eurostat

KEY FIGURES

List of EU and EFTA countries

BE	Belgium	**ES**	Spain	**HU**	Hungary	**SK**	Slovakia
BG	Bulgaria	**FR**	France	**MT**	Malta	**FI**	Finland
CZ	Czechia	**HR**	Croatia	**NL**	Netherlands	**SE**	Sweden
DK	Denmark	**IT**	Italy	**AT**	Austria		
DE	Germany	**CY**	Cyprus	**PL**	Poland	**IS**	Iceland
EE	Estonia	**LV**	Latvia	**PT**	Portugal	**LI**	Liechtenstein
IE	Ireland	**LT**	Lithuania	**RO**	Romania	**NO**	Norway
EL	Greece	**LU**	Luxembourg	**SI**	Slovenia	**CH**	Switzerland

KEY FIGURES ON EUROPEAN TRANSPORT

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This document should not be considered as representative of the European Commission's official position.

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Kosovo – this designation is without prejudice to positions on status, and is in line with UNSCR 1244/1999 and the ICJ Opinion on the Kosovo declaration of independence.

The boundaries and names shown and the designations used on the maps do not imply official endorsement or acceptance by the European Union.

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Foreword

'Key figures on European transport' presents a selection of transport indicators for the European Union (EU), EU countries and European Free Trade Association (EFTA) countries, drawing from the rich collection of data available at Eurostat. Transport statistics cover not only the transport of people and goods, but also transport equipment, safety, infrastructure and the economy, as well as transport's environmental impact.

Transport is critical to European businesses, global supply chains and passengers. Land, water and air transport contribute around 3% to the EU's gross domestic product and employ 6.3 million people. However, around 27% of the EU's total greenhouse gas emissions come from transport.

Transport statistics have a prominent role in monitoring progress towards the objectives of the EU Sustainable and Smart Mobility Strategy. To help the EU reduce greenhouse gas emissions by at least 55% by 2030, the Urban Mobility Framework initiative proposes measures to encourage EU countries to develop urban transport systems that are safe, accessible, inclusive, affordable, smart, resilient and emission-free. The initiative aims to improve the quality of life in urban areas by addressing various mobility challenges and to increase the share of sustainable transport modes. It prioritises the construction and modernisation of multimodal hubs, as well as new digital solutions and services.

'Key figures on European transport' starts with 2 chapters on transport measurement, providing information on the movement of people and goods by land, water and air transport modes. The third chapter covers transport safety, for the various modes. The fourth chapter combines information on transport, the environment and energy. The final chapter looks at a range of economic indicators, such as employment, prices and expenditure in the transport sector.

This publication provides data up to 2023 or 2024. As such, it reflects the impact on transport of Russia's war on Ukraine and higher levels of inflation.

Our website provides a wide range of statistical information on transport. The latest and most comprehensive data available on the EU, EU countries and EFTA countries, as well as enlargement countries are available in our online database, while a range of online articles in Statistics Explained provide detailed analyses of the data and outline their context.

I hope that you find this publication interesting and useful.

Arturo De La Fuente Nuño
(Acting) Director of Sectoral and Regional Statistics, Eurostat

Abstract

'Key figures on European transport' presents a selection of transport indicators for the European Union (EU), EU countries and European Free Trade Agreement (EFTA) countries. For some readers, this publication may offer an introduction to European transport statistics, while others can use it as a starting point to explore further a wide range of data and information. These are freely available on Eurostat's website and in Statistics Explained.

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Contents

Foreword **3**
Introduction **6**
1. Passenger transport **11**
Modal split of passenger transport 12
Road passenger transport 14
Rail passenger transport 17
Maritime passenger transport 19
Air passenger transport 21
2. Freight transport **25**
Modal split of freight transport 26
Road freight transport 28
Rail freight transport 32
Inland waterway freight transport 34
Maritime freight transport 36
Air freight transport 39
3. Transport safety **43**
Road transport safety 44
Rail transport safety 46
Maritime transport safety 47
Air transport safety 48
4. Transport, the environment and energy **49**
Emissions 50
Taxes 51
Networks 52
Energy 54
5. Transport and the economy **55**
Employment 56
Prices 60
Expenditure 63
Investment 66

Introduction

Eurostat is the statistical office of the European Union (EU). Our mission is to provide high-quality statistics on Europe, offering both citizens and decision-makers key information on the EU's economy, society and environment.

'Key figures on European transport' gives an up-to-date statistical overview of transport and links it to related domains. The publication generally provides annual data up to 2023 or 2024, depending on the mode of transport and the type of indicator.

Structure of the publication

'Key figures on European transport' provides a snapshot of the transport statistics which are available on Eurostat's website and within its online database.

Chapters 1 and 2 of the publication provide statistics on the movement of people and goods by land, water and air. The third chapter covers transport safety for the various transport modes. The fourth chapter links transport to the environment and energy. The final chapter looks at a range of economic indicators, such as employment in the transport sector, transport prices and expenditure on transport.

Data extraction and coverage

Data extraction

The statistical data presented in this publication were extracted at the end of October or beginning of November 2025. Eurostat's online database may contain fresher data.

Spatial data coverage

This publication presents information for the EU (a sum/average covering the 27 EU countries), its individual countries (Member States) and EFTA countries.

The countries in the figures are usually ranked according to the values for the indicator(s) illustrated.

References in the publication to northern, eastern, southern or western Europe are based on groupings in EU vocabularies.

The map on the inside cover page shows the EU and EFTA countries.

Note that data related to rail transport are not included for Cyprus and Malta as these EU countries do not have a rail network; the same is true for Iceland. Equally, data related to maritime transport are not included for Czechia, Luxembourg, Hungary, Austria and Slovakia, as these EU countries are landlocked; Liechtenstein and Switzerland are also landlocked countries.

Country codes and names

BE Belgium
BG Bulgaria
CZ Czechia
DK Denmark
DE Germany
EE Estonia
IE Ireland
EL Greece
ES Spain
FR France
HR Croatia
IT Italy
CY Cyprus
LV Latvia
LT Lithuania
LU Luxembourg
HU Hungary
MT Malta
NL Netherlands
AT Austria
PL Poland
PT Portugal
RO Romania
SI Slovenia
SK Slovakia
FI Finland
SE Sweden

IS Iceland
LI Liechtenstein
NO Norway
CH Switzerland

World regions / continental aggregates

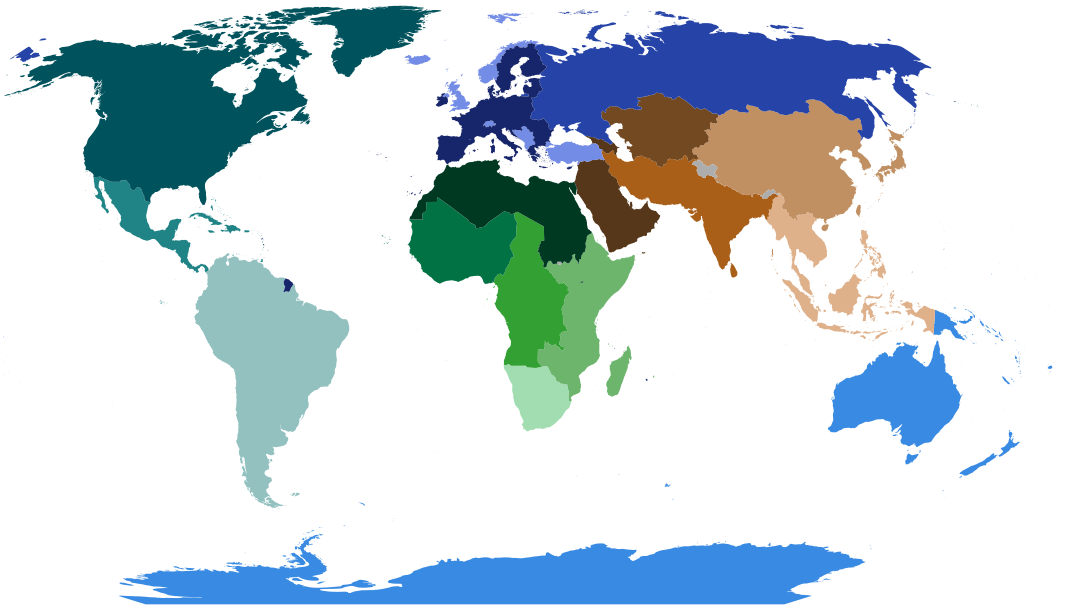
In Chapters 1 and 2, several maps show the size of air and maritime transport to and from various regions of the world. Eurostat's standard code list for partner countries defines these regions, and these are illustrated in the map below.

Temporal data coverage

If data for a reference year (or reference period) are not available for a country, data are shown for the next most recent reference year (if available). These exceptions are footnoted. Readers should pay particular attention to these deviations when the reference year is 2020 or 2021: for some indicators – particularly those impacted by the COVID-19 crisis – large changes in 2020 and/or 2021 mean that earlier/later data may not be a good proxy for missing 2020 or 2021 data.

Notes and flags

Notes and flags are used to explain and define specific characteristics of data. In this publication, these have been restricted as far as possible to leave more space for illustrating the data. This publication includes only the main notes needed to interpret the data and to highlight when data for one year have been replaced by data for another. Data not shown in individual figures may simply not be available or may be confidential. The full set of notes and flags is available on Eurostat's website via the online data code(s) presented for each map or figure.



Accessing European statistics

The simplest way to access Eurostat's wide range of statistical information is through Eurostat's website. Eurostat provides users with free access to its databases and publications. The website is updated daily and presents the latest and most comprehensive statistical information available on the EU as well as individual EU, EFTA and enlargement countries. For some datasets, information may be provided for a wider range of non-EU countries.

You can use online data codes, such as 'tran_hv_psmod', to find the most recent data in Eurostat's online database directly or use the Eurostat website's search function. In this publication, these online data codes are mentioned within the 'Source' below each illustration.

Some of the indicators presented in this publication can be complex. The Statistics Explained website provides a comprehensive online glossary containing definitions of a broad range of statistical indicators, concepts and terms. Specialist terms used in the text are linked to their glossary definition.

Modes of transport

Several subchapters analyse European transport statistics by transport mode. Some modes are common to passenger and freight transport, while others – such as pipelines – are specific to just one.

Passenger transport modes

Land transport:

- road transport, by
  - passenger cars
  - motorcycles and mopeds
  - buses and coaches
- rail transport, including high-speed and conventional railways ([1]).

Water transport:

- maritime (sea transport).

Air transport.

Freight transport modes

Land transport:

- road transport
- rail transport
- pipelines.

Water transport:

- maritime (sea transport)
- inland waterways (such as rivers, canals and lakes).

Air transport.

Territoriality and nationality principles

Territoriality principle

Most statistics related to the measurement of the transport of passengers or freight use the territoriality principle, in other words where the transport takes place. For example, information on rail transport in Luxembourg concerns transport on Luxembourg's rail network. National transport for Luxembourg is transport between 2 places within Luxembourg, while international transport concerns goods and/or passengers:

a) loaded/embarked in Luxembourg and unloaded/disembarked outside of Luxembourg or

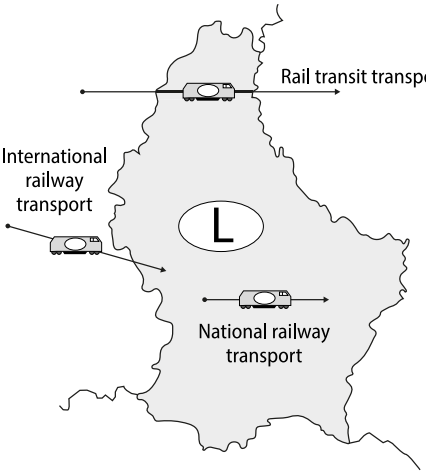
b) loaded/embarked outside of Luxembourg and unloaded/disembarked in Luxembourg or

c) transiting through Luxembourg.

Transit through a country is not included in international rail data.

([1]) Railway statistics exclude (sub)urban, light rail, metros/underground railways and trams.

To measure the international transport of goods or passengers under the territoriality principle, only the distance travelled within the national territory is considered. For example, this principle splits a journey between a place in Luxembourg and a place in Belgium into the kilometres within Luxembourg and those within Belgium; only those in Luxembourg are in the international rail transport statistics reported for Luxembourg; those in Belgium are in the statistics reported for Belgium.



Nationality principle

EU road freight transport statistics are an exception to the territoriality principle. These data use the nationality principle, reflecting the nationality of the road vehicle performing the transport. For example, information on road freight transport for Luxembourg concerns transport by vehicles registered in Luxembourg. Another way to understand this is that these data concern transport by Luxembourg's road freight hauliers, regardless of the route.

Under the nationality principle, while national transport for Luxembourg is still defined as transport between 2 places within Luxembourg, it only concerns such transport performed by vehicles registered in Luxembourg. These statistics for Luxembourg do not include as national transport any transport between 2 places within Luxembourg by a vehicle registered in a different country; this is a type of international transport (cabotage) recorded in the statistics for the country whose vehicles performed this transport.

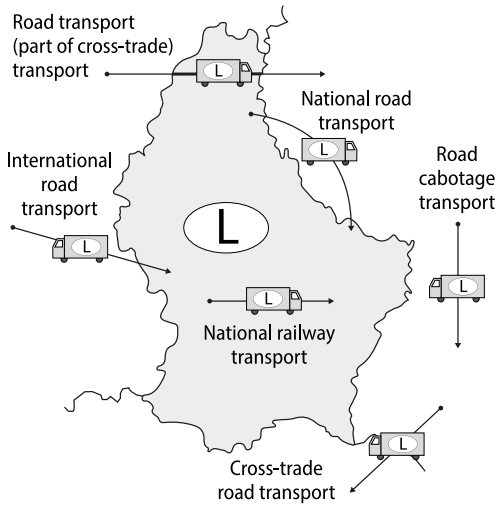
Similarly, Luxembourg's international transport statistics cover goods transported by road vehicles that are registered in Luxembourg, under the following conditions:

a) goods loaded in Luxembourg and unloaded outside of Luxembourg

b) goods loaded outside of Luxembourg and unloaded in Luxembourg or

c) goods both loaded and unloaded outside of Luxembourg, regardless of whether

- they pass through Luxembourg (transit) or
- they stay within the borders of a single country other than Luxembourg (cabotage) or
- they cross at least 1 border, but none of Luxembourg's borders (cross–trade).



Note that Eurostat produces and publishes a limited set of road freight transport statistics on the territoriality principle. These estimates use the data collected according to the nationality principle with an adjustment for the routes taken for international transport based on a distance matrix.

This publication presents road freight transport statistics using both the territoriality and nationality principles:

- the modal split of inland freight transport (see pages 26 and 27) uses estimated data according to the territoriality principle
- the focus on road freight transport (see pages 27 to 30) uses data based on the nationality principle.

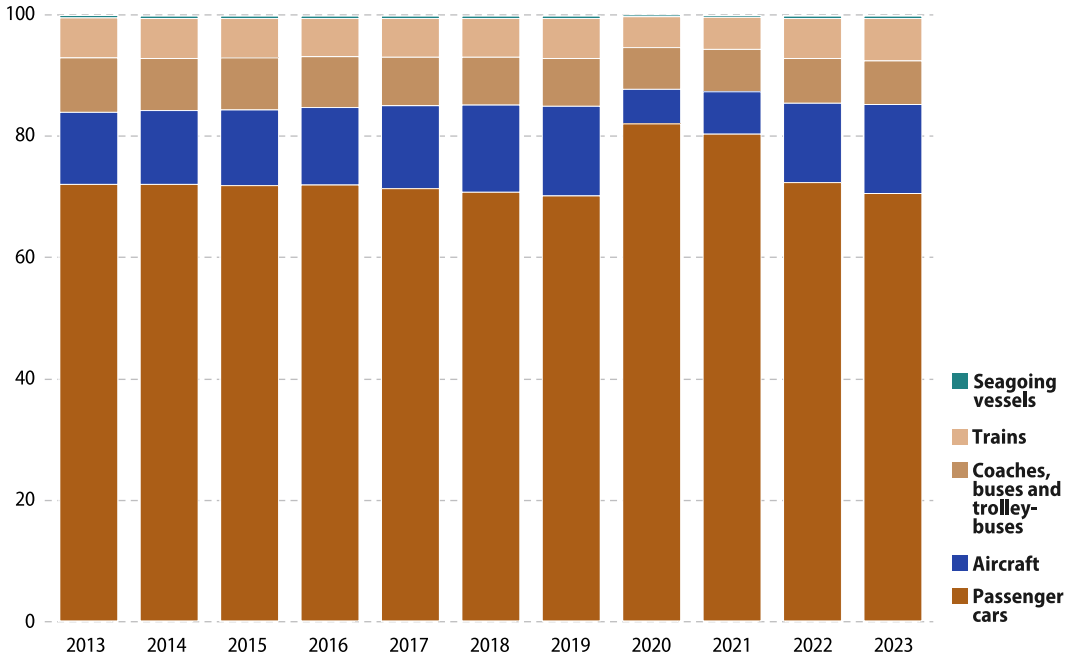
1

Passenger transport

Modal split of passenger transport

Modal split of passenger transport

(% based on passenger-kilometres, EU, 2013–23)



Note: 2014 and 2016, breaks in series.

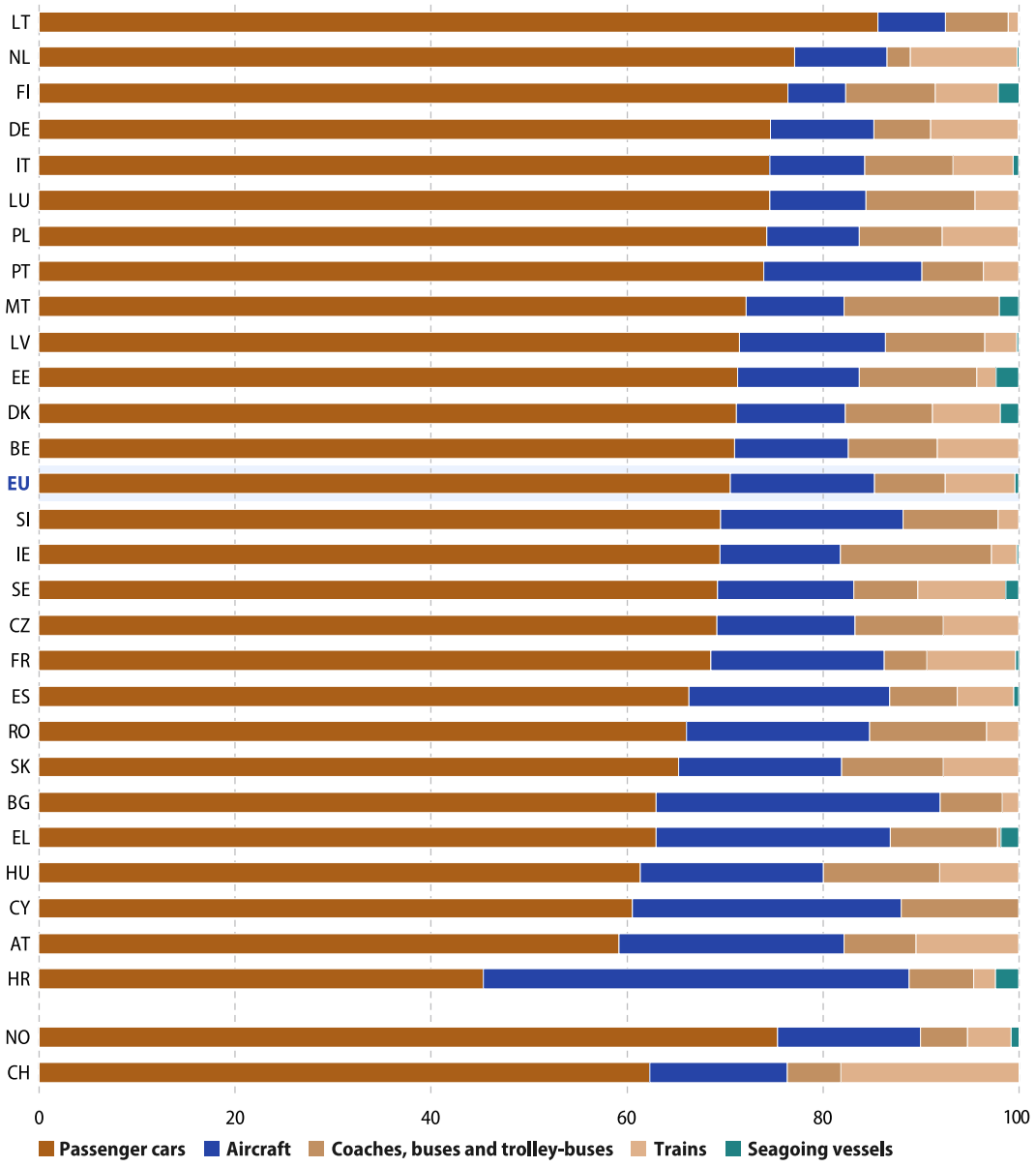
Source: Eurostat (online data code: tran_hv_ms_psmod)

The modal split describes the relative share of each mode of transport in terms of the vehicles used in the total for all transport modes. For passengers, the shares for each mode are calculated using the total passenger-kilometres (passenger-km) following the territoriality principle (transport performed on the territory of a country). The modal split currently concerns passenger cars, aircraft, buses, coaches, trolleybuses, trains and seagoing vessels.

