estonia: 17.3

European Commission. Joint Research Centre. Calculations based on TomTom data.

Charging infrastructure power output

AFIR mandates the following annual cumulative power output targets for recharging infrastructure for light-duty vehicles:

- Each BEV registered in a Member State must be supported by a minimum total power output of 1.3 kW from publicly accessible recharging stations.
- Each PHEV registered must have at least 0.8 kW total power output provided by publicly accessible recharging stations.

These targets ensure that the infrastructure deployment is aligned with vehicle uptake, thereby supporting the EU's broader environmental and mobility goals.

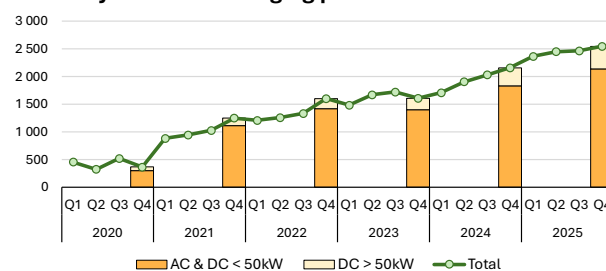
$$\text{AFIR "Target kW"} = (\text{Number of BEVs} \times 1.3 \text{ kW}) + (\text{Number of PHEVs} \times 0.8 \text{ kW})$$

AFIR "Target kW"
34 510 kW

Total power output in Slovenia
97 368 kW

European Alternative Fuels Observatory (May 2026).

Publicly available charging points



European Alternative Fuels Observatory (May 2026).

Aviation - Busiest airport (2024)

Passengers ⁽¹⁾ (thousand)	Airport	SI total	EU total
Ljubljana (LJU) (% of SI, EU)	1 438	1 438 (100%)	1 552 154 (0.1%)

Freight ⁽²⁾ (thousand tonnes)	Airport	SI total	EU total
Ljubljana (LJU) (% of SI, EU)	12.4	12.4 (100%)	16 103 (0.1%)

⁽¹⁾ Eurostat [avia_paoa] & Eurostat [avia_paoc]. Passengers carried. Aggregated data excludes double counting (respectively domestic and intra-EU).

⁽²⁾ Eurostat [avia_gooa] & Eurostat [avia_gooc]. Freight and mail on board. Aggregated data excludes double counting (respectively domestic and intra-EU).

Maritime - Busiest port (2024)

Passengers ⁽¹⁾ (thousand)	Port	SI total	EU total
Piran (% of SI, EU)	13	13 (100%)	398 259 (0.0%)

Freight ⁽²⁾ (thousand tonnes)	Port	SI total	EU total
Koper (% of SI, EU)	21 780	21 780 (100%)	3 280 401 (0.7%)

⁽¹⁾ Eurostat [mar_pa_aa]. Passengers embarked and disembarked in all ports by direction.

⁽²⁾ Eurostat [mar_go_aa]. Gross weight of goods handled in all ports by direction.

Rail transport

Traffic (in train -kilometres) in 2023: 19.2 million train-kilometres (0.5% of EU's total)



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Electrification of the railways network in 2023

(max)
Luxembourg: 97%

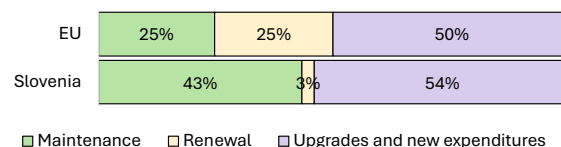
EU average: 57%

Slovenia: 50%

(min)
Ireland: 3%

European Commission. EU Transport in figures. Statistical pocketbook (2025).

Rail infrastructure expenditures (share of total, 2022)



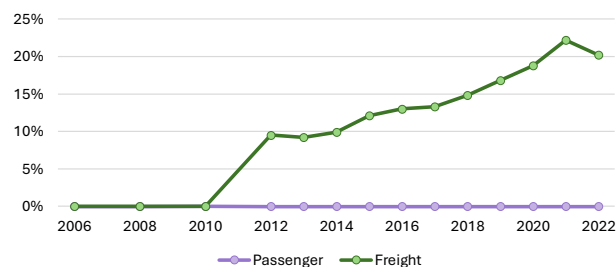
RMMS (2025). Total EU: EUR 50.8 billion, Slovenia: EUR 0.3 billion.

Evolution of rail passenger and freight activity



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Market share of all but the principal rail undertakings

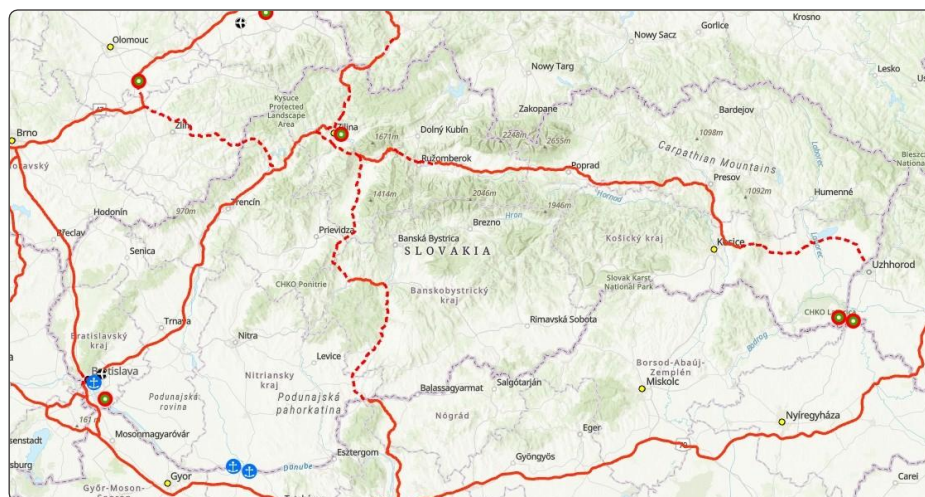


European Commission. EU Transport in figures. Statistical pocketbook (2025).

Country factsheet on transport - Slovakia



Core TEN-T network - Road



Roads

- Completed / To be upgraded
- - - New construction
- ✕ Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

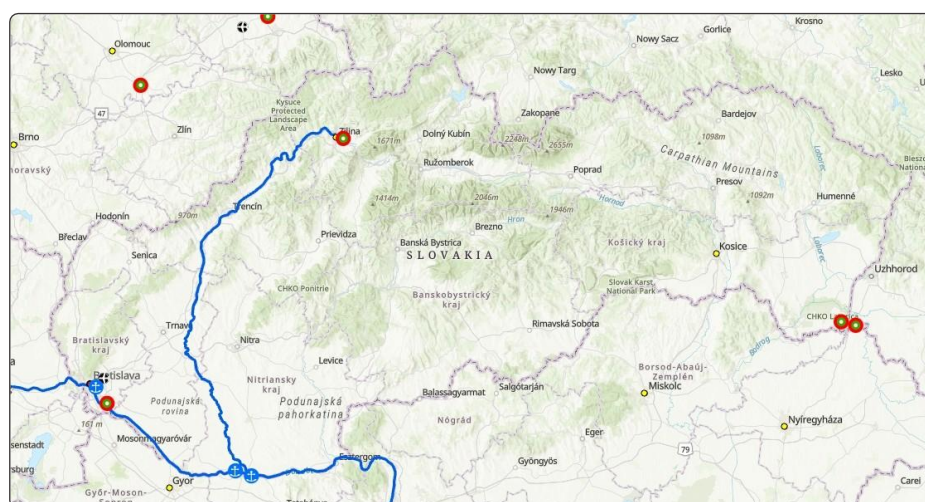
- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

European Commission. TENtec.