Between 2013 and 2019, passenger cars' share of passenger transport in the EU fell from 72.1% to 70.2%. It increased rapidly in 2020 to 82.1%, dropped back in 2021 to 80.4% and then fell in 2022 and 2023 to 72.4% and 70.6%, respectively. The share of aircraft in passenger transport grew from 11.9% to 14.8% between 2013 and 2019 but dropped to 5.7% and 7.0% in 2020 and 2021, respectively; in 2022, it rebounded to 13.1% and in 2023 it increased further, to 14.7%. Most other modes of transport recorded similar patterns: a sharp drop in 2020, relative stability in 2021, a notable increase in 2022 and a smaller change (positive or negative) in 2023. These substantial changes in 2020 reflect the impact of the COVID-19 crisis on the overall use of transport. Comparing 2023 with 2019, the shares were larger for passenger cars and trains (both up 0.4 percentage points), smaller for coaches, buses and trolleybuses (down 0.7 points) and unchanged for seagoing vessels.

Modal split of passenger transport

(% based on passenger-kilometres, 2023)



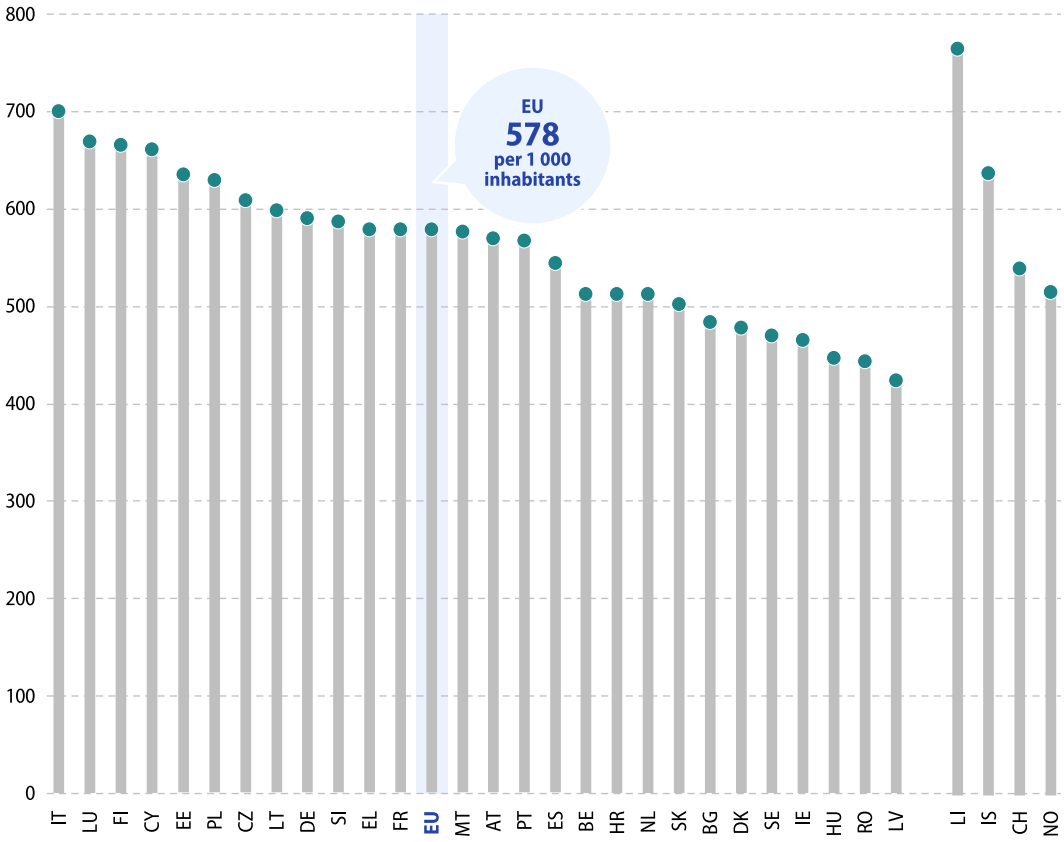
Source: Eurostat (online data code: tran_hv_ms_psmod)

Among the EU countries, Lithuania recorded the largest share of passenger transport attributed to passenger cars in 2023, at 85.6%, while the smallest share was in Croatia (45.4%). In turn, Croatia had by far the largest share for aircraft (43.5%), followed by Bulgaria (29.0%). In Malta and Ireland, coaches, buses and trolleybuses accounted for at least 15.0% of passenger transport. The largest shares of passenger transport performed by train were in the Netherlands and Austria, both above 10.0%. The use of seagoing vessels was below 1.0% in most EU countries and was largest in Croatia, at 2.4%.

Road passenger transport

Motorisation rate: passenger cars relative to population size

(per 1 000 inhabitants, 2024)



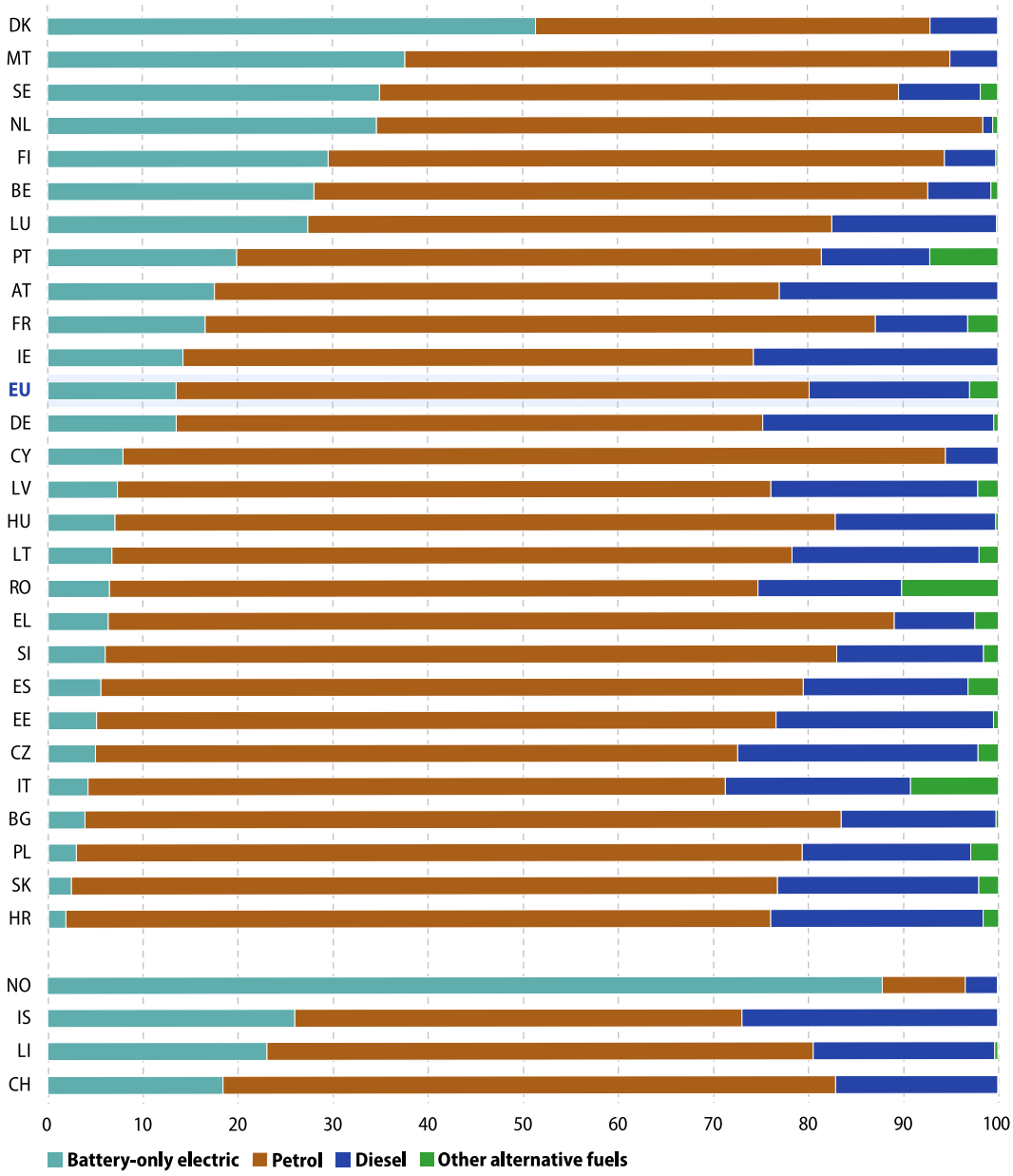
Source: Eurostat (online data code: road_eqs_carhab)

Passenger car statistics include vehicles registered and licensed to use public roads. The data presented here cover all vehicles owned by households, businesses and government (other than the military), including rental vehicles as well as special purpose passenger vehicles (such as camper vans and ambulances).

The motorisation rate for road passenger vehicles is the number of passenger cars relative to the size of the population. In the EU, this indicator averaged 578 passenger cars per 1 000 inhabitants in 2024. The highest motorisation rates were in Italy (701 per 1 000 inhabitants), Luxembourg (670 per 1 000 inhabitants), Finland (666 per 1 000 inhabitants) and Cyprus (661 per 1 000 inhabitants). The lowest were in Latvia (424 per 1 000 inhabitants), Romania (444 per 1 000 inhabitants) and Hungary (447 per 1 000 inhabitants).

Registrations of new passenger cars, by type of motor energy

(%, 2024)

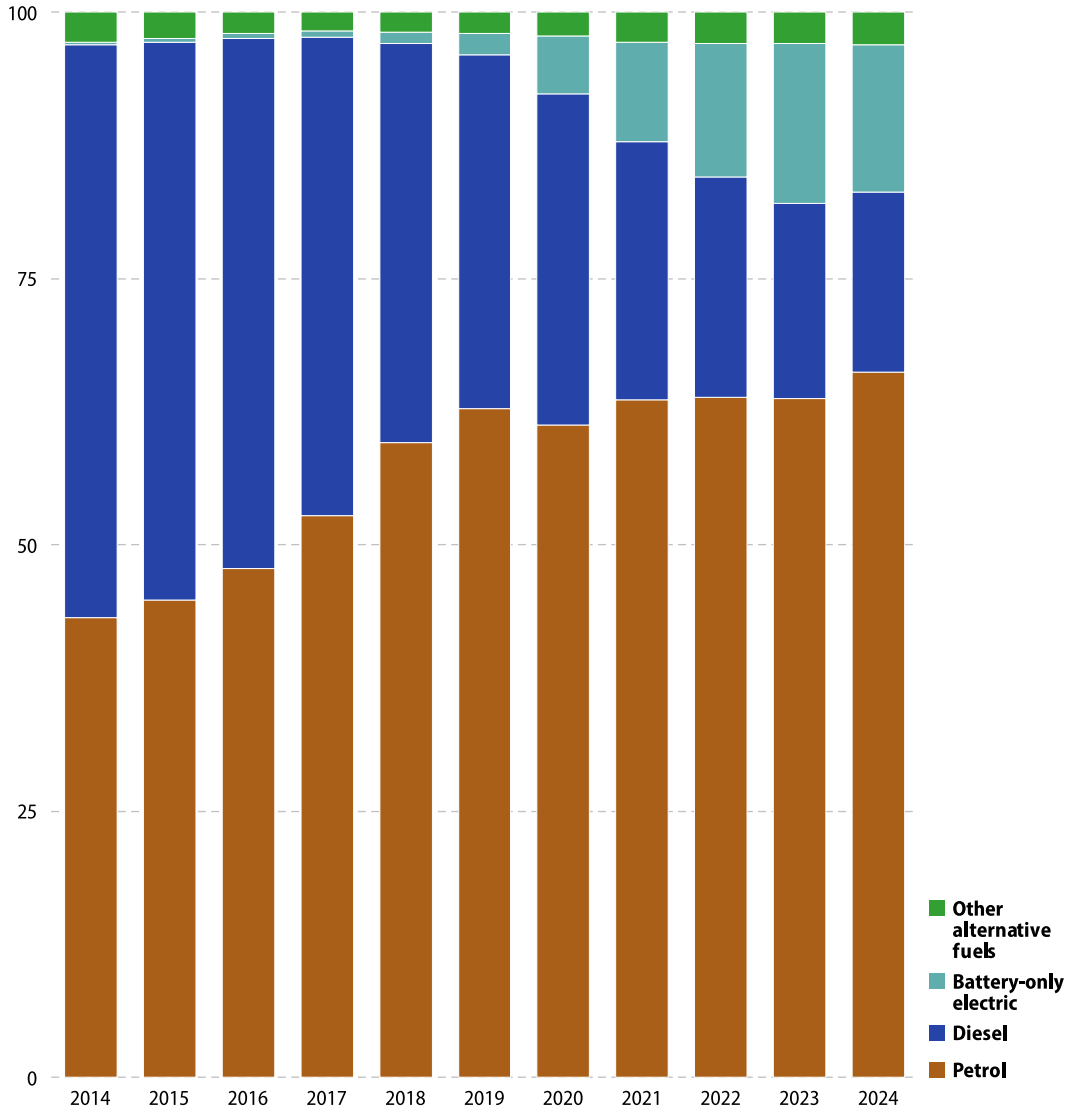


Source: Eurostat (online data codes: road_eqr_zev and road_eqr_carpda)

In 2024, battery-only electric vehicles accounted for more than half of all new passenger car registrations in Denmark (51.3%) and more than a third in Malta (37.7%), Sweden (34.9%) and the Netherlands (34.6%). By contrast, the share was below 5.0% in Croatia, Slovakia, Poland, Bulgaria and Italy. In the EU, the share was 13.5%.

Registrations of new passenger cars, by type of motor energy

(%, EU, 2014–24)



Note: based on data for 20 EU countries which together accounted for 93% of new passenger cars within the EU.

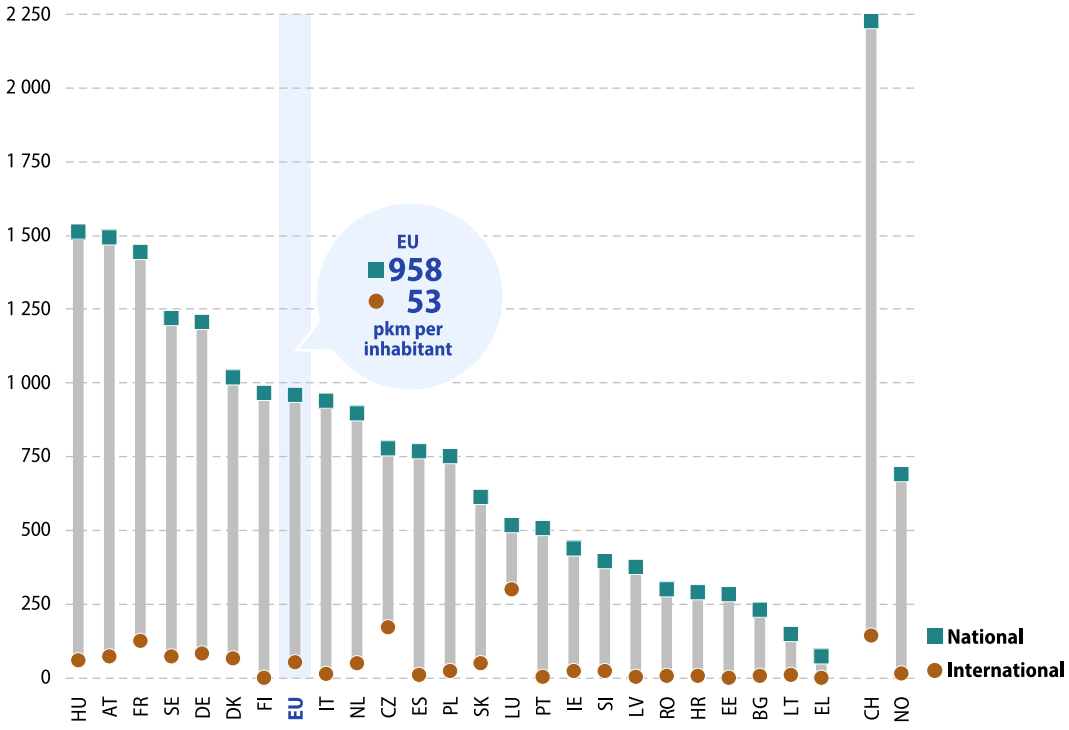
Source: Eurostat (online data codes: road_eqr_zev and road_eqr_carpda)

A time series based on data available for all years from 2014 to 2024 for 20 EU countries shows how the types of motor energy of new passenger cars have changed. In these countries, which accounted for 93% of new passenger cars within the EU in 2024, the number of diesel-powered vehicles (including hybrids) decreased 67% and the number of petrol-powered vehicles (including hybrids) increased 60%. For alternative types of motor energy, there were 45 times as many registrations of new battery-only electric vehicles in 2024 as in 2014, corresponding to 13.9% and 0.3% of all new car registrations, respectively. Registrations of new vehicles using other alternative fuels in 2024 were 13% higher than in 2014.

Rail passenger transport

Rail passenger transport

(passenger-kilometres per inhabitant, 2024)



Note: no railways in CY or MT. EU: excluding BE. BE: not available.

Source: Eurostat (online data codes: rail_pa_typepas and demo_gind)

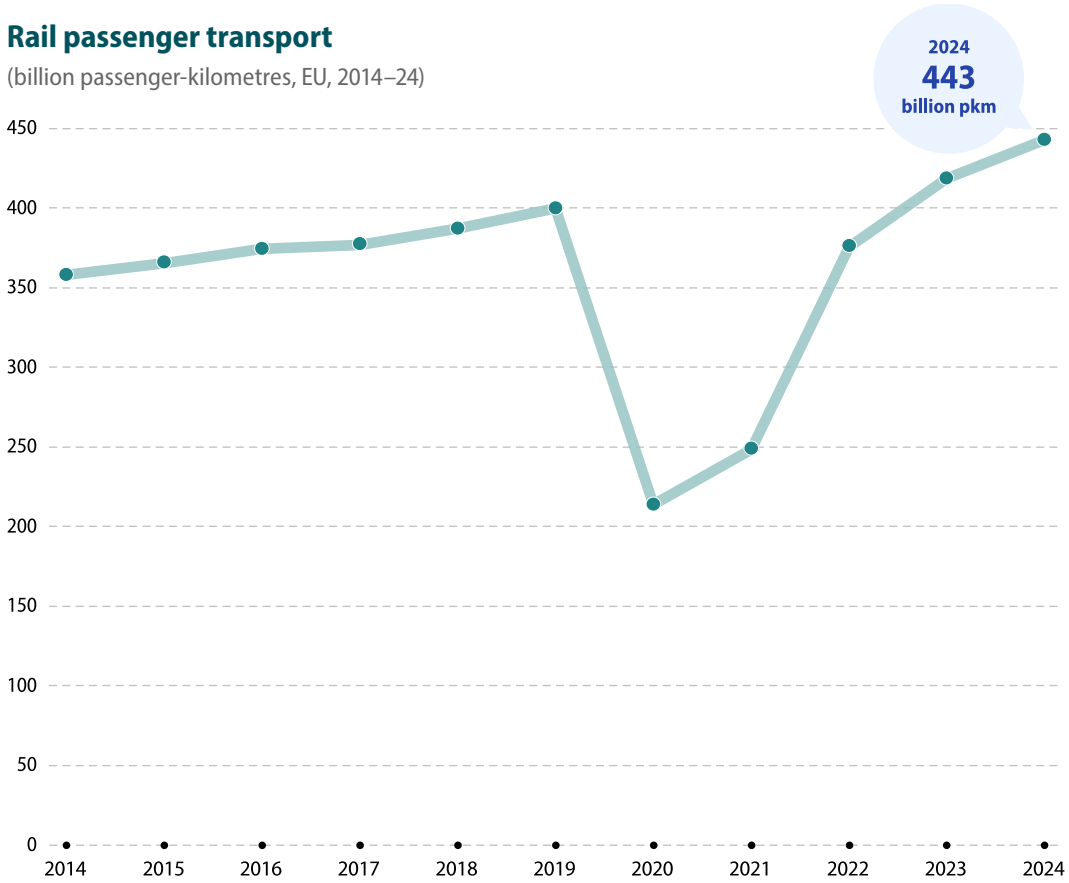
Rail passengers are people who travel by rail; the data presented here exclude members of the train crew. They measure the number of passengers carried or the number of passenger-kilometres. For international journeys, the passenger-kilometre data only include the distance travelled on the national network, in other words the part of the journey within the national territory.

In 2024, 8.3 billion rail passengers made national journeys in the EU (excluding Belgium), travelling a total of 420 billion kilometres. In addition, 150 million passengers travelled 23.0 billion kilometres on international journeys. Relative to population size, this was an average of 958 kilometres per inhabitant on national journeys and 53 kilometres per inhabitant on international journeys.

Rail passengers in Hungary, Austria and France travelled the longest average distance on national journeys in 2024, respectively, 1 513, 1 493 and 1 442 kilometres per inhabitant. Rail passengers in Greece travelled the shortest average distance on national journeys, 70 kilometres per inhabitant.

Rail passenger transport

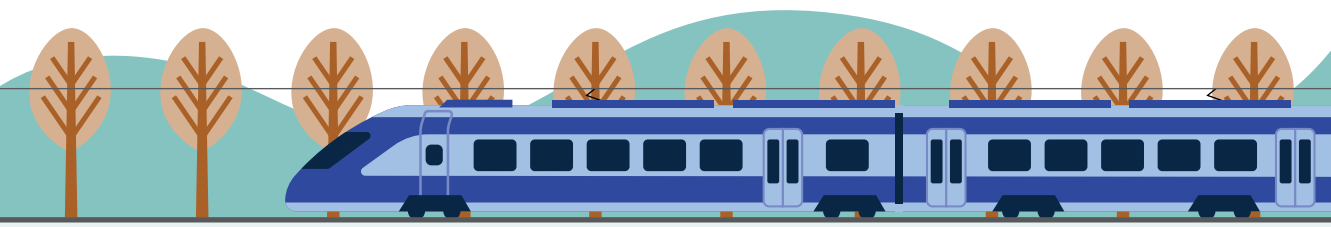
(billion passenger-kilometres, EU, 2014–24)



Note: excluding BE. 2017: excluding HU for quarters 2 and 3. Based on quarterly data for the Netherlands for 2014 and for Hungary for 2014 to 2023.

Source: Eurostat (online data codes: rail_pa_typepas and rail_pa_quartal)

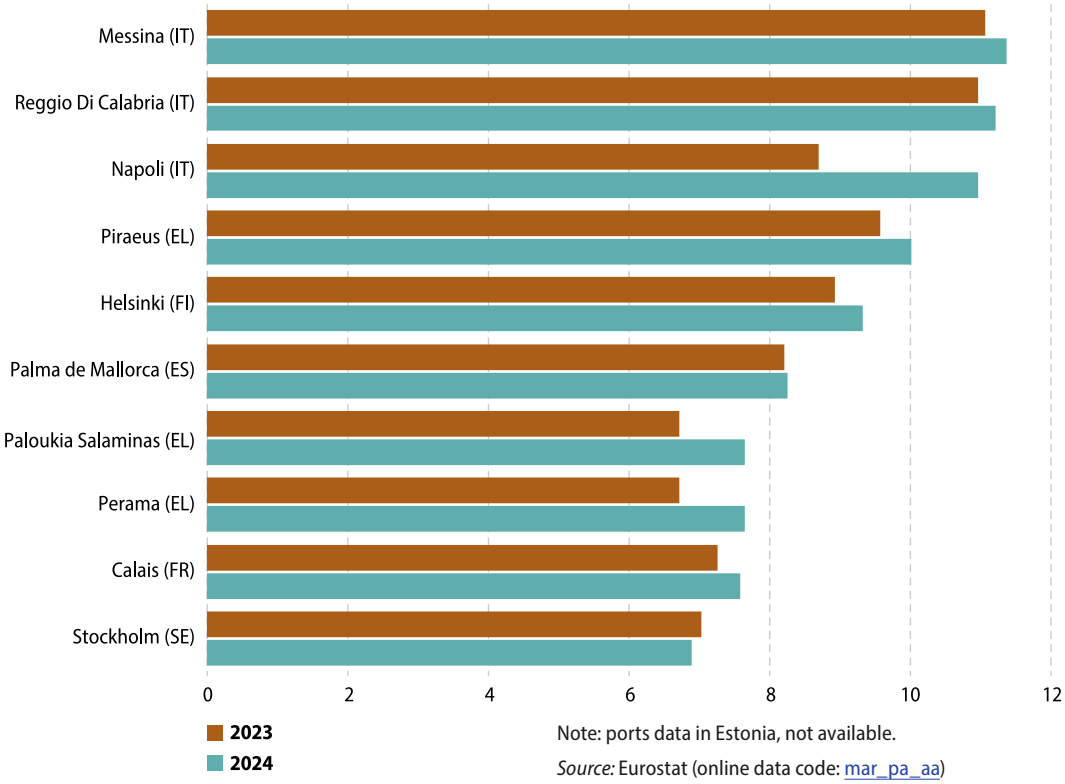
The distance travelled on railways in the EU (excluding Belgium) rose from 358 billion kilometres in 2014 to 400 billion kilometres by 2019, an overall increase of 11.7%. The start of the COVID-19 crisis in 2020 resulted in a sharp fall, down 46.6%. A partial rebound in 2021 (up 16.3%) was followed by a stronger recovery in 2022 (up 51.4%). Another increase in 2023 (up 11.3%) brought the distance travelled up to 419 billion kilometres, therefore above the pre-crisis level. In 2024, the distance increased by a further 5.8%, to reach 443 billion kilometres.



Maritime passenger transport

Top 10 passenger ports in terms of passengers embarked and disembarked

(millions, EU, 2023 and 2024)



Note: ports data in Estonia, not available.

Source: Eurostat (online data code: mar_pa_aa)

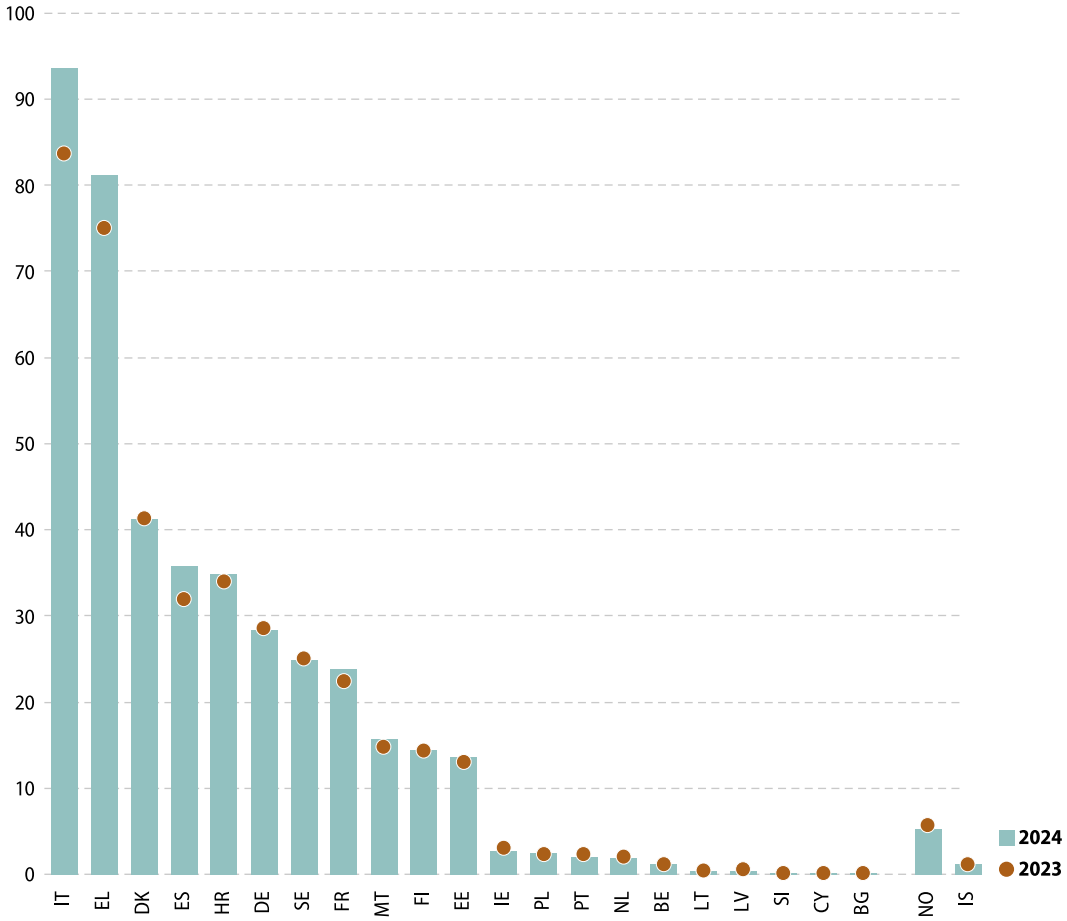
Sea passengers are people who make a sea journey on a merchant ship; the data presented here exclude service staff assigned to merchant ships, as well as infants in arms (infants who are carried). Merchant ships are typically passenger ships (for more than 12 fare-paying passengers) including cruise ships, as well as roll-on-roll-off (Ro-Ro) vessels.

Sea passengers embarked and disembarked relate to the activity of boarding or leaving a ship. A transfer from one ship to another is a disembarkation followed by an embarkation. Excursions from cruise ships are not considered a (dis)embarkation.

The 10 busiest maritime passenger ports in the EU in 2024 included 3 ports in each of Greece and Italy and 1 port in each of Finland, Spain, France and Sweden. Among these ports, 7 were Mediterranean, 2 were Baltic and 1 was in the English Channel. Together, these 10 ports accounted for more than a fifth (22%) of all passengers embarking or disembarking in the EU.

Passengers embarked and disembarked in all ports

(millions, 2023 and 2024)

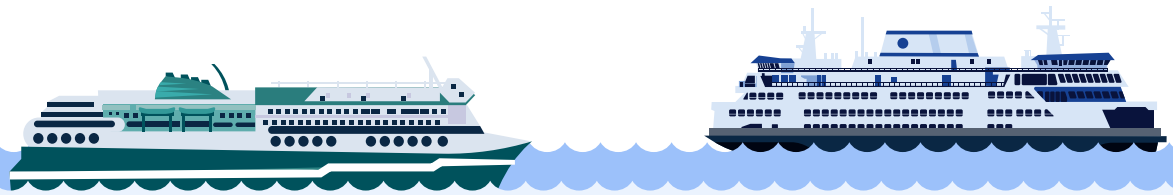


Note: CZ, LU, HU, AT and SK are landlocked. RO: 2023, very low values, precise data not available; 2024, no maritime passengers embarked or disembarked in ports.

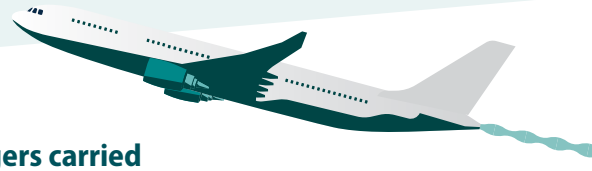
Source: Eurostat (online data code: mar_pa_aa)

In 2024, a total of 418 million passengers travelled through maritime ports in EU countries. This represented a 6.2% increase compared with 2023. Italy (93.5 million) and Greece (81.1 million) had the highest numbers of maritime passengers, accounting for 22.4% and 19.4% of the EU total, respectively.

Among the EU countries with at least 20.0 million passengers in 2024, the highest annual growth rates were in Spain (up 12.7%) and Italy (up 11.9%).

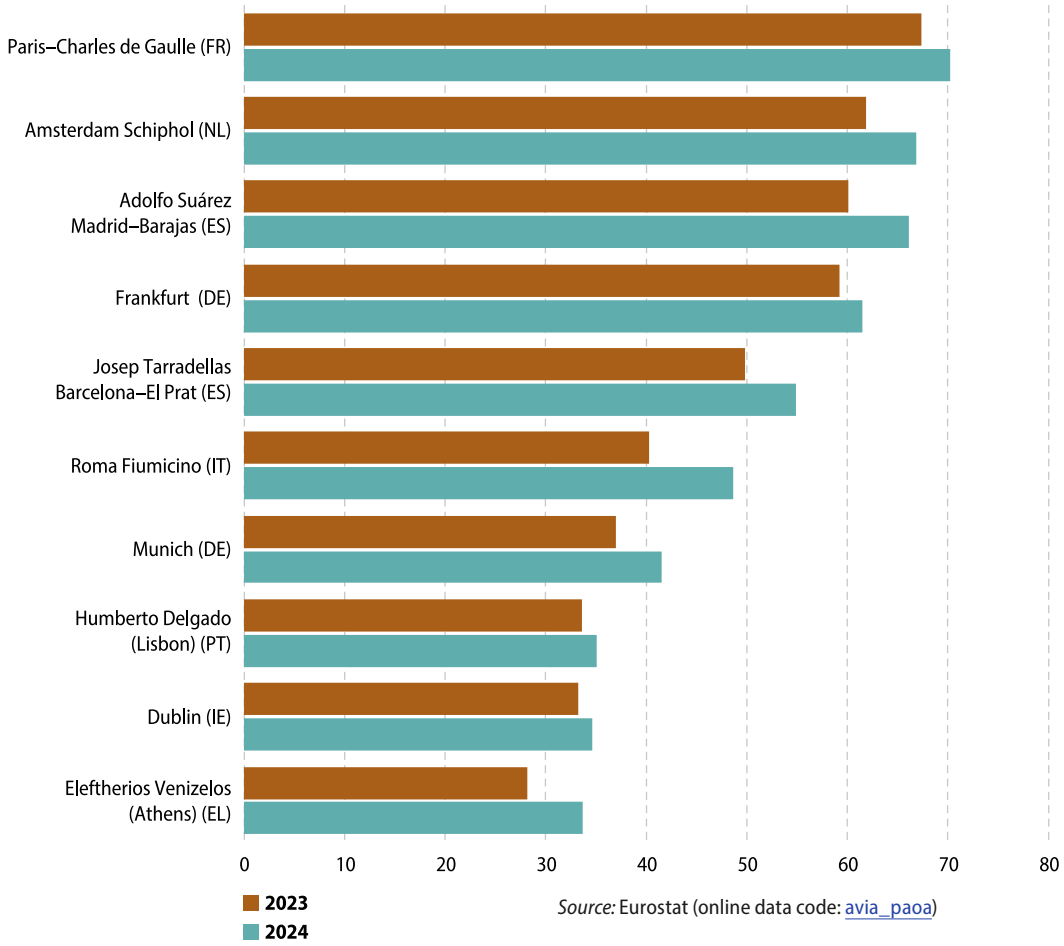


Air passenger transport



Top 10 passenger airports in terms of passengers carried

(millions, EU, 2023 and 2024)



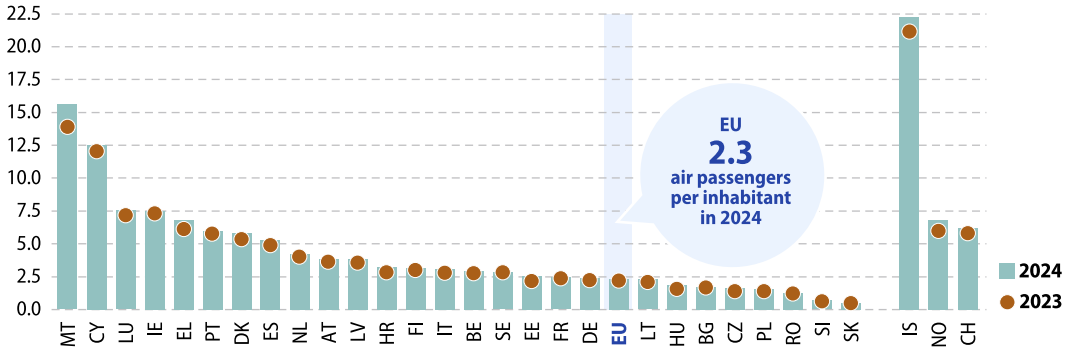
Source: Eurostat (online data code: avia_paoa)

Air passengers are people who make a journey by air; the data presented here exclude on-duty members of the flight and cabin crews and include infants in arms (infants who are carried). The number of passengers carried counts passengers whose air journey begins or ends at the reporting airport; the data exclude direct transit passengers (on the same aircraft with the same flight number).

In 2024, air passenger numbers increased 8.3% compared with 2023, reaching 1.05 billion, thereby surpassing for the first time their pre-COVID-19 levels (1.04 billion in 2019). The list of the 10 busiest passenger airports in 2024 was similar to that in 2023, with Eleftherios Venizelos airport in Athens (Greece) entering the top 10 and Orly airport in Paris (France) dropping out.

Air passengers carried

(number per inhabitant, relative to population size, 2023 and 2024)



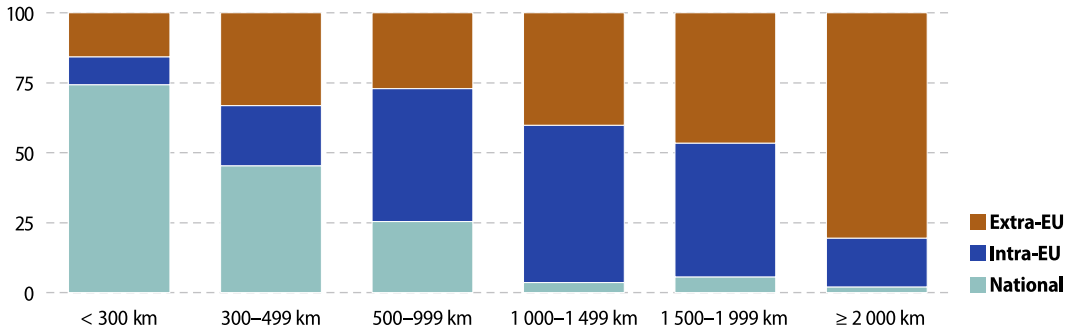
Source: Eurostat (online data codes: avia_paoc and demo_gind)

The intensity of passenger air transport can be measured by the number of passengers carried on flights to and from each EU country compared with the resident population. Several southern EU countries that are major tourist destinations had a high ratio of air passengers to inhabitants in 2024, in particular the islands of Malta (15.6 per inhabitant) and Cyprus (12.5 per inhabitant). Luxembourg and Ireland (both 7.5 per inhabitant) also had high ratios, reflecting high demand for air transport for leisure, business or other purposes. Eastern EU countries recorded the 7 lowest ratios, all below 2.0 per inhabitant. The average for the EU was 2.3 per inhabitant ([2]).

([2]) To avoid double counting, the EU average for intra-EU transport considers only data for departures.

Air passengers on board, by distance class and type of transport

(%, EU, 2024)

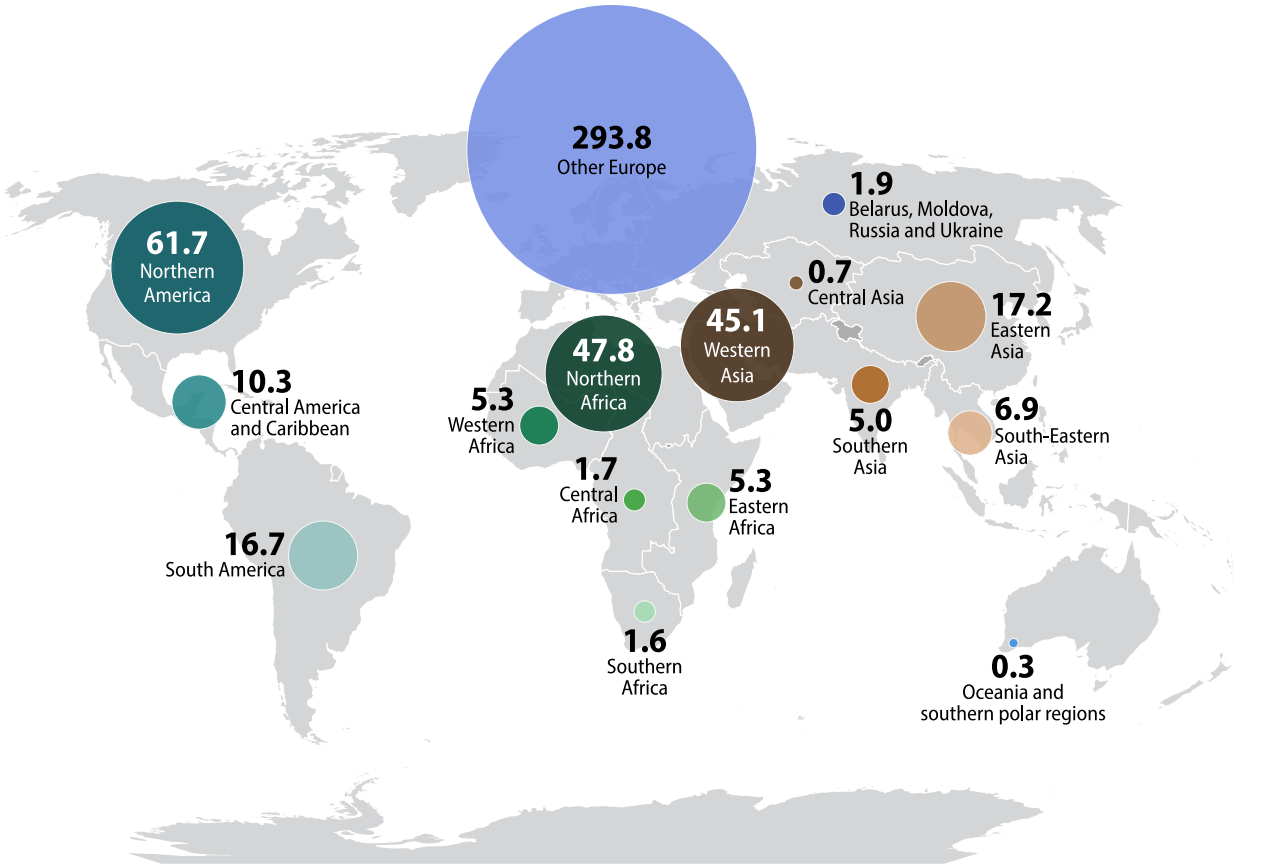


Source: Eurostat (online data code: avia_paodis)

In 2024, the vast majority of passengers on flights shorter than 300 kilometres were on national flights (74.3%). Relatively few passengers on these shorter flights were travelling between airports within the EU (10.0%), while a larger share of passengers were on short extra-EU flights (15.7%), for example crossing the Irish Sea from Ireland to Great Britain. By contrast, flights of particularly long distances mainly started or ended in a non-EU country. For example, 80.5% of flights of 2 000 kilometres or more were to or from extra-EU airports. The relatively small share of such long flights accounted for by national flights (2.0%) typically concern flights between continental Europe and the EU's outermost regions, such as between Metropolitan France and French Guyana in continental South America.