Core TEN-T network – Inland waterways



Inland waterways

- Completed / To be upgraded
- - - New construction

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

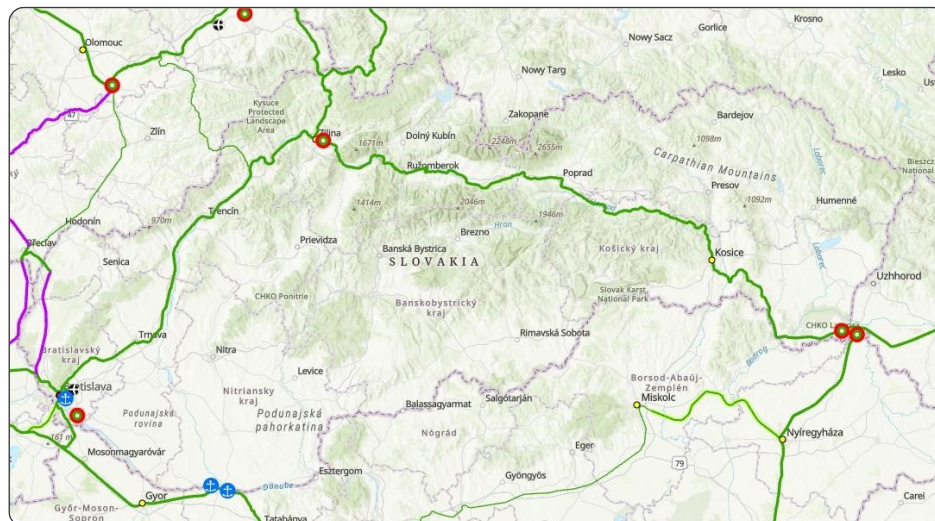
- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

European Commission. TENtec.

Core TEN-T network - Passenger rail



Relevant tracks for passenger transport are in bold.
European Commission. TENtec.

Railways (passenger)

Conventional

- Completed / To be upgraded
- - - New construction
- ↗ Study idea

Railways (passenger)

High speed

- Completed / To be upgraded
- - - New construction
- ↗ Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

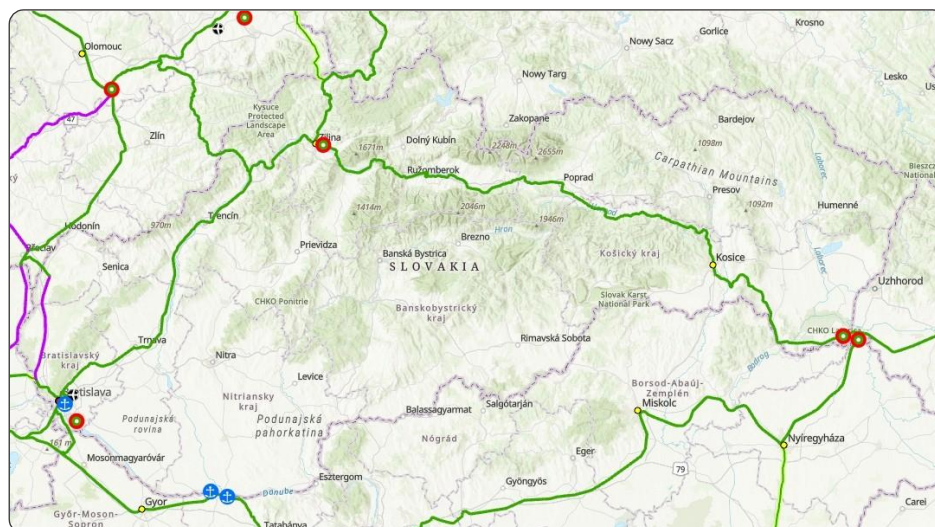
Ports

- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

Core TEN-T network - Freight rail



Relevant tracks for freight transport are in bold.
European Commission. TENtec.

Railways (freight)

Conventional

- Completed / To be upgraded
- - - New construction
- ↗ Study idea

Railways (freight)

High speed

- Completed / To be upgraded
- - - New construction
- ↗ Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

- ⚓ Urban nodes
- ⚓ Capitals

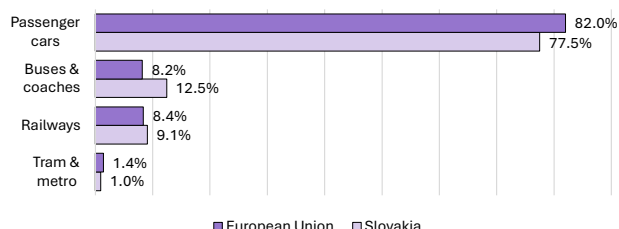
Rail-Road Terminals

- Urban nodes
- Capitals

Facts and figures on transport in Slovakia

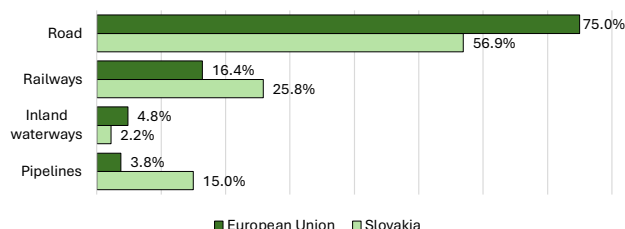
Overview

Modal split of inland passenger transport (2023, %)



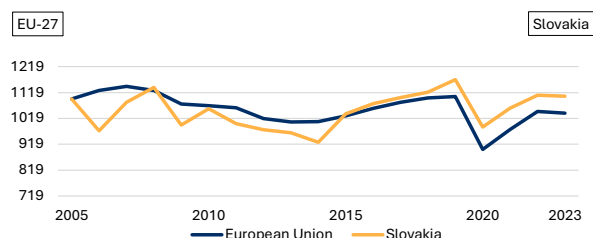
Percentages based on passenger-kilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Modal split of inland freight transport (2023, %)



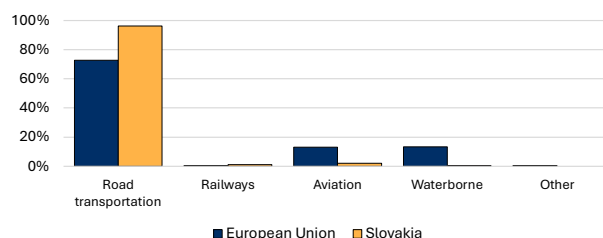
Percentages based on tonne-kilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (Mt CO₂ equivalent)



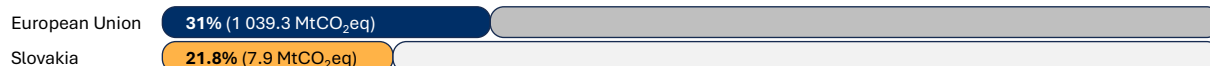
Including international bunkers.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport by mode (2023, %)



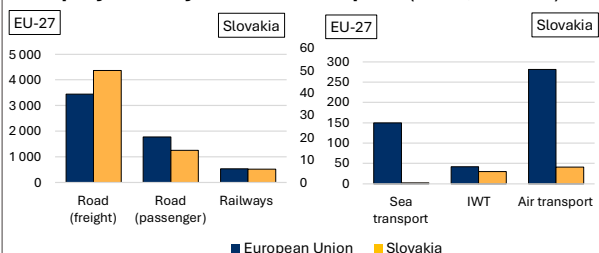
Including international bunkers. Waterborne includes maritime and inland waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (including international bunkers) in total GHG emissions (2023)



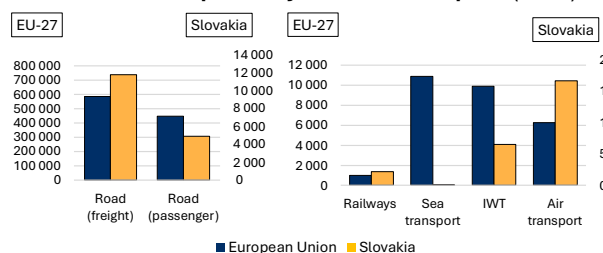
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Employment by mode of transport (2022, in 1000)



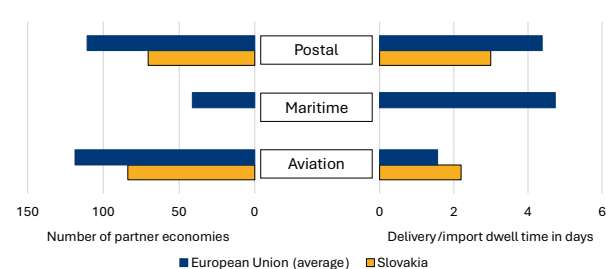
IWT: Inland Waterways. Direct employment only.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Number of enterprises by mode of transport (2022)



IWT: Inland Waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Logistic Performance Index (LPI 2.0, 2024)



World Bank. Logistics Performance Indicators (2.0).

Number of partner economies:

- Postal:** number of economies accessible through direct international postal connections for B2B shipments.
- Maritime:** number of economies accessible through direct liner shipping services.
- Aviation:** number of economies accessible through direct air cargo connections.

Delivery/import dwell time in days:

- Postal:** time spent by a postal item (parcel or express shipment) in the importing economy from arrival at the economy's office of exchange (postal bureau) to the first attempted or final delivery.
- Maritime:** time spent by containers at the port of entry from arrival (ship unloading) to departure from the port
- Aviation:** time spent by goods at the airport between the moment the cargo is ready to be picked up by the consignee or their agent from the airport and the moment the cargo is cleared by customs and leaves the airport.

Road transport

Comments on road transport

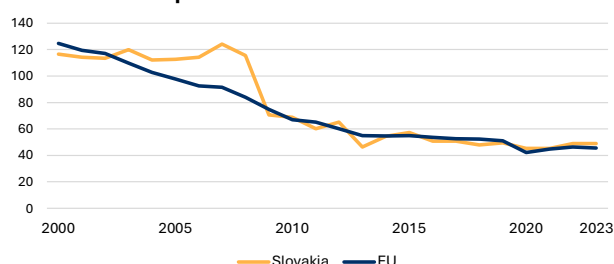
Slovakia was 11th out of 27 EU countries in terms of the highest numbers of fatalities per million inhabitants in 2023 (49 deaths/million). Slovakia also ranked 5th out of 27 EU countries in terms of highest numbers of fatalities per passenger-kilometres in 2023 (84 deaths/10 billion pkm).

Proportionally more people are killed in crashes involving passenger cars and as pedestrians in traffic than is evident in the EU as a whole.

Compared to the EU average, the distribution of fatalities in Slovakia shows a relatively high proportion of people aged between 25-49 years old.

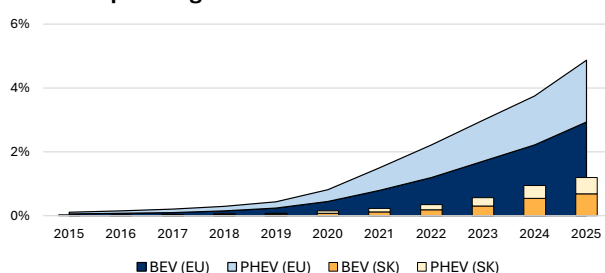
European Commission. EU Transport in figures. Statistical pocketbook (2025).
European Road Safety Observatory. National Road Safety Profile Slovakia (2024).

Traffic deaths per millions inhabitants



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Electric passenger cars in total M1 fleet



European Alternative Fuels Observatory (May 2026).

Peak hour delay per road vehicle driver (hours, 2023)

(max)
Malta: 83.9

EU average: 28.6

Slovakia: 23.6

(min)
Estonia: 17.3

European Commission. Joint Research Centre. Calculations based on TomTom data.

Charging infrastructure power output

AFIR mandates the following annual cumulative power output targets for recharging infrastructure for light-duty vehicles:

- Each BEV registered in a Member State must be supported by a minimum total power output of 1.3 kW from publicly accessible recharging stations.
- Each PHEV registered must have at least 0.8 kW total power output provided by publicly accessible recharging stations.

These targets ensure that the infrastructure deployment is aligned with vehicle uptake, thereby supporting the EU's broader environmental and mobility goals.

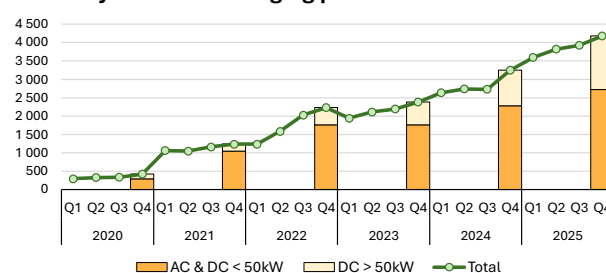
$$\text{AFIR "Target kW"} = (\text{Number of BEVs} \times 1.3\text{ kW}) + (\text{Number of PHEVs} \times 0.8\text{ kW})$$

AFIR "Target kW"
37 783 kW

Total power output in Slovakia
193 947 kW

European Alternative Fuels Observatory (May 2026).