Extra-EU air passenger transport

(millions of passengers carried, EU, 2024)



Source: Eurostat (online data code: avia_paexcc)

The rest of Europe was the main origin or destination of passengers travelling to or from the EU by air in 2024: 56.3% of the extra-EU total was for flights to/from European countries other than Belarus, Moldova, Russia and Ukraine.

After growth compared with the previous year of 18.4% in 2021 and 161.9% in 2022, EU passenger air transport to/from non-EU countries increased 24.6% in 2023 and 9.0% in 2024. This shows that the recovery from the impact of the COVID-19 crisis continued, with the number of passengers carried to/from non-EU countries in 2024 surpassing the 2019 level.

At a more detailed level, passenger air transport fell in 2024 compared with 2023 for the Central African market, down 0.4%. For all other markets, air passenger numbers in 2024 were higher than in 2023. The largest increase in relative terms concerned transport to or from Belarus, Moldova, Russia and Ukraine (up 53.7%) and Eastern Asia (up 43.0%).

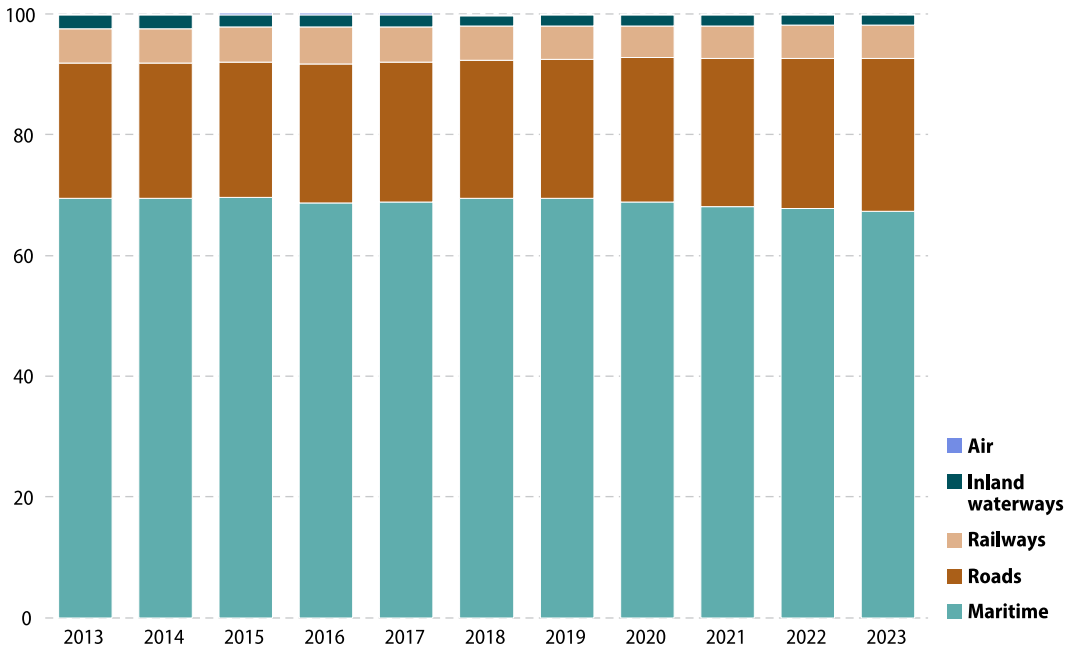
2

Freight transport

Modal split of freight transport

Modal split of freight transport

(% based on tonne-kilometres, EU, 2013–23)



Source: Eurostat (online data code: tran_hv_ms_frmod)

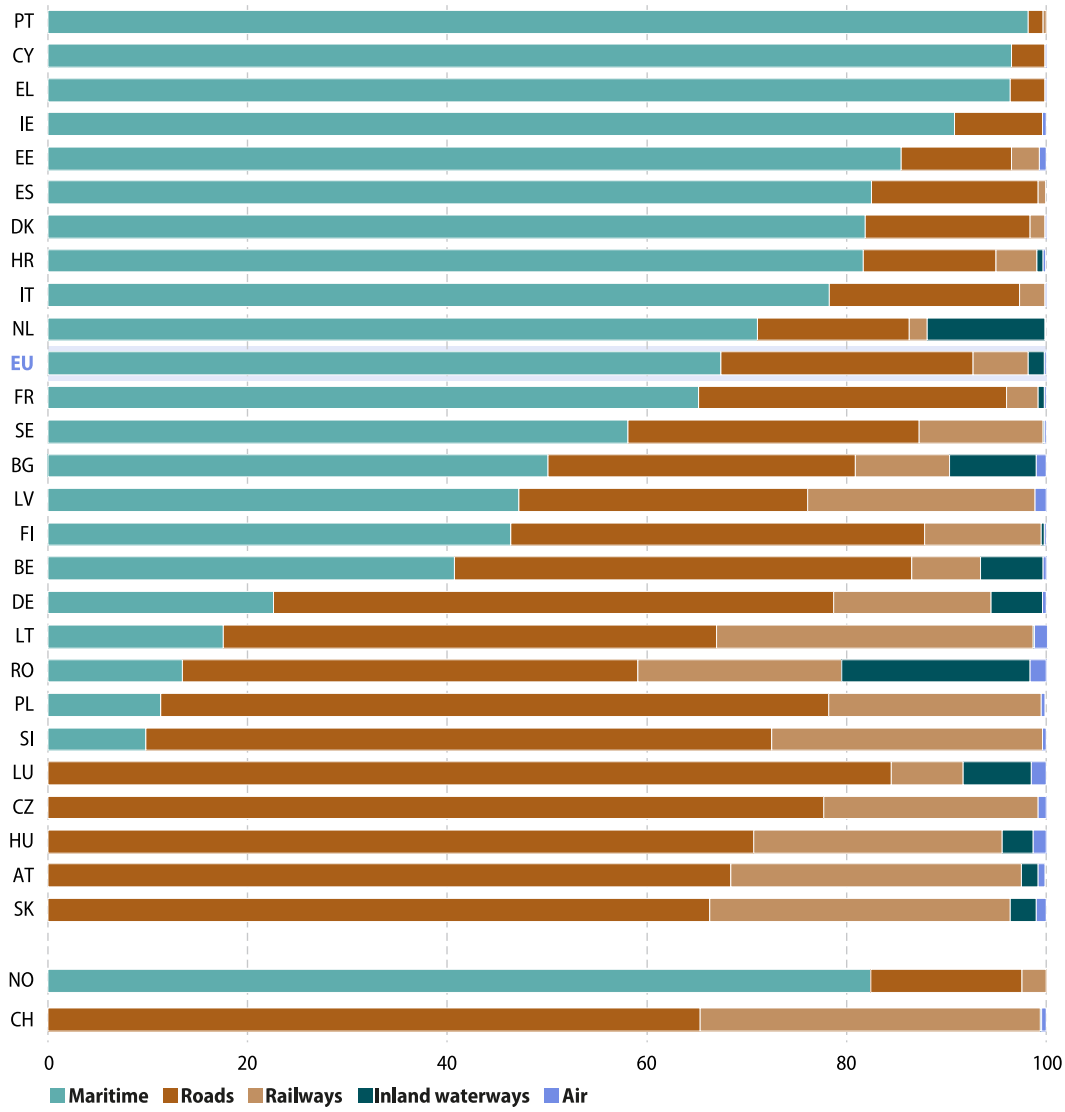
The modal split describes the relative share of each mode of transport, for example, by sea, road or rail, in the total for all transport modes. For freight, the shares for each mode are calculated using the total tonne-kilometres (tonne-km) based on data following the territoriality principle (transport performed on the territory of a country). The analysis of the modal split currently includes sea, road, rail, inland waterway and air transport.

In 2023, maritime transport accounted for just over two thirds (67.4%) of freight transport in the EU, based on tonne-km. Freight transport by road accounted for most of the remainder (25.3% of the total), with smaller shares by rail (5.5%), inland waterway (1.6%) and air (0.2%).

During the period 2013 to 2020, the share of maritime transport within all freight transport performance ranged between 68.7% and 69.6%. After a fall in 2020, this share fell to new lows of 68.1% in 2021, 67.8% in 2022 and 67.4% in 2023. The share of road transport increased most years between 2013 and 2023. By contrast, the share of rail in freight transport performance fell from 5.7% in 2013 to a low of 5.2% in 2020 before recovering to 5.4% in 2021 and 5.5% in both 2022 and 2023. The share of inland waterways declined from 2.2% in 2013 and 2014 to 1.7% in 2018; it was then stable at 1.8% for 3 years before dropping to a new low of 1.6% in both 2022 and 2023. The share of air transport within all freight transport performance remained at 0.2% throughout the period under consideration.

Modal split of freight transport

(% based on tonne-kilometres, 2023)

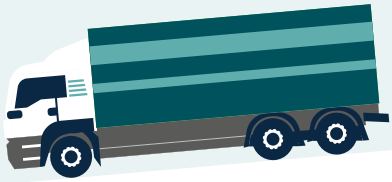


Note: MT, not available.

Source: Eurostat (online data code: tran_hv_ms_frmod)

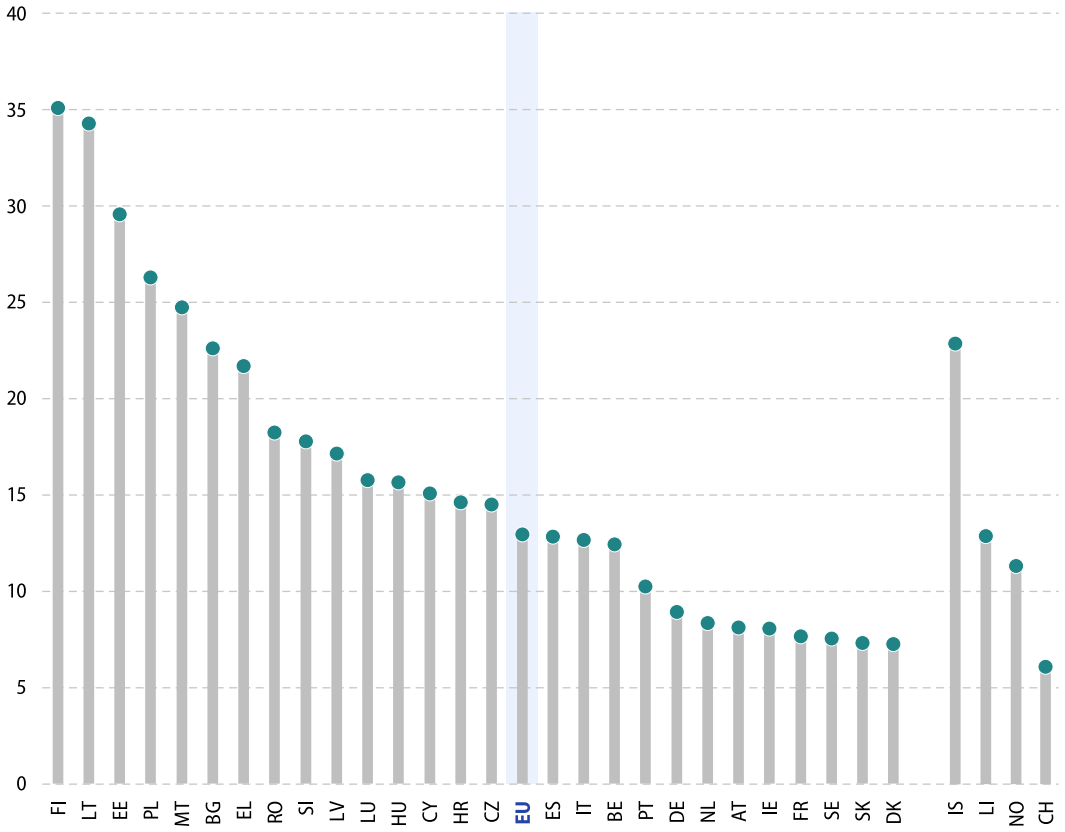
The 5 landlocked EU countries – Czechia, Luxembourg, Hungary, Austria and Slovakia – have no maritime transport. In 2023, they all recorded a share for road transport within all freight transport performance above 66.0%; Poland was the only other country with such a large share (the fifth largest share, at 66.9%). The smallest shares for road transport were in Portugal, Cyprus, Greece and Ireland, all below 10.0%. Conversely, these 4 EU countries recorded the largest shares for maritime transport, all over 90.0%. Freight transport by rail was close to a third (31.7%) of the total in Lithuania, while Slovakia and Austria also had shares close to 30.0%. The largest shares of freight transport by inland waterway were 18.9% in Romania and 11.7% in the Netherlands. The largest shares of air transport within all freight transport performance were in Romania (1.6%) and Luxembourg (1.5%).

Road freight transport



Motorisation rate: heavy lorries and road tractors relative to population size

(per 1 000 inhabitants, 2024)



Source: Eurostat (online data codes: road_eqs_lorroa and demo_gind)

Road freight motor vehicles include

- single vehicles (such as a lorry) designed to carry goods
- road tractors, also known as semi-trailer tractors or (the towing part of) articulated lorries, designed to pull vehicles that are not power-driven, typically semi-trailers.

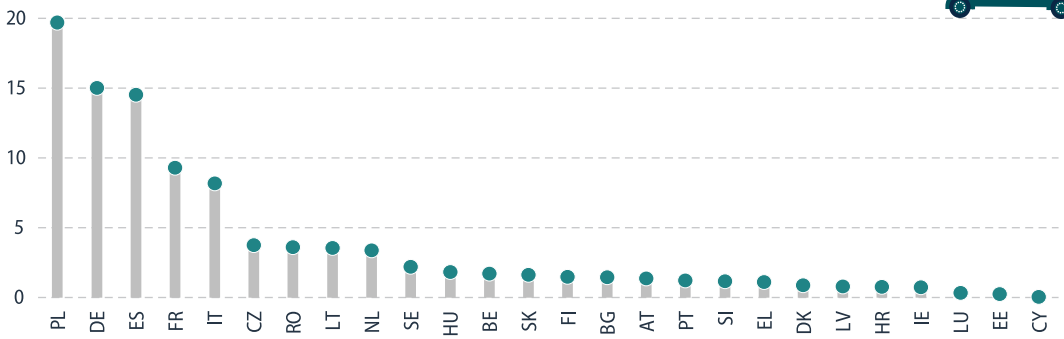
The motorisation rate for road freight vehicles is the number of heavy lorries (maximum permissible laden weight > 3.5 tonnes) and road tractors relative to the size of the population. In the EU in 2024, this rate averaged 13.0 per 1 000 inhabitants. The highest freight motorisation rates among the EU countries were in Finland (35.1 per 1 000 inhabitants) and Lithuania (34.3 per 1 000 inhabitants). The lowest rates were in Denmark and Slovakia (both 7.3 per 1 000 inhabitants).

Road freight transport statistics published here relate to transport by heavy goods vehicles registered in the reporting countries. See the introduction to this publication for an explanation of the nationality principle used for road freight transport statistics.

The data presented here do not include transport by light goods vehicles. The threshold for inclusion as a heavy goods vehicle may relate to the load capacity or the legally permissible maximum weight (the vehicle, the load, the driver and other people carried). Some reporting countries have a somewhat broader coverage as they apply lower inclusion thresholds.

Share of EU road freight transport, by country of vehicle registration

(% based on tonne-kilometres, 2024)



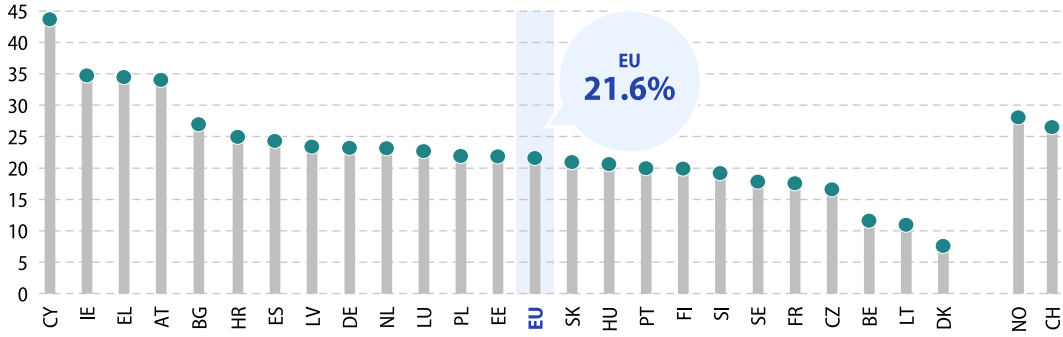
Note: MT, not available.

Source: Eurostat (online data code: road_go_ta_tott)

In 2024, Polish-registered vehicles performed close to a fifth (19.7%) of road freight transport (in tonne-km) by vehicles registered in the EU. German (15.0%) and Spanish (14.5%) transporters also had shares above 10.0%.

Share of empty road journeys, by country of vehicle registration

(% based on vehicle-kilometres, 2024)



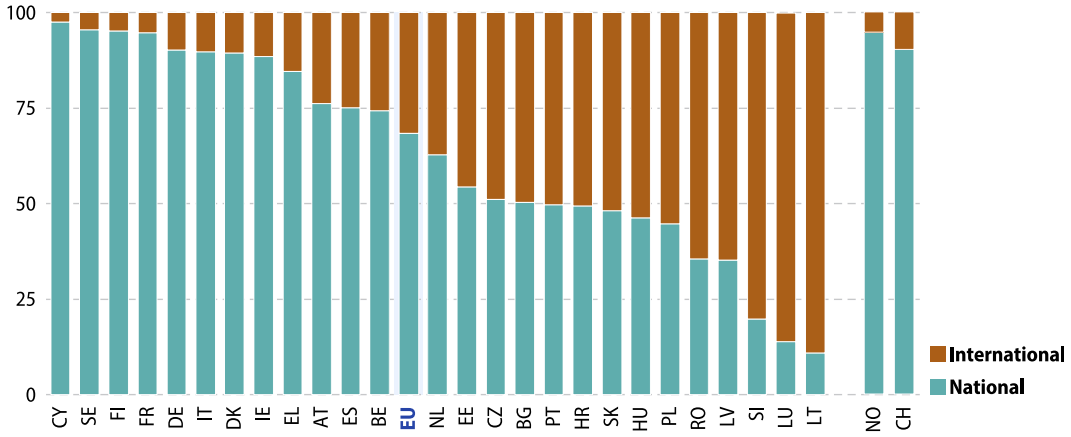
Note: EU, excluding IT, MT and RO. IT, MT and RO: not available.

Source: Eurostat (online data code: road_go_ta_tott)

Road freight transporters aim to avoid empty (unladen) journeys, for obvious cost reasons. The overall share of vehicle-kilometres (the distance travelled by vehicles regardless of the weight of any load carried) recorded for empty journeys in 2024 was 21.6% for vehicles registered in the EU. Vehicles registered in Austria (34.0%), Greece (34.4%), Ireland (34.7%) and most notably Cyprus (43.7%) recorded the largest shares among the EU countries.