Publicly available charging points



European Alternative Fuels Observatory (May 2026).

Aviation - Busiest airport (2024)

Passengers ⁽¹⁾ (thousand)	Airport	SK total	EU total
Bratislava (BTS) (% of SK, EU)	1 948	2 685 (73%)	1 552 154 (0.1%)

Freight ⁽²⁾ (thousand tonnes)	Airport	SK total	EU total
Bratislava (BTS) (% of SK, EU)	11.1	11.2 (100%)	16 103 (0.1%)

⁽¹⁾ Eurostat [avia_paoa] & Eurostat [avia_paoc]. Passengers carried. Aggregated data excludes double counting (respectively domestic and intra-EU).

⁽²⁾ Eurostat [avia_gooa] & Eurostat [avia_gooc]. Freight and mail on board. Aggregated data excludes double counting (respectively domestic and intra-EU).

Maritime - Busiest port

Slovakia is a landlocked country.

Rail transport

Traffic (in train -kilometres) in 2023: 51.6 million train-kilometres (1.4% of EU's total)



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Electrification of the railways network in 2023

(max)
Luxembourg: 97%

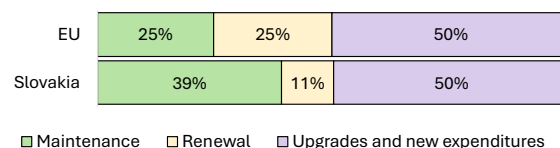
EU average: 57%

Slovakia: 44%

(min)
Ireland: 3%

European Commission. EU Transport in figures. Statistical pocketbook (2025).

Rail infrastructure expenditures (share of total, 2022)



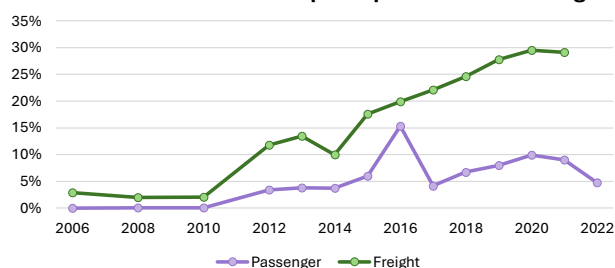
RMMS (2025). Total EU: EUR 50.8 billion, Slovakia: EUR 0.4 billion.

Evolution of rail passenger and freight activity



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Market share of all but the principal rail undertakings



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Country factsheet on transport - Finland



Core TEN-T network – Road



Roads

- Completed / To be upgraded
- - - New construction
- ✂ Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

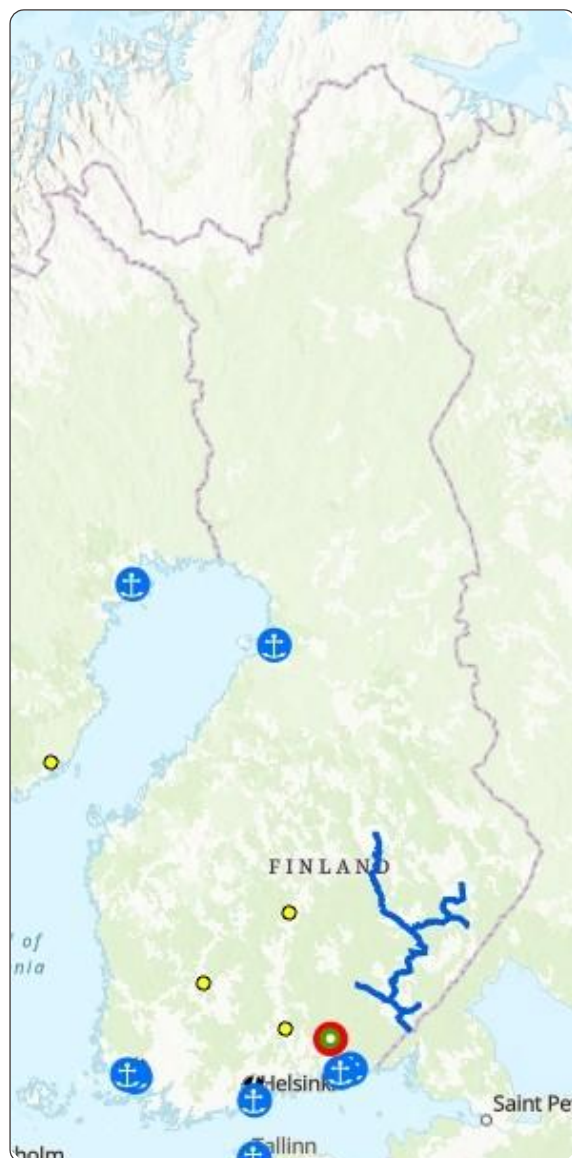
- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

European Commission. TENtec.

Core TEN-T network – Inland Waterways



Inland waterways

- Completed / To be upgraded
- - - New construction

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

European Commission. TENtec.

Core TEN-T network - Passenger rail



Railways (passenger)

Conventional

- Completed / To be upgraded
- - - New construction
- <— Study idea

Railways (passenger)

High speed

- Completed / To be upgraded
- - - New construction
- <— Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

Relevant tracks for passenger transport are in bold.
European Commission. TENtec.

Core TEN-T network - Freight rail



Railways (freight)

Conventional

- Completed / To be upgraded
- - - New construction
- <— Study idea

Railways (freight)

High speed

- Completed / To be upgraded
- - - New construction
- <— Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

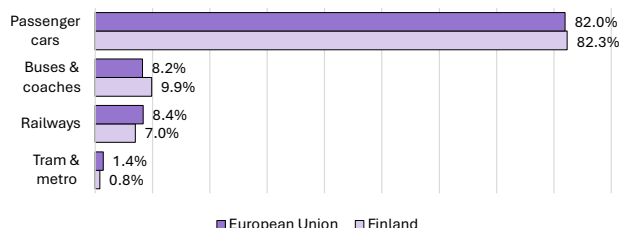
- Urban nodes
- Capitals

Relevant tracks for freight transport are in bold.
European Commission. TENtec.