Distribution of road freight transport, by type of transport

(% based on vehicle-kilometres, 2024)



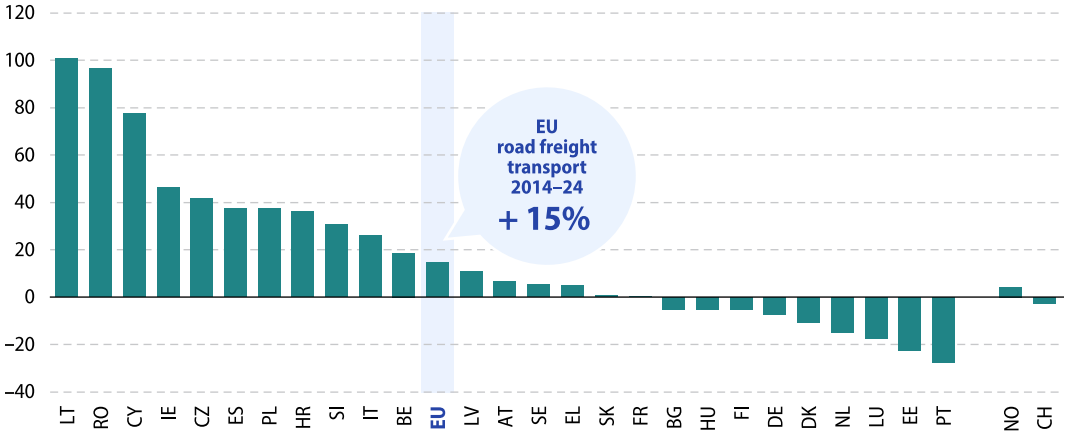
Note: EU, excluding MT and including only loaded transport for IT and RO. MT: not available. IT and RO: loaded only.

Source: Eurostat (online data code: road_go_ta_tott)

Just over two thirds (68.4%) of the vehicle-kilometres travelled in 2024 by vehicles registered within the EU were for national transport (within the EU country where the vehicles were registered). This share peaked at 97.5% in Cyprus but was as small as 11.0% in Lithuania.

Change in road freight transport

(% based on vehicle-kilometres, 2014–24)



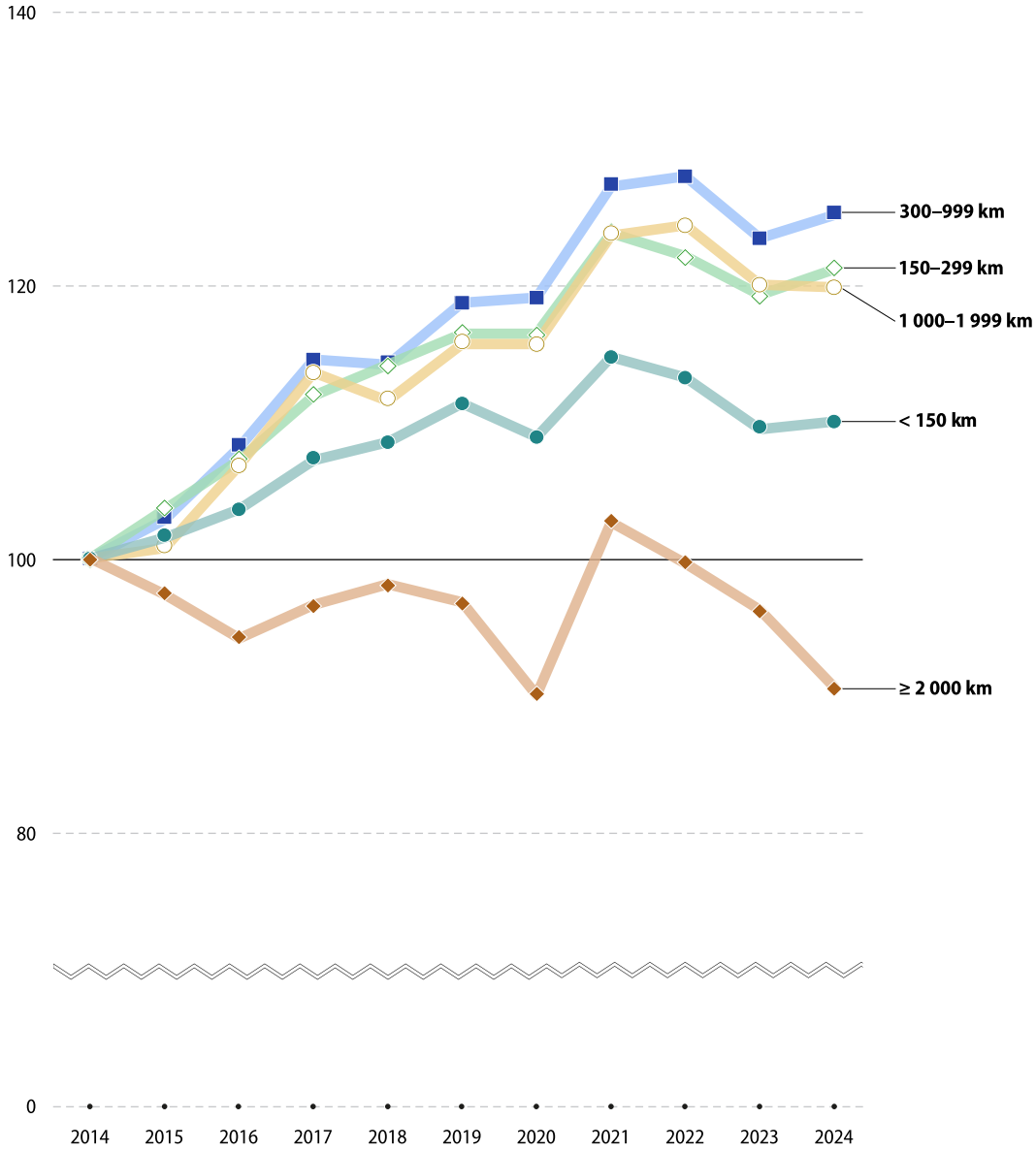
Note: MT, not available. IT and RO: loaded only.

Source: Eurostat (online data code: road_go_ta_tott)

For vehicles registered within the EU, the number of vehicle-kilometres was 15% higher in 2024 than in 2014. The transport performance by Lithuanian-registered vehicles more than doubled (up 101%) between these years, while the performance by Romanian-registered vehicles (data only concern laden vehicles) increased 97%. By contrast, the performance of vehicles registered in Portugal, Estonia, Luxembourg, the Netherlands, Denmark, Germany, Finland, Hungary and Bulgaria was lower in 2024 than 10 years earlier.

Road freight transport, by distance class

(index 2014 = 100, based on tonne-kilometres, EU, 2014–24)



Note: y-axis is cut.

Source: Eurostat (online data code: road_go_ta_dctg)

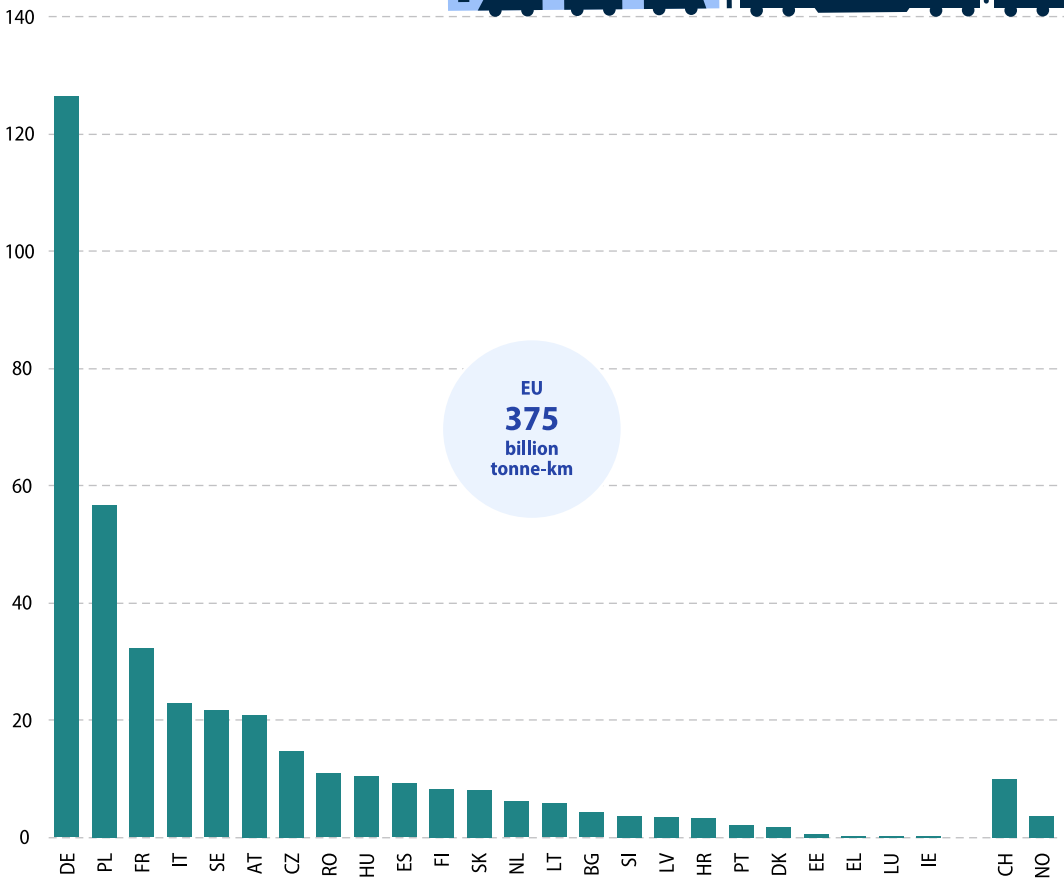
In 2024, vehicles registered in the EU performed 81.4% of all tonne-kilometres of road freight transport over distances shorter than 1 000 km, 14.6% over distances between 1 000 km and 1 999 km, and the remaining 4.0% over longer hauls of at least 2 000 km.

Between 2014 and 2024, EU-registered vehicles reduced their long-distance activity (2 000 km or more) by 9.5%, while transport over shorter routes increased noticeably. The highest growth occurred in the 300 to 1 000 km range, where tonne-kilometres rose by 25.1%.

Rail freight transport

Rail freight transport

(billion tonne-kilometres, 2024)



Note: no railways in CY and MT. EU: excluding BE. BE: not available.

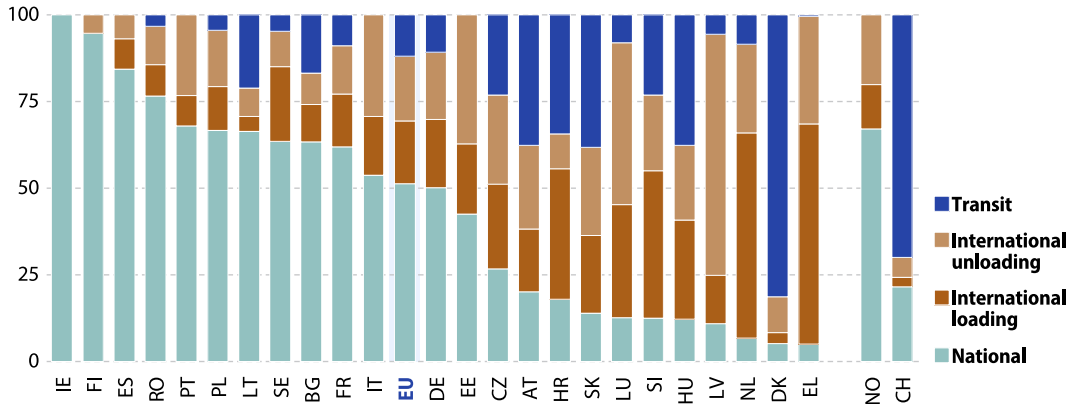
Source: Eurostat (online data code: rail_go_typepas)

Rail freight transport concerns the movement of goods using a railway vehicle on a railway network. The data are measured in tonne-km. For international journeys – whether just loaded or just unloaded in a country – the tonne-km data reported for a country only include the distance travelled on the national network, in other words the part of the journey within the national territory.

Germany was by far the largest contributor to rail freight transport performance in the EU, with 126 billion tonne-km in 2024, representing 33.7% of the EU total (excluding Belgium). Poland (56.7 billion tonne-km) and France (32.2 billion tonne-km) had the next highest levels of rail freight transport performance.

Distribution of rail freight transport, by type of transport

(% based on tonne-kilometres, 2024)



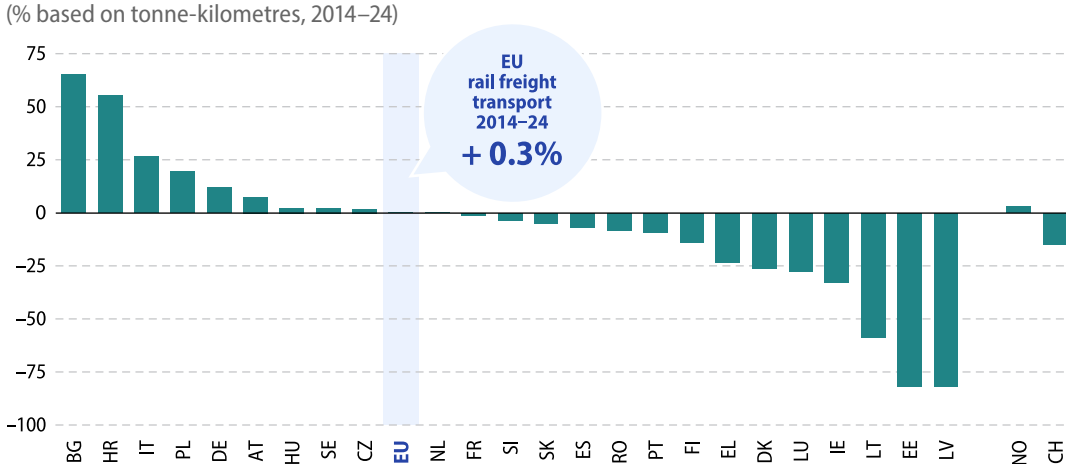
Note: no railways in CY or MT. EU: excluding BE. BE: not available.

Source: Eurostat (online data code: rail_go_typepas)

All rail freight transported in 2024 in Ireland was national transport. At the other extreme, national transport accounted for 5.0% of rail freight transport (in tonne-km) in Greece, 5.3% in Denmark and 6.8% in the Netherlands. Among the EU countries, the largest shares for international rail transport for freight loaded were 63.6% in Greece and 59.1% in the Netherlands and for freight unloaded were 69.4% in Latvia and 46.7% in Luxembourg. Concerning the share of transit within rail freight transport, Denmark ranked first with a share of just over four fifths (81.3%), more than double the next largest share (38.2% in Slovakia) among the EU countries.

Change in rail freight transport

(% based on tonne-kilometres, 2014–24)



Note: no railways in CY or MT. EU: excluding BE. BE: not available.

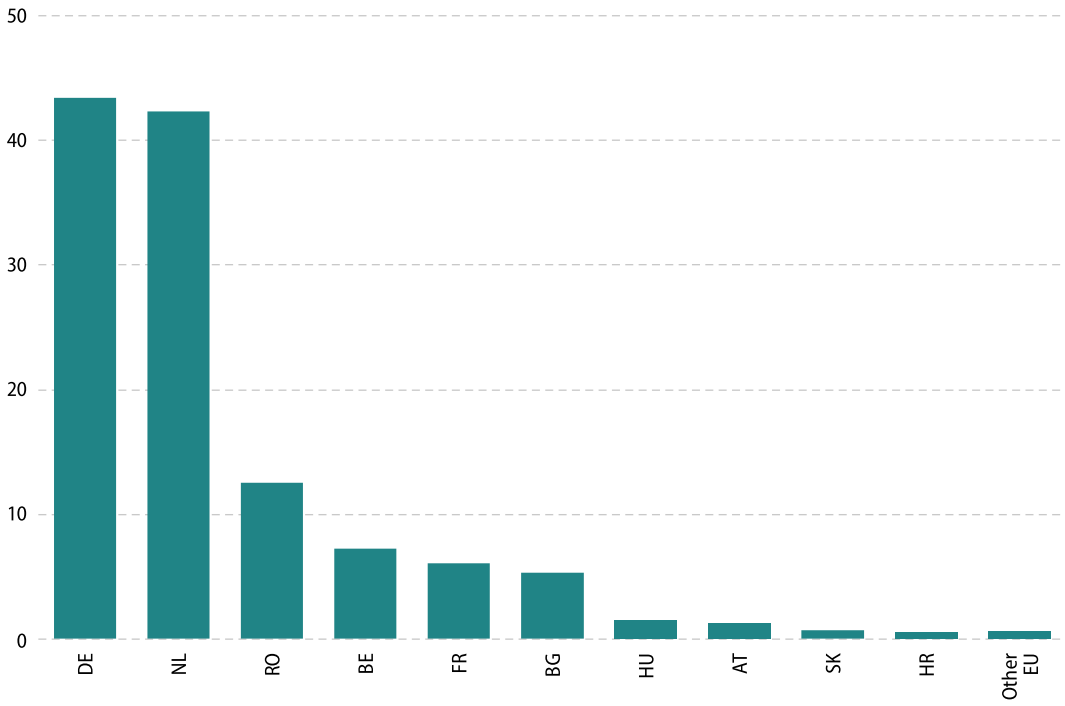
Source: Eurostat (online data code: rail_go_typepas)

Rail freight transport performance (in tonne-km) in Bulgaria increased 65.0% between 2014 and 2024, the largest relative increase among EU countries. The next largest increases were in Croatia (up 55.4%), Italy (up 26.5%) and Poland (up 19.5%). In 2024, 14 EU countries reported less rail freight transport than 10 years earlier. The largest decreases were recorded in the Baltic EU countries: Latvia (down 82.0%), Estonia (down 81.7%) and Lithuania (down 58.7%).

Inland waterway freight transport

Inland waterway freight transport

(billion tonne-kilometres, 2024)



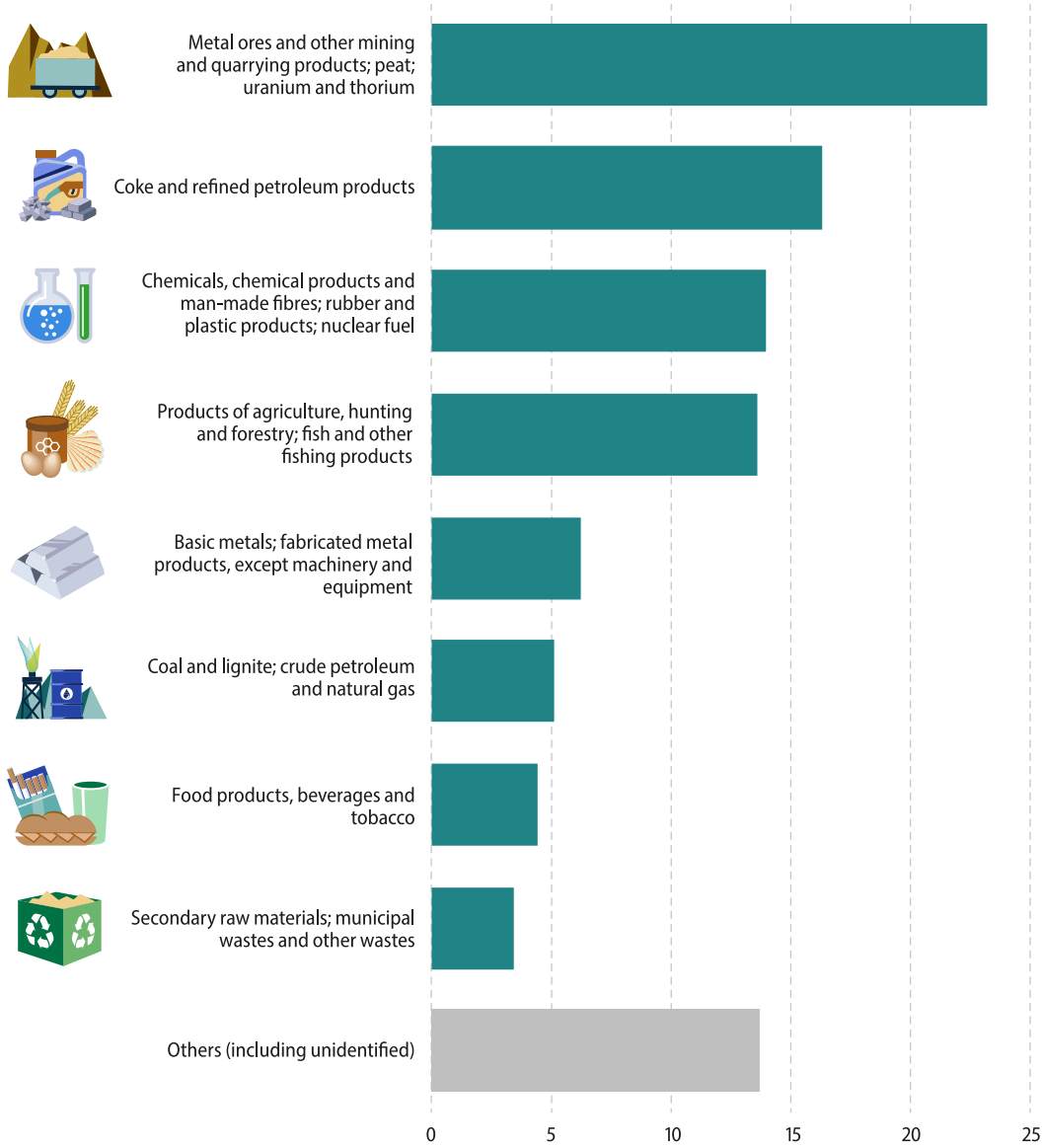
Source: Eurostat (online data code: iww_go_atygo)

Inland waterway freight transport concerns the movement of goods using an inland waterway vessel wholly or partly on navigable inland waterways as well as seagoing vessels undertaking movements of goods solely on navigable inland waterways. The data are measured in tonne-km.