Facts and figures on transport in Finland

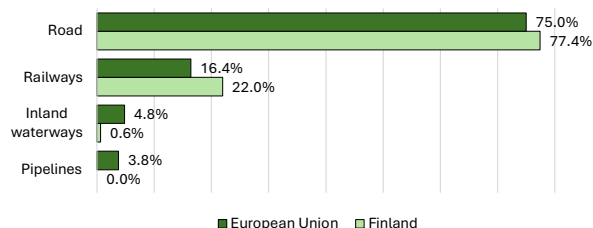
Overview

Modal split of inland passenger transport (2023, %)



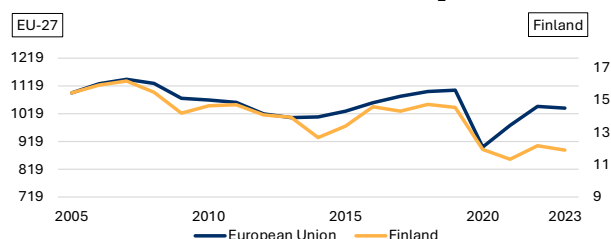
Percentages based on passengerkilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Modal split of inland freight transport (2023, %)



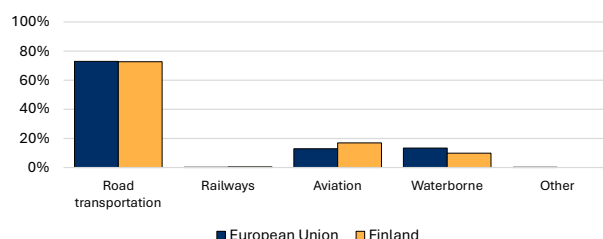
Percentages based on tonnekilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (Mt CO₂ equivalent)



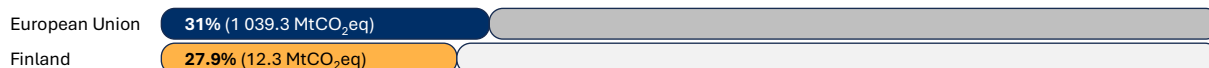
Including international bunkers.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport by mode (2023, %)



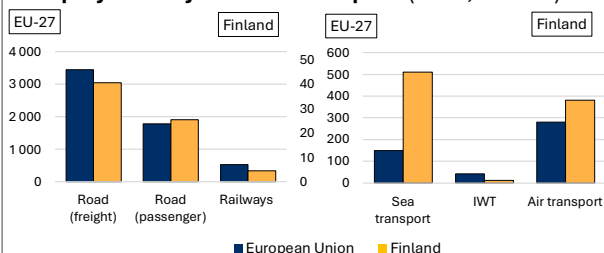
Including international bunkers. Waterborne includes maritime and inland waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (including international bunkers) in total GHG emissions (2023)



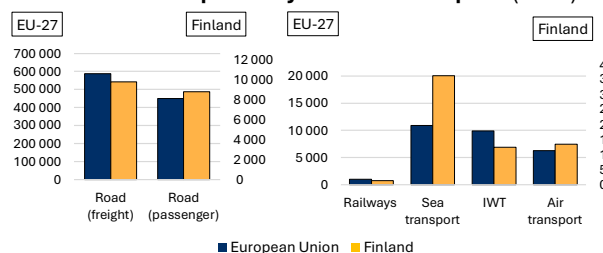
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Employment by mode of transport (2022, in 1000)



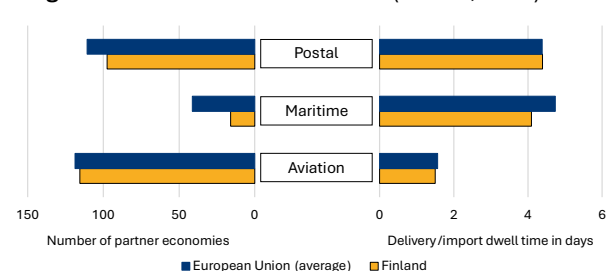
IWT: Inland Waterways. Direct employment only.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Number of enterprises by mode of transport (2022)



IWT: Inland Waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Logistics Performance Indicators (LPI 2.0, 2024)



World Bank. Logistics Performance Indicators (2.0).

Number of partner economies:

- Postal:** number of economies accessible through direct international postal connections for B2B shipments.
- Maritime:** number of economies accessible through direct liner shipping services.
- Aviation:** number of economies accessible through direct air cargo connections.

Delivery/import dwell time in days:

- Postal:** time spent by a postal item (parcel or express shipment) in the importing economy from arrival at the economy's office of exchange (postal bureau) to the first attempted or final delivery.
- Maritime:** time spent by containers at the port of entry from arrival (ship unloading) to departure from the port
- Aviation:** time spent by goods at the airport between the moment the cargo is ready to be picked up by the consignee or their agent from the airport and the moment the cargo is cleared by customs and leaves the airport.

Road transport

Comments on road transport

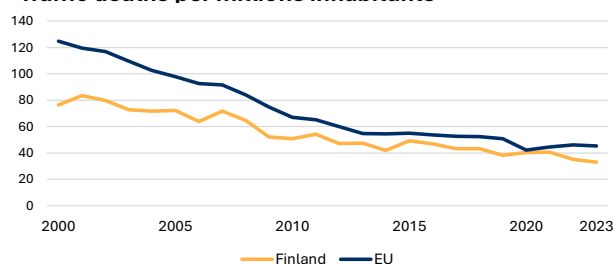
Finland was 4th out of 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants in 2023 (33 deaths/millions). Finland also ranked 3rd out of 27 EU countries in terms of lowest numbers of fatalities per passenger-kilometres in 2023 (30 deaths/10 billion pkm).

Compared to the EU average, the distribution of fatalities in Finland shows a relatively high proportion of car occupants and fatalities occurred on rural roads.

Over the period 2012-2021, there has been a lower decrease in the number of fatalities compared to the EU average

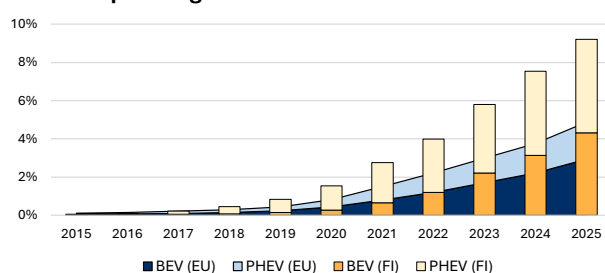
European Commission. EU Transport in figures. Statistical pocketbook (2025).
European Road Safety Observatory. National Road Safety Profile Finland (2024).

Traffic deaths per millions inhabitants



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Electric passenger cars in total M1 fleet



European Alternative Fuels Observatory (May 2026).

Peak hour delay per road vehicle driver (hours, 2023)

(max)
Malta: 83.9

EU average: 28.6

Finland: 18.8

(min)
Estonia: 17.3

European Commission. Joint Research Centre. Calculations based on TomTom data.

Charging infrastructure power output

AFIR mandates the following annual cumulative power output targets for recharging infrastructure for light-duty vehicles:

- Each BEV registered in a Member State must be supported by a minimum total power output of 1.3 kW from publicly accessible recharging stations.
- Each PHEV registered must have at least 0.8 kW total power output provided by publicly accessible recharging stations.

These targets ensure that the infrastructure deployment is aligned with vehicle uptake, thereby supporting the EU's broader environmental and mobility goals.

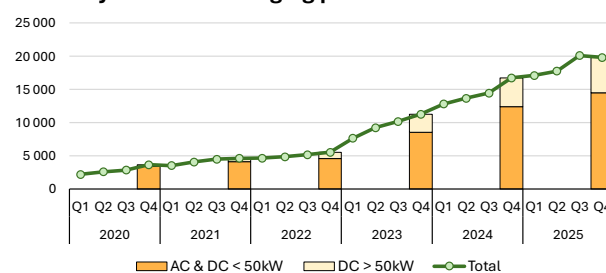
$$\text{AFIR "Target kW"} = (\text{Number of BEVs} \times 1.3\text{ kW}) + (\text{Number of PHEVs} \times 0.8\text{ kW})$$

AFIR "Target kW"
372 896 kW

Total power output in Finland
1 022 869 kW

European Alternative Fuels Observatory (May 2026).

Publicly available charging points



European Alternative Fuels Observatory (May 2026).

Aviation - Busiest airport (2024)

Passengers ⁽¹⁾ (thousand)	Airport	FI total	EU total
Helsinki (HEL) (% of FI, EU)	16 409	19 741 (83%)	1 552 154 (1.1%)

Freight ⁽²⁾ (thousand tonnes)	Airport	FI total	EU total
Helsinki (HEL) (% of FI, EU)	181	183 (99%)	16 103 (1.1%)

⁽¹⁾ Eurostat [avia_paoa] & Eurostat [avia_paoc]. Passengers carried. Aggregated data excludes double counting (respectively domestic and intra-EU).

⁽²⁾ Eurostat [avia_gooa] & Eurostat [avia_gooc]. Freight and mail on board. Aggregated data excludes double counting (respectively domestic and intra-EU).

Maritime - Busiest port (2024)

Passengers ⁽¹⁾ (thousand)	Port	FI total	EU total
Helsinki (% of FI, EU)	9 326	14 369 (65%)	398 259 (2.3%)

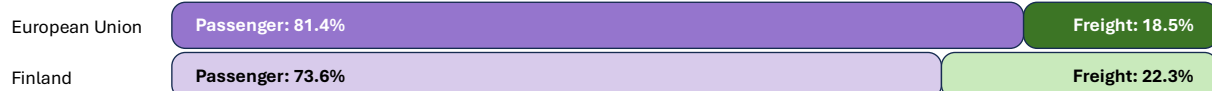
Freight ⁽²⁾ (thousand tonnes)	Port	FI total	EU total
Sköldvik (% of FI, EU)	21 287	93 027 (23%)	3 280 401 (0.7%)

⁽¹⁾ Eurostat [mar_pa_aa]. Passengers embarked and disembarked in all ports by direction.

⁽²⁾ Eurostat [mar_go_aa]. Gross weight of goods handled in all ports by direction.

Rail transport

Traffic (in train -kilometres) in 2023: 47.4 million train-kilometres (1.3% of EU's total)



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Electrification of the railways network in 2023

(max)
Luxembourg: 97%

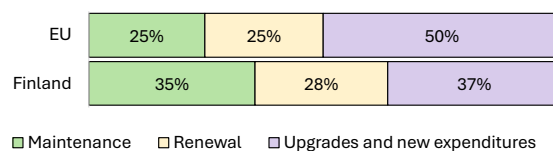
Finland: 58%

EU average: 57%

(min)
Ireland: 3%

European Commission. EU Transport in figures. Statistical pocketbook (2025).

Rail infrastructure expenditures (share of total, 2022)



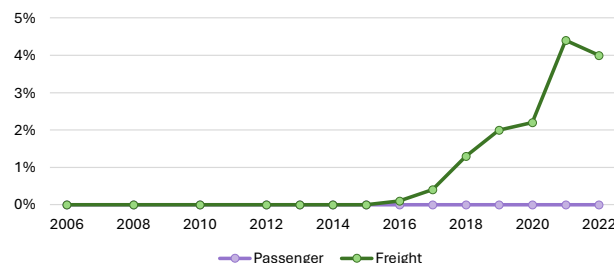
RMMS (2025). Total EU: EUR 50.8 billion, Finland: EUR 0.8 billion.

Evolution of rail passenger and freight activity



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Market share of all but the principal rail undertakings



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Country factsheet on transport - Sweden



Core TEN-T network – Road



Roads

- Completed / To be upgraded
- - - New construction
- ✂ Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

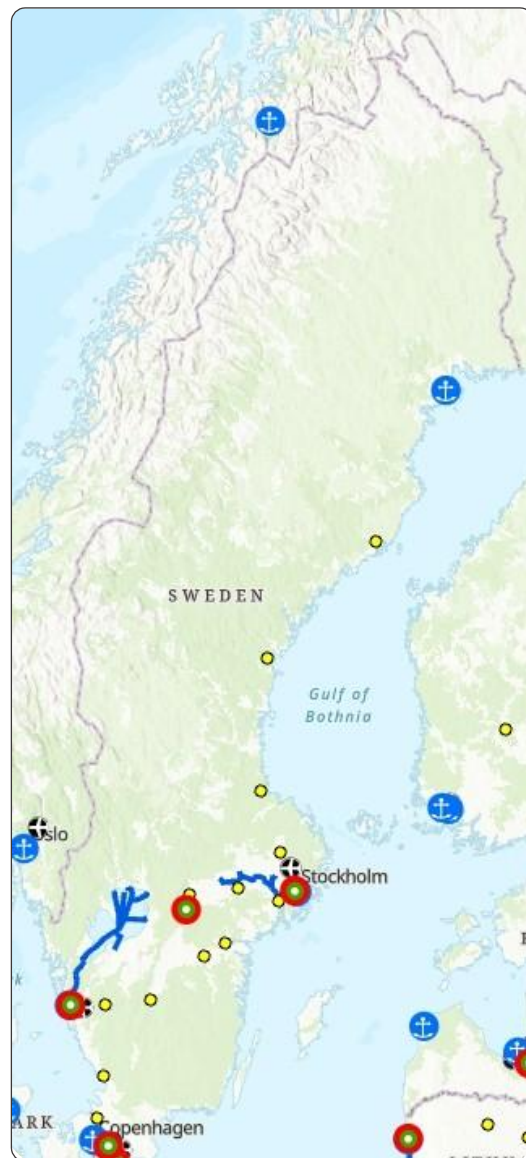
- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

European Commission. TENtec.

Core TEN-T network – Inland Waterways



Inland waterways

- Completed / To be upgraded
- - - New construction

Urban nodes

- Urban nodes
- Capitals

Airports

- ✈ Urban nodes
- ✈ Capitals

Ports

- ⚓ Urban nodes
- ⚓ Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

European Commission. TENtec.

Core TEN-T network - Passenger rail



Railways (passenger)

Conventional

- Completed / To be upgraded
- New construction
- Study idea

Railways (passenger)

High speed

- Completed / To be upgraded
- New construction
- Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- Urban nodes
- Capitals

Ports

- Urban nodes
- Capitals

Rail-Road Terminals

- Urban nodes
- Capitals

Relevant tracks for passenger transport are in bold.
European Commission. TENtec.