In 2024, 122 billion tonne-km of freight travelled along inland waterways in the EU. Germany (43.4 billion tonne-km) and the Netherlands (42.3 billion tonne-km) dominated this mode of transport, as together they accounted for 70.5% of the EU total. The next largest levels of transport were 12.6 billion tonne-km in Romania, 7.2 billion tonne-km in Belgium, 6.0 billion tonne-km in France and 5.3 billion tonne-km in Bulgaria. The high levels in Germany, the Netherlands and Belgium emphasised the significance of inland waterway transport in the regions surrounding the Moselle, Rhine and Elbe rivers, and to a lesser extent around the Danube, Ems, Main and Weser rivers in Germany; the levels in Romania and Bulgaria (as well as Hungary, Austria and Slovakia) reflect the significance of inland waterway transport around the Danube.

Inland waterway freight transport, by type of goods transported

(% based on tonne-kilometres, EU, 2024)



Source: Eurostat (online data code: iww_go_atygo)

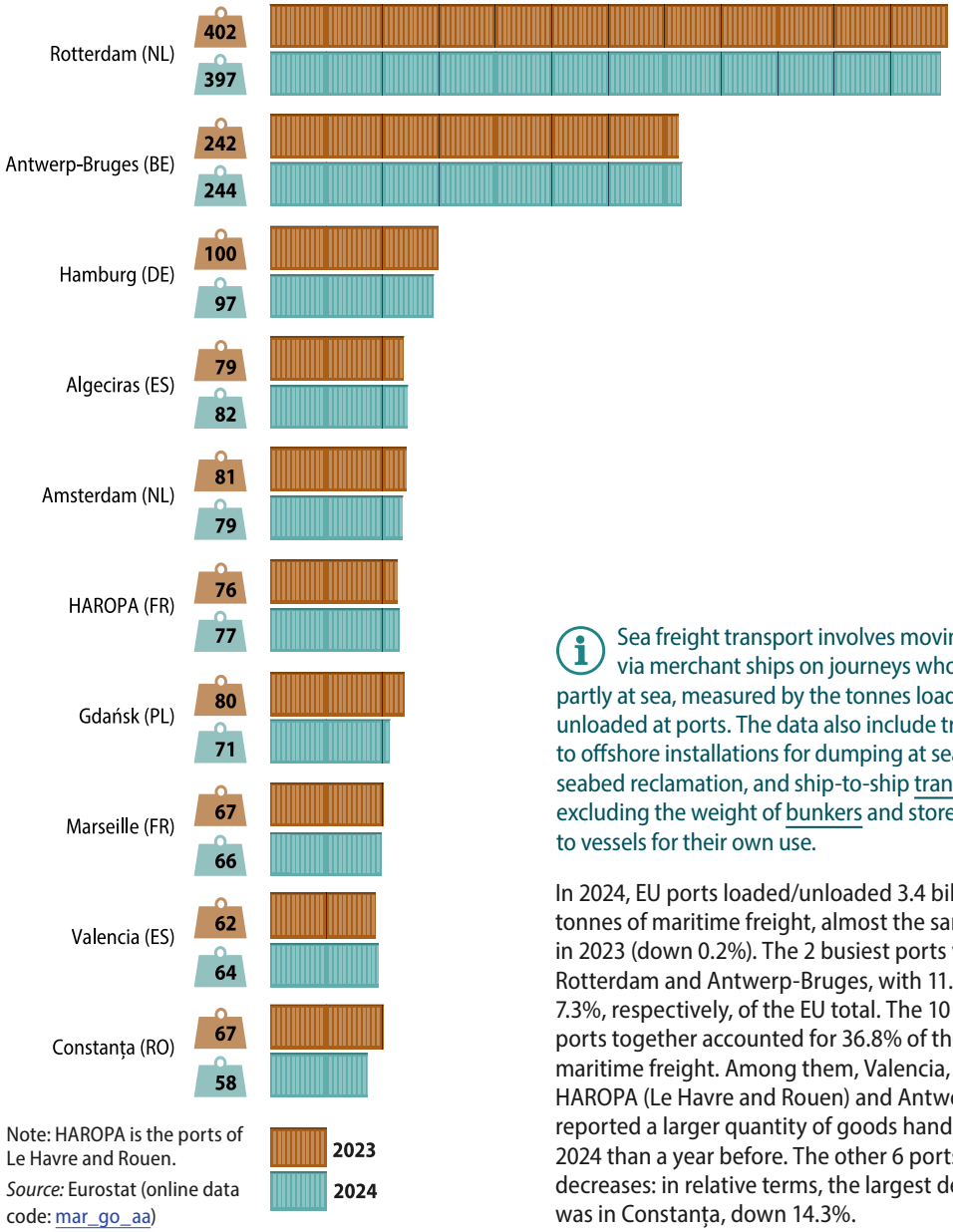
Together, 4 categories accounted for more than two thirds (67.1%) of all goods transported on the EU's inland waterways in 2024:

- mining and quarrying products (other than coal, lignite, crude petroleum and natural gas), mainly metal ores or stone, sand, gravel and similar (a 23.2% share of the total)
- coke and refined petroleum products (16.3%)
- chemicals, mainly basic organic or mineral chemicals, nitrogen compounds and fertilisers (14.0%)
- products of agriculture, forestry and fishing, for example, cereals (13.6%).

Maritime freight transport

Top 10 cargo ports in terms of gross weight of goods handled

(million tonnes, EU, 2023 and 2024)



Note: HAROPA is the ports of Le Havre and Rouen.

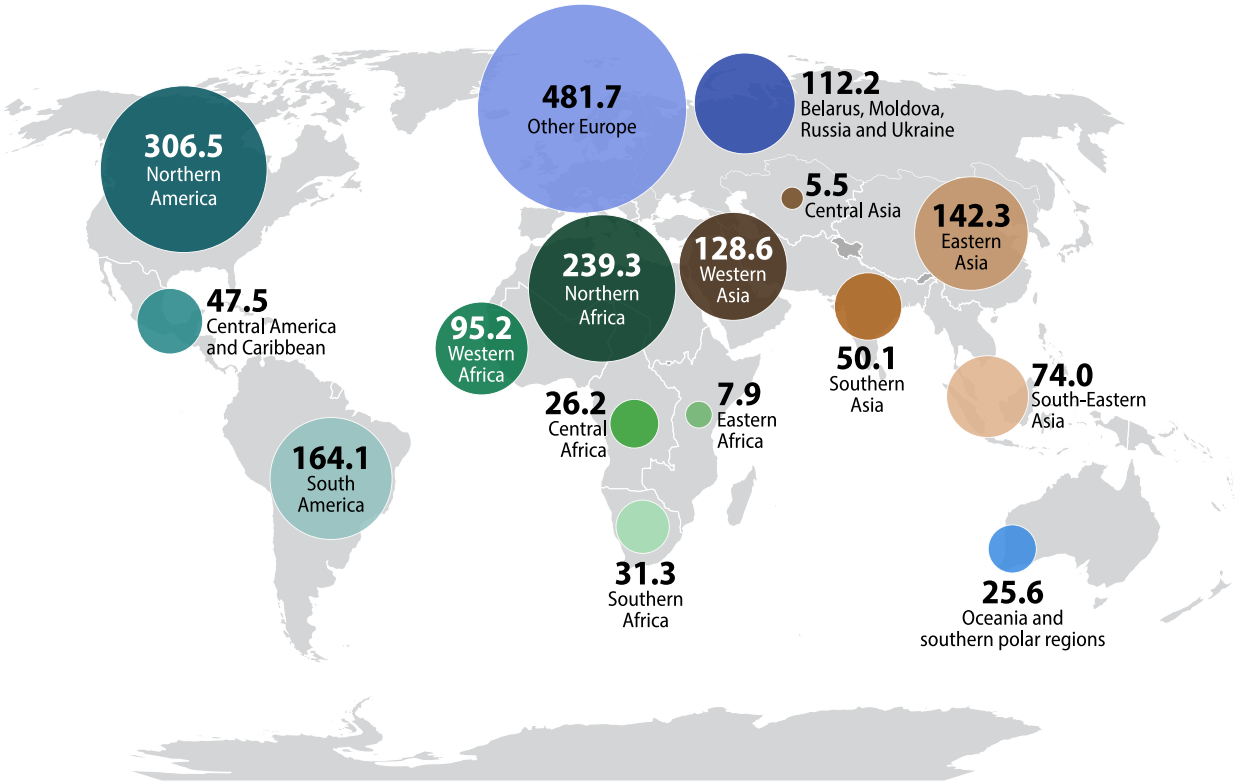
Source: Eurostat (online data code: mar_go_aa)

Sea freight transport involves moving goods via merchant ships on journeys wholly or partly at sea, measured by the tonnes loaded or unloaded at ports. The data also include transport to offshore installations for dumping at sea or seabed reclamation, and ship-to-ship transhipment, excluding the weight of bunkers and stores supplied to vessels for their own use.

In 2024, EU ports loaded/unloaded 3.4 billion tonnes of maritime freight, almost the same as in 2023 (down 0.2%). The 2 busiest ports were Rotterdam and Antwerp-Bruges, with 11.8% and 7.3%, respectively, of the EU total. The 10 busiest ports together accounted for 36.8% of the EU's total maritime freight. Among them, Valencia, Algeciras, HAROPA (Le Havre and Rouen) and Antwerp-Bruges reported a larger quantity of goods handled in 2024 than a year before. The other 6 ports reported decreases: in relative terms, the largest decrease was in Constanța, down 14.3%.

Extra-EU maritime gross weight of goods

(million tonnes, EU, 2024)



Note: the partner is unknown for 2.7% of maritime freight transport.

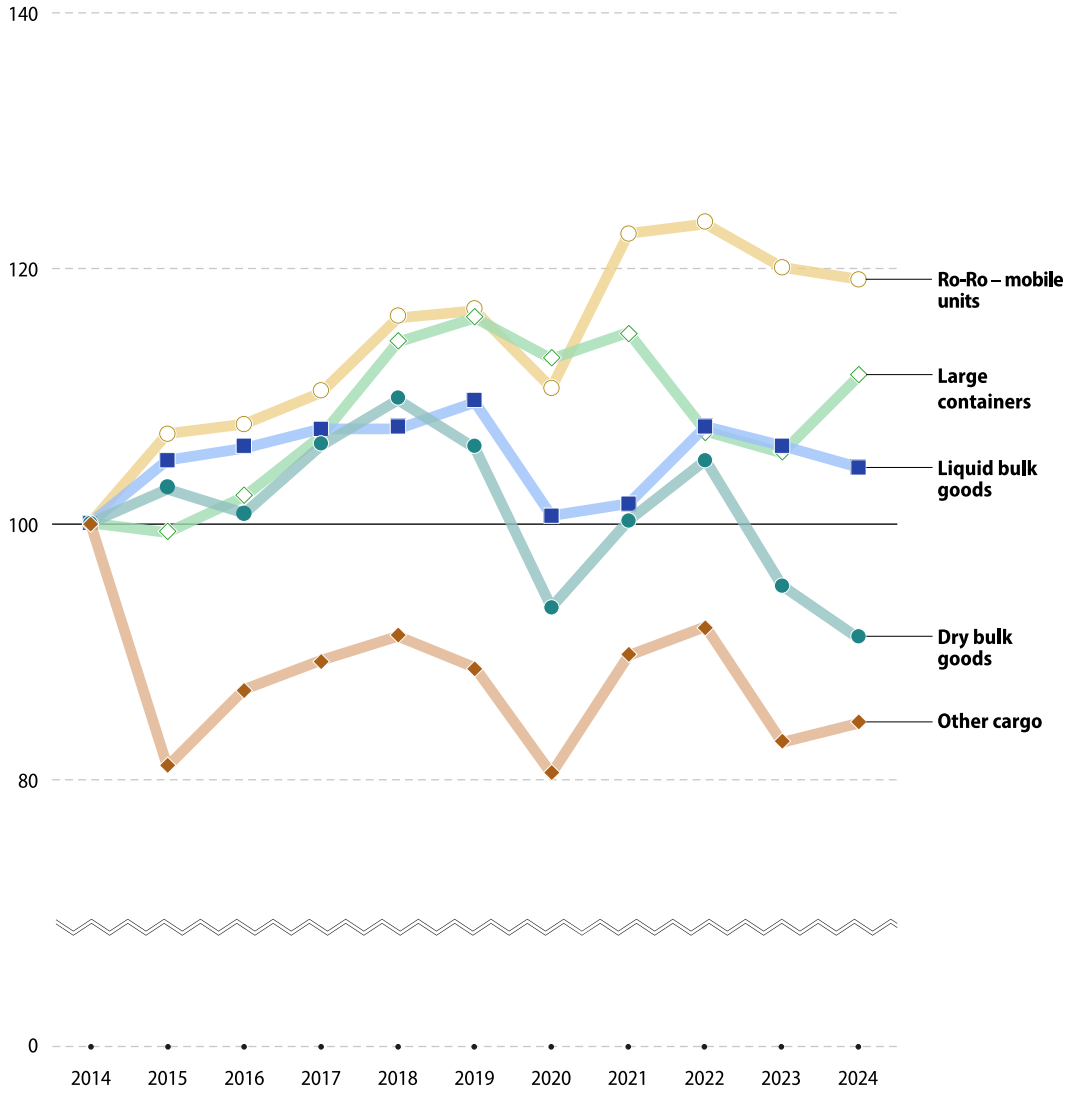
Source: Eurostat (online data code: mar_go_am_detl)

Of the 3.4 billion tonnes of maritime freight loaded/unloaded in EU ports in 2024, 2.0 billion tonnes were for transport to/from non-EU countries. This was 1.6% less than in 2023.

The largest of the EU's partners for maritime freight transport in 2024 were elsewhere in Europe, with Belarus, Moldova, Russia and Ukraine together accounting for 5.6% of the total and the rest of Europe for 24.2%. Outside of Europe, the largest partners were Northern America (15.4% of the total), Northern Africa (12.0%), South America (8.2%), Eastern Asia (7.1%), Western Asia (6.5%) and Western Africa (4.8%). Maritime freight transported to/from these largest partners increased in 2024 (compared with 2023) for Belarus, Moldova, Russia and Ukraine (up 14.1%), Northern Africa (up 2.9%), the rest of Europe (up 1.4%) and South America (up 1.3%). The largest decrease among these largest partners, in relative terms, was for Western Asia (down 10.4%).

Maritime freight transport handled in main ports, by type of cargo

(index 2014 = 100, based on tonnes, EU, 2014–24)



Note: y-axis is cut.

Source: Eurostat (online data code: mar_go_qmc)

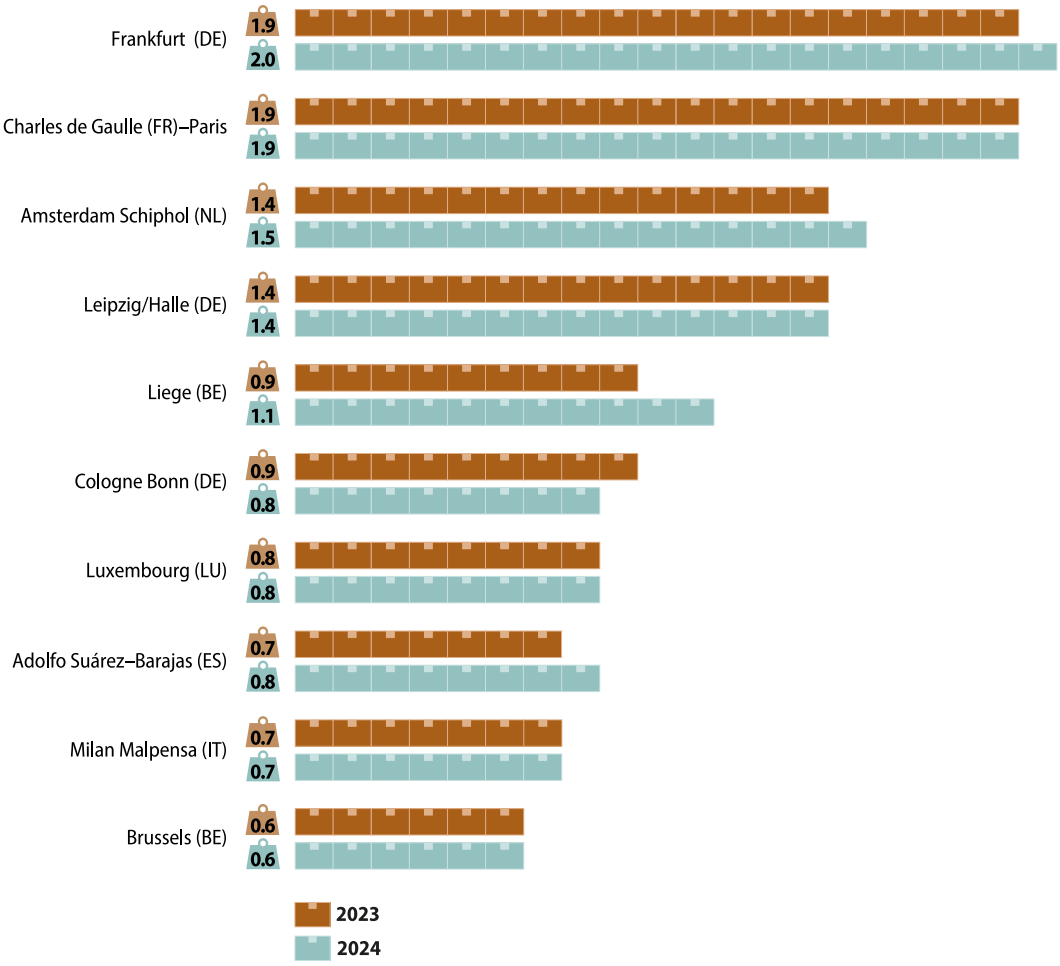
In 2024, 57.9% of maritime freight loaded/unloaded in EU ports was bulk goods: 37.3% was liquid and 20.6% was dry. Freight in large containers accounted for 24.7% of the total. Ro-Ro mobile units accounted for 12.4% and the share for other cargo was 5.1%.

Between 2014 and 2024, the weight of maritime freight loaded/unloaded in EU ports increased most strongly for freight in Ro-Ro mobile units (up 19.0% overall) and in large containers (up 11.6%); a smaller increase (up 4.3%) was observed for liquid bulk goods. Lower quantities of maritime freight were recorded in 2024 than 10 years earlier for 2 types of cargo: the transport of dry bulk goods was down 9.0% overall, while other cargo was down 15.6%.

Air freight transport

Top 10 main cargo airports in terms of goods loaded and unloaded

(million tonnes, EU, 2023 and 2024)



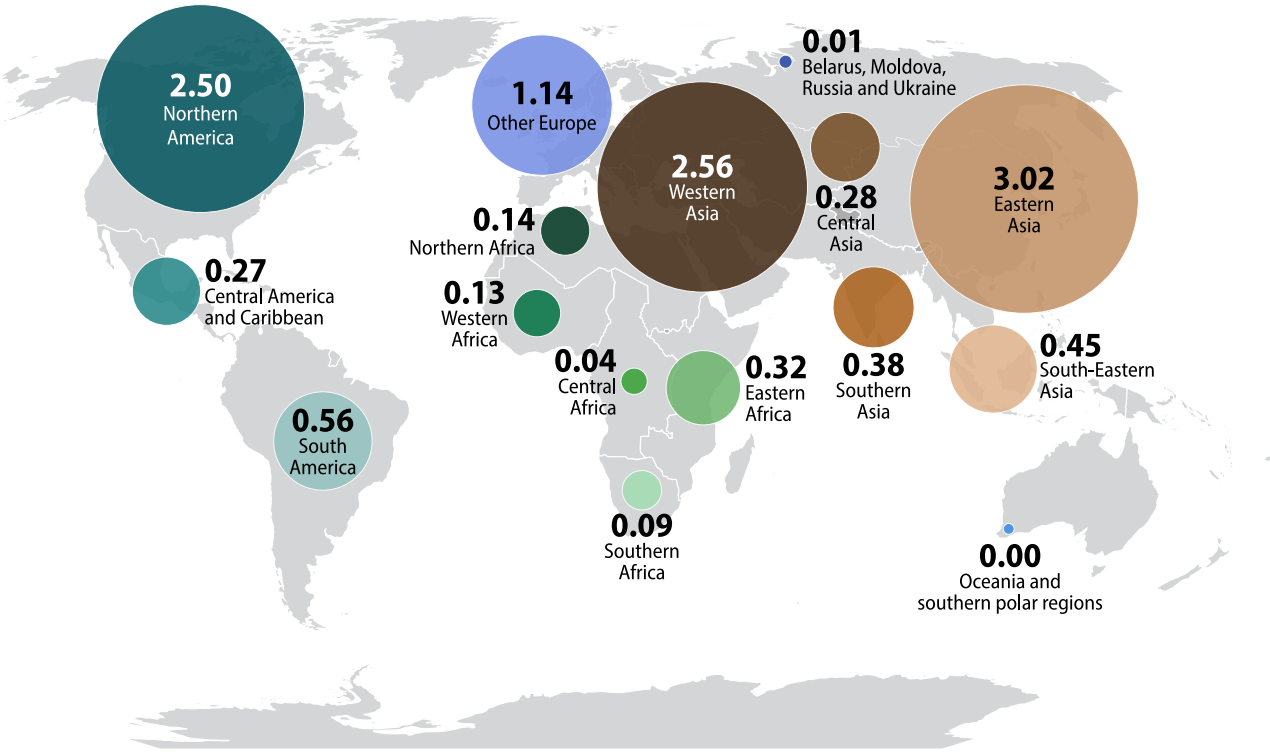
Source: Eurostat (online data code: avia_gooa)

Air freight and mail transport is the movement of goods using an aircraft. The data are measured using tonnes loaded or unloaded from aircraft at airports.