Core TEN-T network - Freight rail



Railways (freight)

Conventional

- Completed / To be upgraded
- New construction
- Study idea

Railways (freight)

High speed

- Completed / To be upgraded
- New construction
- Study idea

Urban nodes

- Urban nodes
- Capitals

Airports

- Urban nodes
- Capitals

Ports

- Urban nodes
- Capitals

Rail-Road Terminals

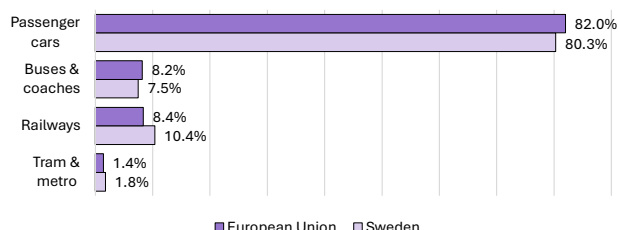
- Urban nodes
- Capitals

Relevant tracks for freight transport are in bold.
European Commission. TENtec.

Facts and figures on transport in Sweden

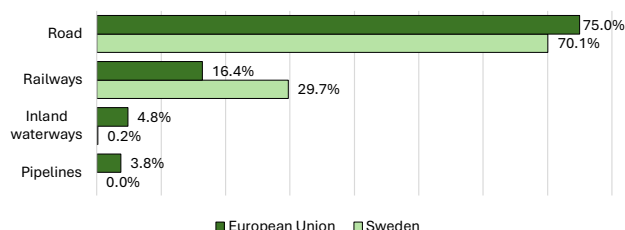
Overview

Modal split of inland passenger transport (2023, %)



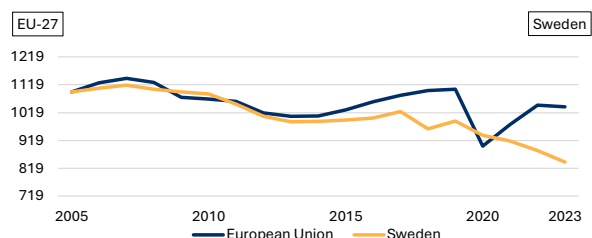
Percentages based on passengerkilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Modal split of inland freight transport (2023, %)



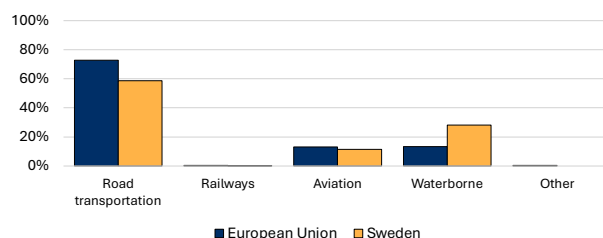
Percentages based on tonnekilometre.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (Mt CO₂ equivalent)



Including international bunkers.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport by mode (2023, %)



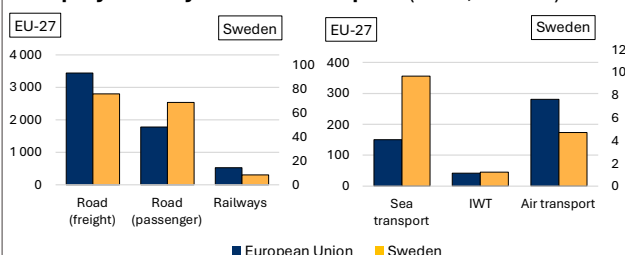
Including international bunkers. Waterborne includes maritime and inland waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

GHG emissions from transport (including international bunkers) in total GHG emissions (2023)



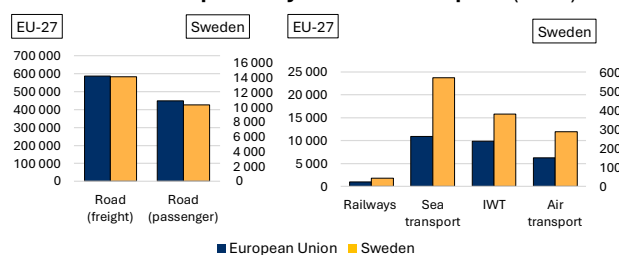
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Employment by mode of transport (2022, in 1000)



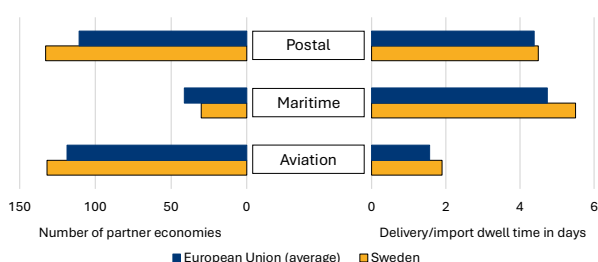
IWT: Inland Waterways. Direct employment only.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Number of enterprises by mode of transport (2022)



IWT: Inland Waterways.
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Logistics Performance Indicators (LPI 2.0, 2024)



World Bank. Logistics Performance Indicators (2.0).

Number of partner economies:

- Postal:** number of economies accessible through direct international postal connections for B2B shipments.
- Maritime:** number of economies accessible through direct liner shipping services.
- Aviation:** number of economies accessible through direct air cargo connections.

Delivery/import dwell time in days:

- Postal:** time spent by a postal item (parcel or express shipment) in the importing economy from arrival at the economy's office of exchange (postal bureau) to the first attempted or final delivery.
- Maritime:** time spent by containers at the port of entry from arrival (ship unloading) to departure from the port
- Aviation:** time spent by goods at the airport between the moment the cargo is ready to be picked up by the consignee or their agent from the airport and the moment the cargo is cleared by customs and leaves the airport.

Road transport

Comments on road transport

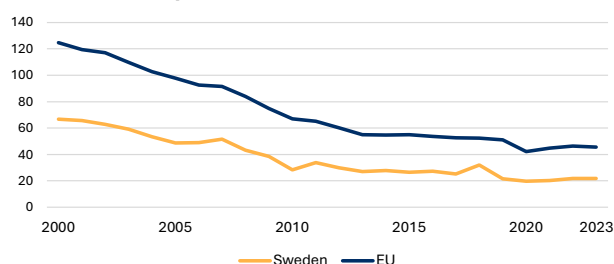
Sweden was 1st out of 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants in 2023 (22 deaths/millions). Sweden also ranked 1st out of 27 EU countries in terms of lowest numbers of fatalities per passenger-kilometres in 2023 (22 deaths/10 billion pkm).

Compared to the EU average, Sweden shows a relatively high proportion of fatalities on rural roads and elderly fatalities.

Over the period 2012-2020, Sweden recorded a similar decrease in the number of fatalities as was recorded by the European Union.