The list of the EU's 10 busiest freight airports in 2024 was the same as in the 4 previous years, with only a few changes in the order of the ranking. For example, in 2024 Frankfurt retook its position as the EU's busiest freight airport from Paris-Charles de Gaulle.

Extra-EU air freight transport

(million tonnes loaded and unloaded, EU, 2024)



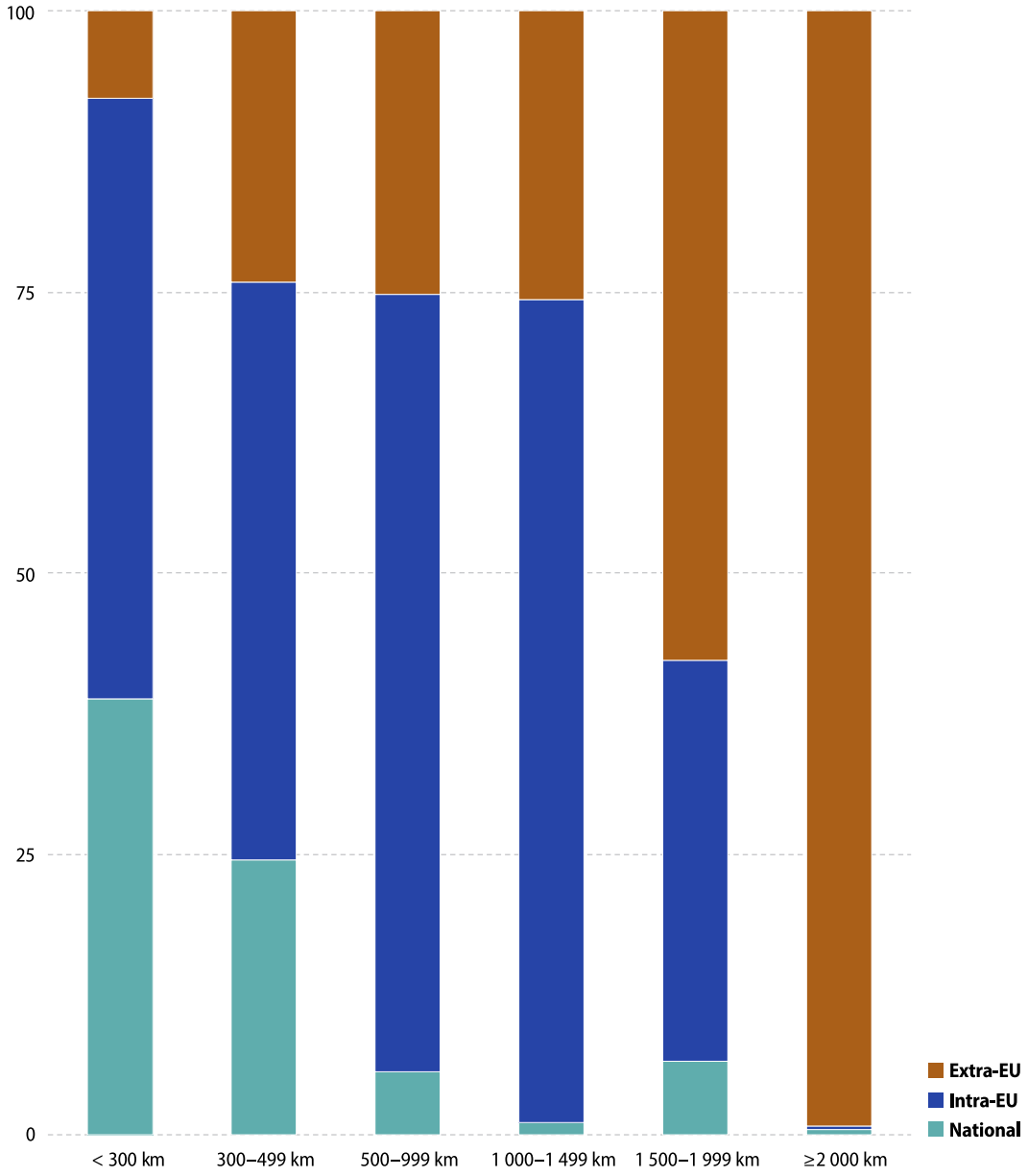
Source: Eurostat (online data code: avia_goexcc)

Unlike for air passenger transport, the main origins or destinations of goods freighted to or from the EU by air in 2024 were quite varied, with relatively small shares for other European countries. The main partner for freight was Eastern Asia, with just over a quarter (25.3%) of the total. Western Asia (21.5%) and Northern America (20.9%) were the next largest markets. These 3 markets together accounted for just over two thirds (67.7%) of the extra-EU total for air freight transport.

EU air freight transport to/from non-EU countries increased 10.9% in 2024. Air freight transport fell most with respect to the Central African market, down 9.4%. The largest relative increases concerned transport to or from the relatively small market of Belarus, Moldova, Russia and Ukraine (up 161.5%) as well as to or from Central Asia (up 47.5%).

Air freight and mail transport, by distance class and type of transport

(% based on tonnes, EU, 2024)



Source: Eurostat (online data code: avia_goodis)

In 2024, a majority of air freight and mail transported on flights shorter than 300 kilometres was transported between airports within the EU (53.4%). Most of the rest on these shorter flights was on national flights (38.9%), while a relatively small share was on short extra-EU flights (7.7%). By contrast, flights of particularly long distances – 2 000 kilometres or more – almost exclusively (99.1%) started or ended in a non-EU country.

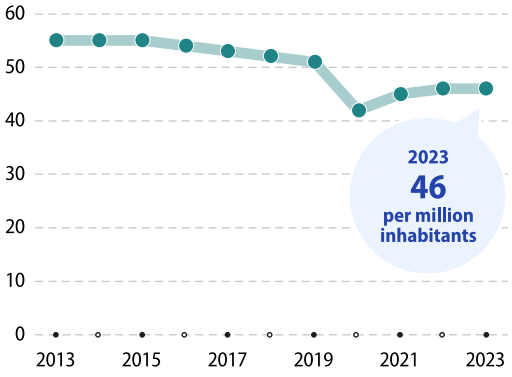
3

Transport safety

Road transport safety

Number of people killed in road transport accidents

(per million inhabitants, EU, 2013–23)



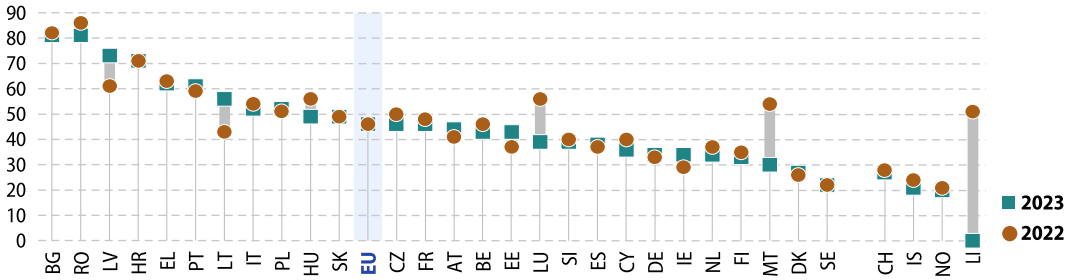
Source: Eurostat (online data code: tran_sf_roadus) based on data from the Community database on Accidents on the Roads in Europe (CARE)

A fatal road accident involves at least one road vehicle in motion on a public road (or a private road to which the public have right of access), resulting in at least one dead person.

Between 2013 and 2019, the number of people killed in road accidents in the EU fell from 24 200 to 22 800 or from 55 per million inhabitants to 51 per million inhabitants. During this period, the ratio was stable or fell each year. The COVID-19 crisis influenced the 2020 figures: the number fell to 18 800 people killed and the ratio to 42 fatalities per million inhabitants. In the next 3 years, the numbers rebounded somewhat and then stabilised, reaching 20 400 people killed or 46 fatalities per million inhabitants in 2023.

Number of people killed in road transport accidents

(per million inhabitants, 2022 and 2023)



Note: the data for NL are believed to be under-reported.

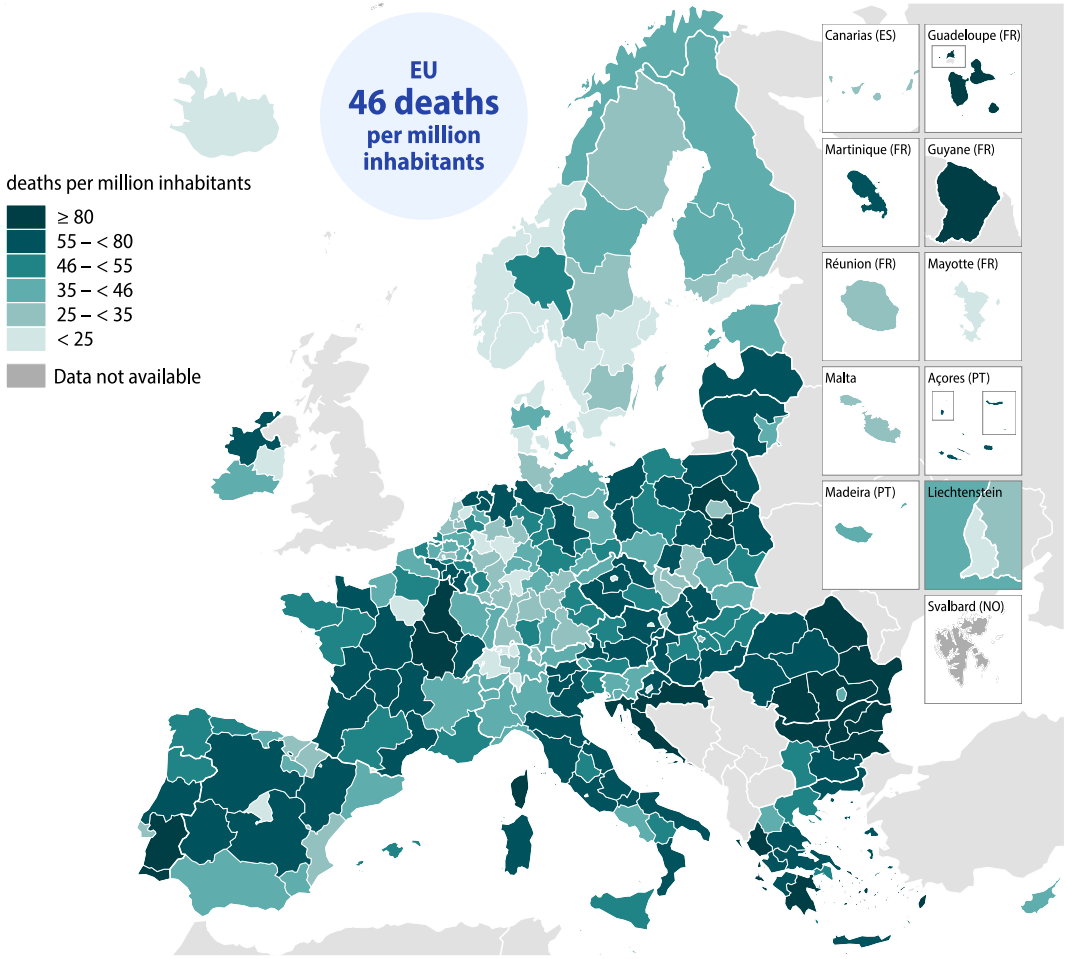
Source: Eurostat (online data code: tran_sf_roadus) based on data from the Community database on Accidents on the Roads in Europe (CARE)

Among the EU countries, the highest incidences of fatalities through road accidents in 2023 were in Bulgaria and Romania, each with 81 deaths per million inhabitants. The lowest incidences were in Sweden (22 deaths per million inhabitants) and Denmark (27 deaths per million inhabitants).

A small majority (14) of EU countries recorded a lower incidence of fatalities through road accidents in 2023 than in 2022. The largest absolute decreases were in Malta (down from 54 to 30 deaths per million inhabitants) and Luxembourg (down from 56 to 39 deaths per million inhabitants). While 3 countries recorded no change, 10 recorded increases. The largest increases were in Lithuania (up from 43 to 56 deaths per million inhabitants) and Latvia (up from 61 to 73 deaths per million inhabitants). Note that the number of road accidents with fatalities may be quite volatile over time, particularly for smaller countries.

Number of people killed in road transport accidents

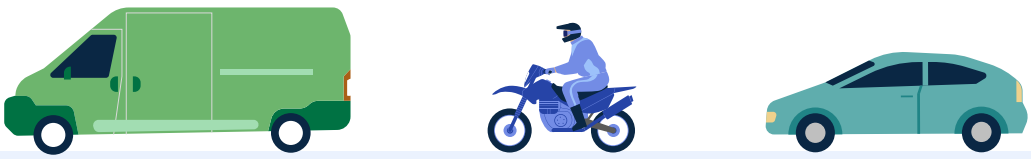
(per million inhabitants, NUTS level 2 regions, 2023)



Note: Utrecht, Zuid-Holland, Centro, Área Metropolitana de Lisboa and Alentejo, 2022. IS: 2021.

Source: Eurostat (online data code: tran_r_acci)

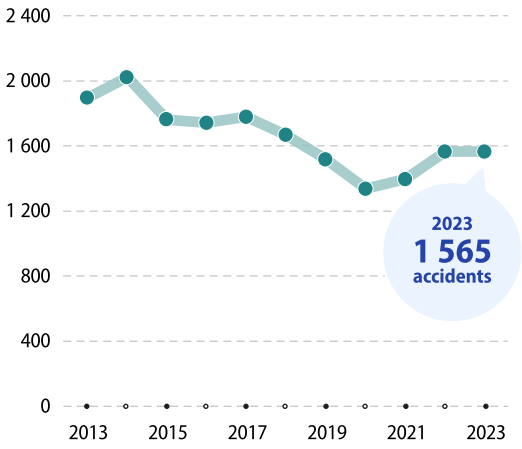
Statistical authorities provide regional data for road accidents. These statistics indicate that there were 22 regions across the EU with more than 80 fatalities per million inhabitants in 2023 (2022 data for some Dutch and Portuguese regions), of which 8 with more than 100 fatalities per million inhabitants: 2 each in Bulgaria, Greece and Romania, and 1 each in France and Portugal. The highest ratio was 166 fatalities per million inhabitants in the Bulgarian region of Severozapaden. In 2023, there were no road accident fatalities in the Ciudad de Melilla (Spain) nor in the archipelago of Åland (Finland).



Rail transport safety

Number of railway transport accidents

(number, EU, 2013–23)



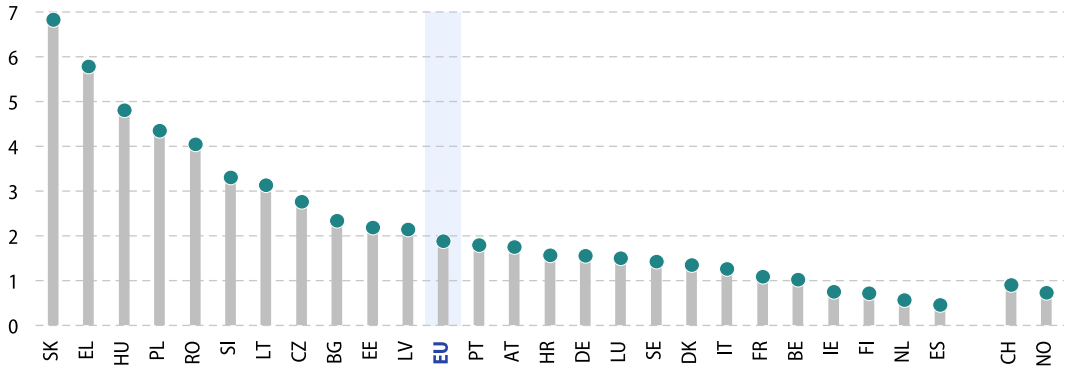
A rail accident may be a rail injury accident – with an injury or a fatality – or an accident with damage to railway stock, track, other installations or the environment.

The number of significant rail accidents in the EU fell from 1 895 in 2013 to 1 518 in 2019; overall, this was a decrease of 19.9%. In most years during this period, the number of rail accidents fell, with annual increases observed in 2014 and 2017. The decrease of 12.0% in 2020 and rebounds of 4.4% in 2021 and 12.3% in 2022 reflected, to some extent, the impact of the COVID-19 crisis. In 2023, the number of rail accidents was 1 565, 0.1% smaller than in 2022 and 17.4% smaller than in 2013.

Source: Eurostat (online data code: tran_sf_railac) based on data from the European Union Agency for Railways (ERA)

Number of people killed in railway transport accidents

(per million inhabitants, 2023)



Note: no railways in CY or MT.

Source: Eurostat (online data codes: tran_sf_railvi and demo_gind) based on data from the European Union Agency for Railways (ERA)

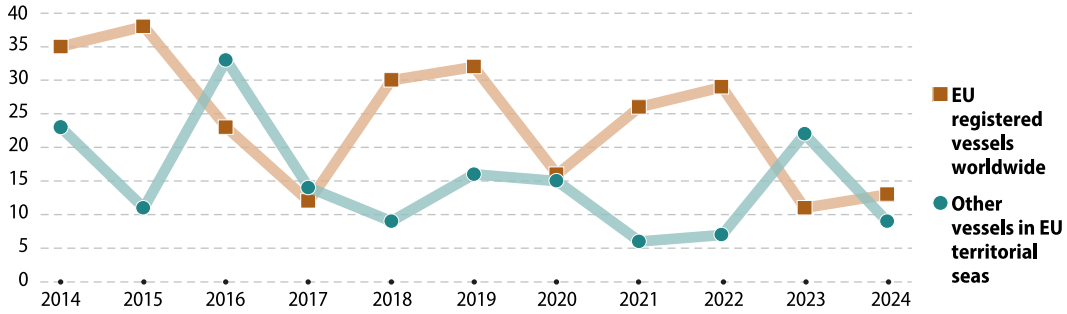
A total of 841 people died in rail accidents in the EU in 2023, equivalent to 1.9 deaths per million inhabitants. Among the EU countries, this ratio ranged from below 1.0 deaths per million inhabitants in Spain, the Netherlands, Finland and Ireland to 5.8 deaths per million inhabitants in Greece and 6.8 deaths per million inhabitants in Slovakia. Note that the number of people killed in rail accidents may be quite volatile over time, particularly for smaller countries.

Maritime transport safety

Number of people killed in maritime transport accidents

(number, EU, 2014–24)

A fatal marine accident involves at least one marine vessel in motion resulting in at least one dead person.

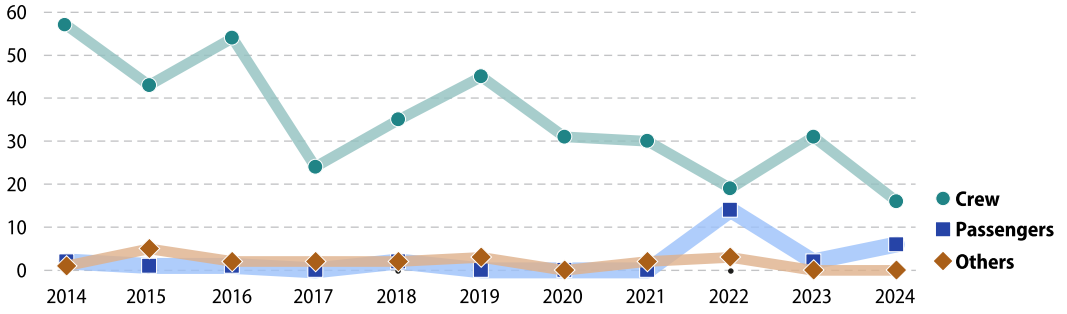


Source: Eurostat (online data code: tran_sf_marvper) based on data from the European Maritime Safety Agency (EMSA)

Between 2014 and 2024, the number of people killed in maritime transport accidents in EU waters or involving EU-registered vessels elsewhere in the world ranged from 22 to 58 each year; the lowest number (22 deaths) was recorded in the latest year (2024). The majority of the EU's maritime transport fatalities in 2024 concerned EU registered vessels (13 fatalities), while other vessels in the EU's territorial seas accounted for the remainder (9 fatalities).