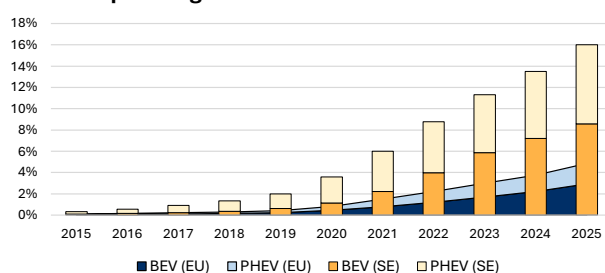
European Commission. EU Transport in figures. Statistical pocketbook (2025).
European Road Safety Observatory. National Road Safety Profile Sweden (2024).

Traffic deaths per millions inhabitants



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Electric passenger cars in total M1 fleet



European Alternative Fuels Observatory (May 2026).

Peak hour delay per road vehicle driver (hours, 2023)

(max)
Malta: 83.9

EU average: 28.6

Sweden: 21.7

(min)
Estonia: 17.3

European Commission. Joint Research Centre. Calculations based on TomTom data.

Charging infrastructure power output

AFIR mandates the following annual cumulative power output targets for recharging infrastructure for light-duty vehicles:

- Each BEV registered in a Member State must be supported by a minimum total power output of 1.3 kW from publicly accessible recharging stations.
- Each PHEV registered must have at least 0.8 kW total power output provided by publicly accessible recharging stations.

These targets ensure that the infrastructure deployment is aligned with vehicle uptake, thereby supporting the EU's broader environmental and mobility goals.

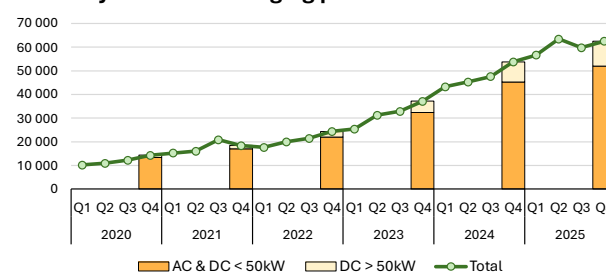
AFIR "Target kW" = (Number of BEVs × 1.3kW) + (Number of PHEVs × 0.8kW)

AFIR "Target kW"
936 791 kW

Total power output in Sweden
2 653 943 kW

European Alternative Fuels Observatory (May 2026).

Publicly available charging points



European Alternative Fuels Observatory (May 2026).

Aviation - Busiest airport (2024)

Passengers ⁽¹⁾ (thousand)	Airport	SE total	EU total
Stockholm (ARN) (% of SE, EU)	22 922	33 989 (67%)	1 552 154 (1.5%)

Freight ⁽²⁾ (thousand tonnes)	Airport	SE total	EU total
Stockholm (ARN) (% of SE, EU)	99	147 (68%)	16 103 (0.6%)

⁽¹⁾ Eurostat [avia_paa] & Eurostat [avia_paoc]. Passengers carried. Aggregated data excludes double counting (respectively domestic and intra-EU).

⁽²⁾ Eurostat [avia_goa] & Eurostat [avia_goc]. Freight and mail on board. Aggregated data excludes double counting (respectively domestic and intra-EU).

Maritime - Busiest port (2024)

Passengers ⁽¹⁾ (thousand)	Port	SE total	EU total
Stockholm (% of SE, EU)	6 889	23 452 (29%)	398 259 (1.7%)

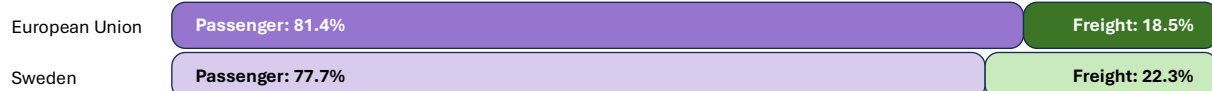
Freight ⁽²⁾ (thousand tonnes)	Port	SE total	EU total
Göteborg (% of SE, EU)	38 524	115 606 (33%)	3 280 401 (1.2%)

⁽¹⁾ Eurostat [mar_pa_aa]. Passengers embarked and disembarked in all ports by direction.

⁽²⁾ Eurostat [mar_go_aa]. Gross weight of goods handled in all ports by direction.

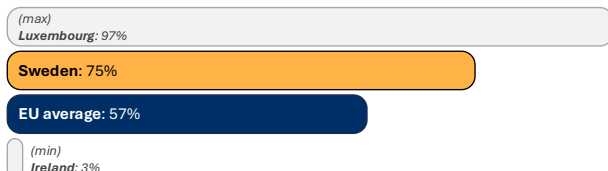
Rail transport

Traffic (in train -kilometres) in 2023: 164.4 million train-kilometres (4.4% of EU's total)



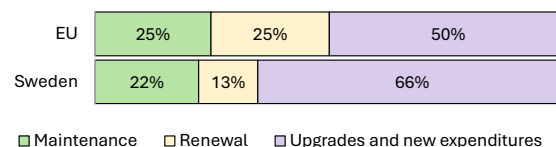
European Commission. EU Transport in figures. Statistical pocketbook (2025).

Electrification of the railways network in 2023



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Rail infrastructure expenditures (share of total, 2022)



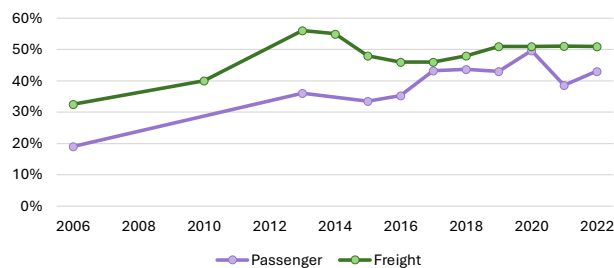
RMMS (2025). Total EU: EUR 50.8 billion, Sweden: EUR 3.0 billion.

Evolution of rail passenger and freight activity



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Market share of all but the principal rail undertakings



European Commission. EU Transport in figures. Statistical pocketbook (2025).

Getting in touch with the EU

In person

All over the European Union there are hundreds of Europe Direct centres. You can find the address of the centre nearest you online (european-union.europa.eu/contact-eu/meet-us_en).

On the phone or in writing

Europe Direct is a service that answers your questions about the European Union. You can contact this service:

- by freephone: 00 800 6 7 8 9 10 11 (certain operators may charge for these calls),
- at the following standard number: +32 22999696,
- via the following form: european-union.europa.eu/contact-eu/write-us_en.

Finding information about the EU

Online

Information about the European Union in all the official languages of the EU is available on the Europa website (european-union.europa.eu).

EU publications

You can view or order EU publications at op.europa.eu/en/publications. Multiple copies of free publications can be obtained by contacting Europe Direct or your local documentation centre (european-union.europa.eu/contact-eu/meet-us_en).

EU law and related documents

For access to legal information from the EU, including all EU law since 1951 in all the official language versions, go to EUR-Lex (eur-lex.europa.eu).

EU open data

The portal data.europa.eu provides access to open datasets from the EU institutions, bodies and agencies. These can be downloaded and reused for free, for both commercial and non-commercial purposes. The portal also provides access to a wealth of datasets from European countries.