Number of people killed in maritime transport accidents, by type of victim

(number, EU, 2014–24)



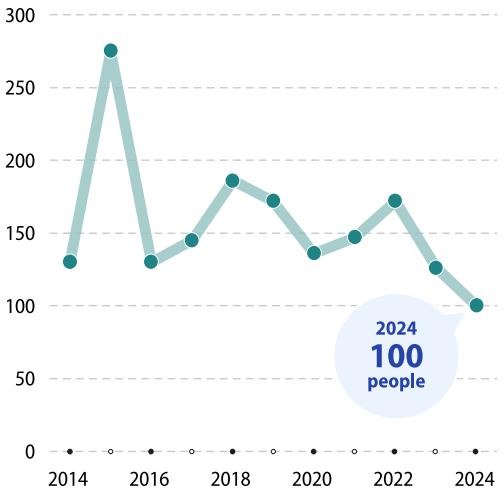
Source: Eurostat (online data code: tran_sf_marvper) based on data from the European Maritime Safety Agency (EMSA)

In 2024, 16 of the 22 fatalities in EU maritime transport accidents were crew members, while 6 were passengers; none were classified as other, a category which includes, for example, service personnel, dock workers, pilots and inspectors. The 6 passenger deaths in 2024 was the second highest number during the period 2014 to 2024, smaller only than the 14 passenger deaths recorded in 2022.

Air transport safety

Number of people killed in air transport accidents

(number, EU, 2014–24)



People killed due to the operation of an aircraft may be in the aircraft, in direct contact with any part of the aircraft or directly exposed to jet blast.

Between 2014 and 2023, the number of people killed in air transport accidents in the EU generally ranged between 126 and 186 each year; however, in 2015 the number of deaths was markedly larger (275). A crash of a single commercial airliner, as was the case in 2015, can lead to notably larger values for a particular year. In 2024, 100 people were killed in air transport accidents in the EU, the lowest number among the years shown: 91 of these fatalities involved EU-registered aircraft while the other 9 fatalities in EU airspace involved aircraft that were not registered in the EU.

Source: Eurostat (online data code: tran_sf_aviavi) based on data from the European Union Aviation Safety Agency (EASA)

People killed in air transport accidents

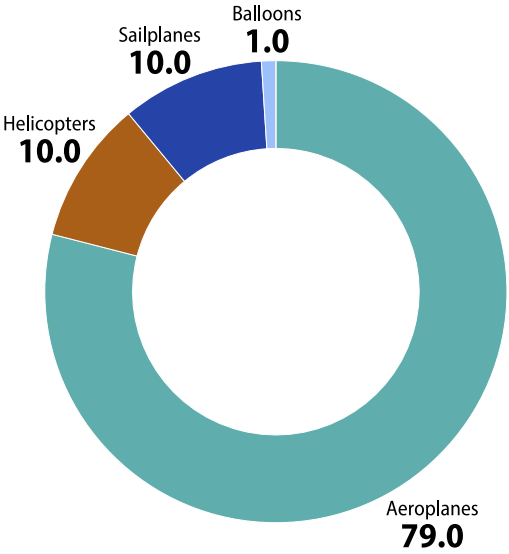
(%, EU, 2024)

The relatively small number of people killed in air transport accidents in the EU in 2024 reflects the absence of major accidents within commercial aviation.

There were 79 deaths (79.0% of the total) in aeroplanes. The number of fatalities was much smaller for other categories: 10 people were killed in sailplanes (a common type of glider), 10 people in helicopters and 1 person in a balloon; there were no deaths in 2024 involving unmanned aircraft systems.

Note: in 2024, no people were killed in unmanned aircraft systems.

Source: Eurostat (online data code: tran_sf_aviavi) based on data from the European Union Aviation Safety Agency (EASA)



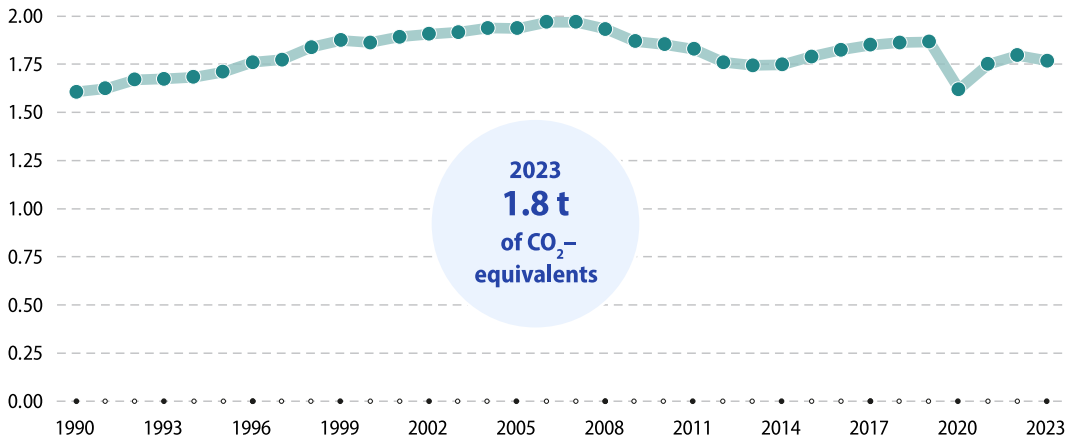
4

Transport, the environment and energy

Emissions

Greenhouse gas emissions from fuel combustion in transport

(tonnes of CO_2 equivalents per inhabitant, EU, 1990–2023)



Source: Eurostat (online data codes: env_air_gge and demo_gind), based on data from European Environment Agency (EEA)

Statistics on emissions in this publication use a territoriality principle, with gas emissions assigned to the place of emission rather than the residence of the emitter. Emissions of various greenhouse gases, which each have a different global-warming potential, are expressed in CO_2-equivalents. These convert quantities of emissions of other gases into the equivalent quantity of carbon dioxide which would have the same global-warming potential.

Between 1990 and 2019, emissions of greenhouse gases in the EU through fuel combustion in transport increased 23.8%, or 160 million tonnes of CO_2-equivalents; note that these values do not include international aviation or international navigation (shipping). Transport was the only fuel combustion source sector which recorded an increase during this period. In 2020, as the COVID-19 crisis impacted on transport, these emissions decreased 13.4% compared with 2019. Emissions through fuel combustion in transport rebounded in 2021 and 2022, increasing 8.1% and 3.1%, respectively, before falling 1.2% in 2023.

When adjusted for changes in population, emissions from fuel combustion in transport increased in most years from 1990 to 2007, decreased through to 2013 (during which time the global financial and economic crisis resulted in relatively restrained economic activity), and increased thereafter up to 2019. Overall, fuel combustion in transport per inhabitant was 16.1% higher in 2019 than it had been in 1990. This suggests that the average use of powered transport per inhabitant in the EU increased at a faster pace than any improvements achieved in terms of fuel efficiency. As for the overall level of emissions from fuel combustion in transport, the quantity of emissions per inhabitant decreased strongly in 2020 (down 13.2% compared with 2019) and partially rebounded in 2021 (up 8.0%) and 2022 (up 2.7%), before falling 1.6% in 2023.

Taxes

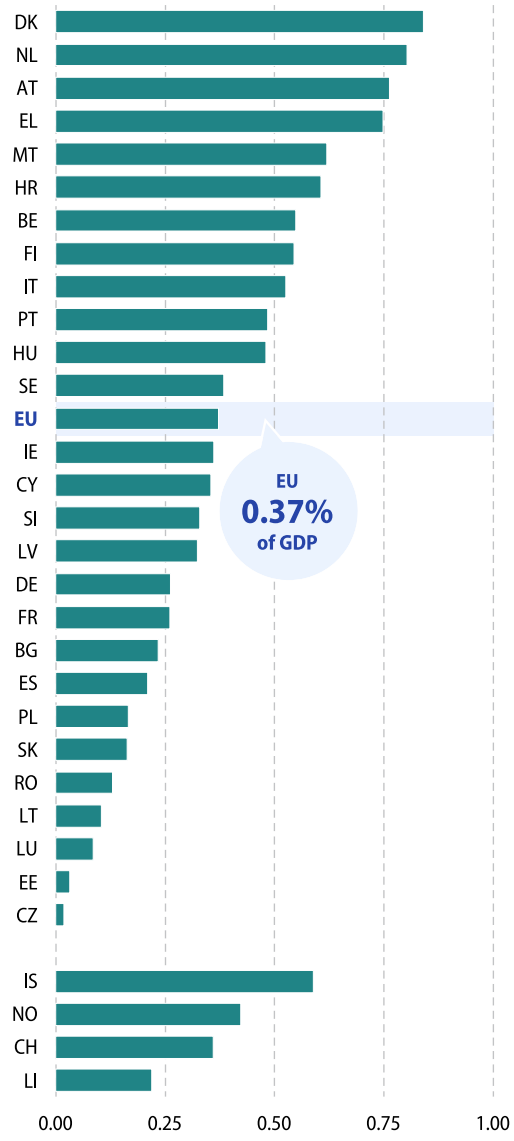
Environmental taxes on transport

(% of GDP, 2023)

Environmental taxes can be taxes on energy, transport, pollution or resources. Environmental taxes on transport fuels are classified as energy taxes, not transport taxes.

In 2023, environmental tax revenue in the EU was €342 billion, equivalent to 1.98% of gross domestic product (GDP). Environmental transport taxes amounted to €64 billion, 18.7% of all environmental taxes, equivalent to 0.37% of GDP.

Among the EU countries, the relative importance of environmental transport taxes in 2023 ranged from 0.02% of GDP in Czechia and 0.03% in Estonia to 0.75% in Greece, 0.76% in Austria, 0.80% in the Netherlands and 0.84% in Denmark.

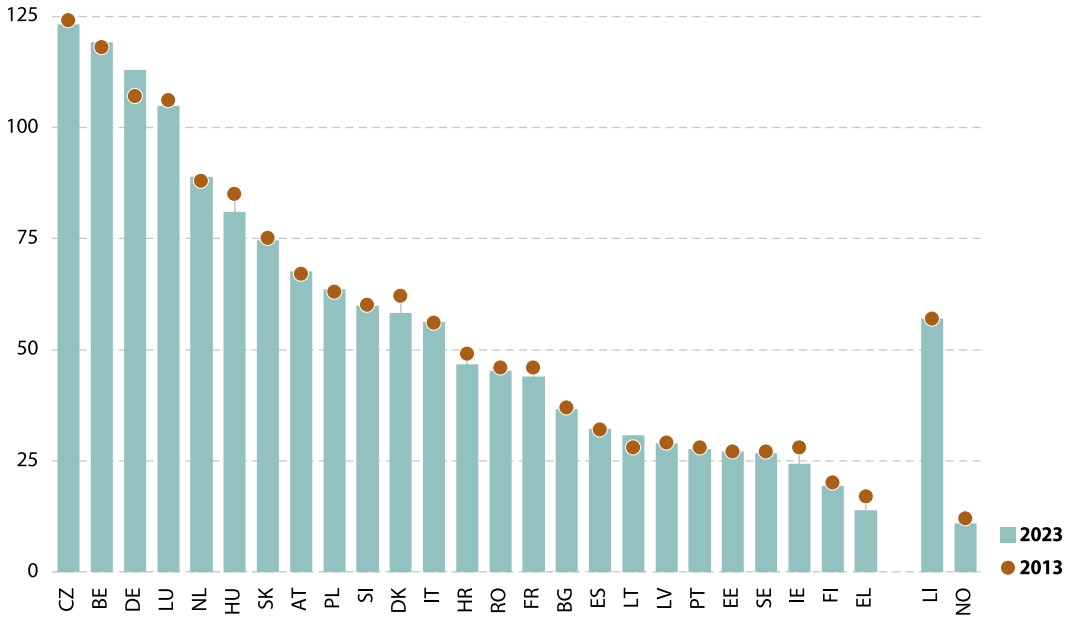


Source: Eurostat (online data codes: env_ac_taxind2 and nama_10_gdp)

Networks

Density of railway lines

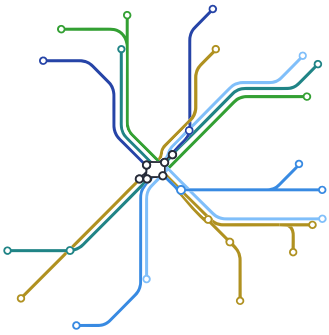
(km per 1 000 km^2 of land area, 2013 and 2023)



Note: no railways in CY, MT or IS. BE: 2010 instead of 2013. CZ and PL: break in series.

Source: Eurostat (online data code: tran_r_net)

The rail network includes high-speed and conventional lines. It excludes the networks of light rail and metros, as well as trams.



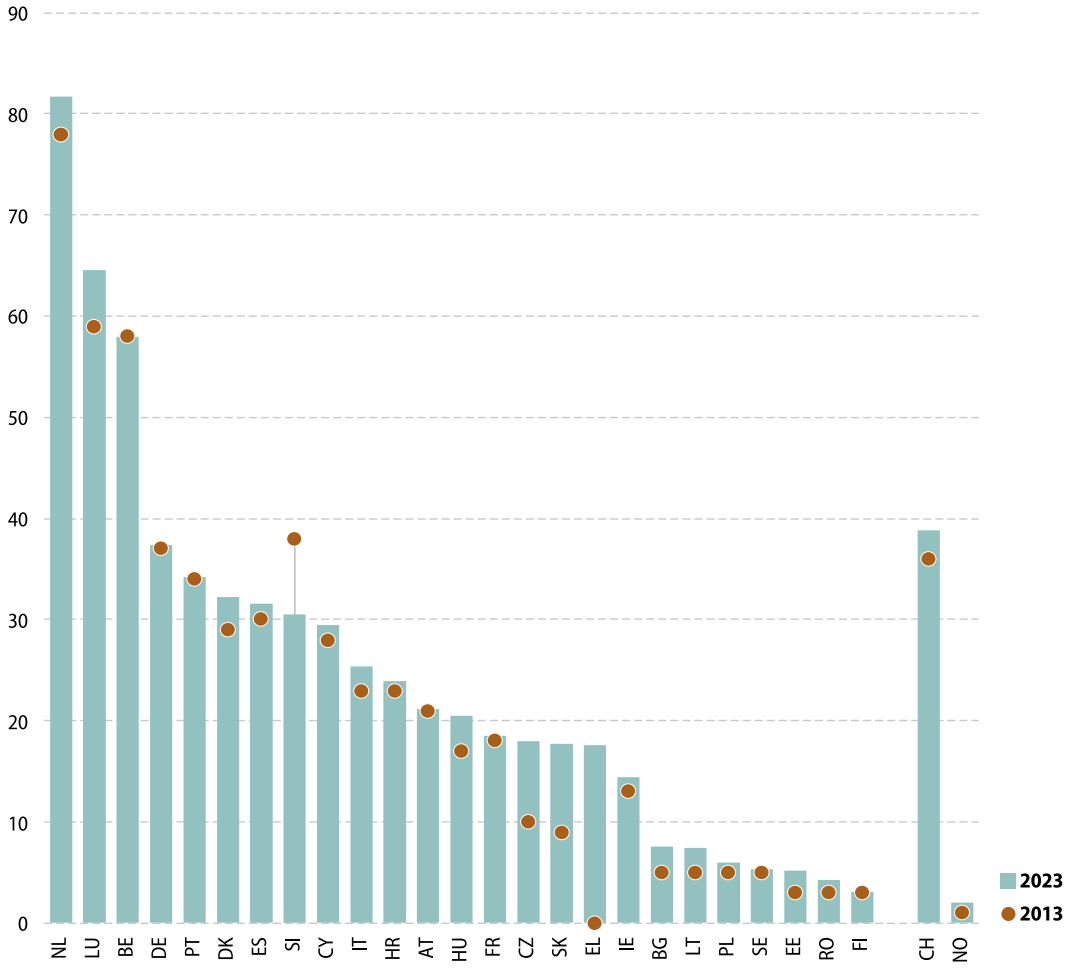
Among other factors, demand for rail passenger and freight services influences rail network density. Passenger services are mainly in, around and between urban areas, while freight services often connect sites of heavy industries as well as other logistics and transport infrastructure, such as ports.

Across EU countries, the density of railway lines was highest in Czechia, Belgium, Germany and Luxembourg, all with more than 100 kilometres (km) of lines per 1 000 square kilometres (km^2) of land area in 2023. By contrast, in Finland and Greece the density was below 20 km per 1 000 km^2.

Between 2013 and 2023, the density of rail networks increased in absolute terms most notably in Germany, up 6 km per 1 000 km^2 of land area, followed by Lithuania (up 3 km per 1 000 km^2). The density of the rail network declined most strongly in Hungary, Denmark and Ireland, each with decreases of 4 km per 1 000 km^2 of land area.

Density of motorways

(km per 1 000 km^2 of land area, 2013 and 2023)



Note: no motorways in LV, MT, IS or LI. EL: 2013, not available. DK and IT: 2022 instead of 2023. EE: break in series.

Source: Eurostat (online data code: tran_r_net)

The motorway network includes roads specially designed and built for motor traffic which do not serve properties bordering on them, have separate carriageways for traffic in 2 directions, have no crossings at the same level and have signs that they are motorways.

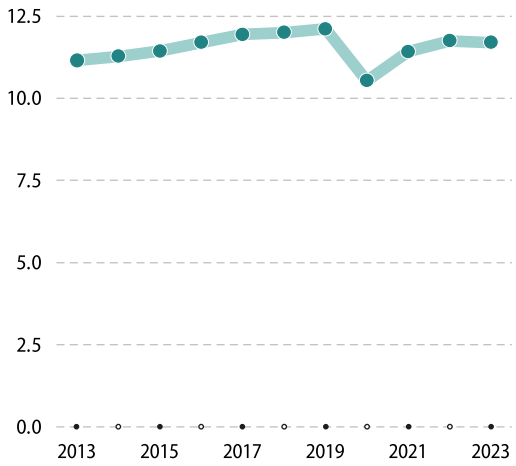
The Benelux countries – the Netherlands, Luxembourg and Belgium – had the highest motorway densities across the EU in 2023, followed at some distance by Germany. This reflects high population density, the industrial and logistics specialisation of some of these countries, as well as connections into mainland Europe from the EU's largest maritime freight ports: Rotterdam and Amsterdam in the Netherlands, Antwerp in Belgium and Hamburg in Germany. There were no motorways in Latvia or Malta. The lowest motorway density was in Finland, reflecting its low population density.

Slovakia, Czechia and Luxembourg reported the most substantial motorway expansions between 2013 and 2023, up, respectively, 9 km, 8 km and 6 km per 1 000 km^2 of land area.

Energy

Final energy consumption in transport

(million terajoules, EU, 2013–23)



Note: excluding fuel deliveries to aviation and maritime international bunkers.

The combination of data for various types of energy uses conversion factors to express the result in terajoules (TJ). 1 TJ is 1 x 10^{12} joules.

Final energy consumption of the transport sector in the EU was 11.7 million TJ in 2023, up 4.9% compared with 2013. However, this overall development resulted from a sustained overall increase of 8.6% between 2013 and 2019 and a subsequent overall decline: the COVID-19 crisis strongly impacted final energy consumption in the following years, with an annual fall of 13.0% in 2020 and partial rebounds in 2021 (up 8.3%) and 2022 (up 2.9%), followed by a slight decrease (down 0.5%) in 2023. Note that the data for final energy consumption of the transport sector exclude fuel deliveries to international aviation and international maritime bunkers.

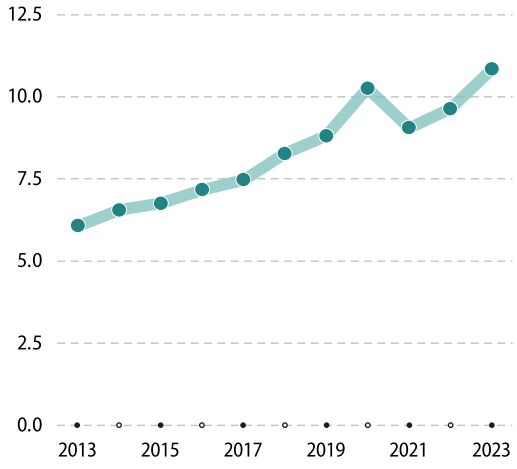
Source: Eurostat (online data code: nrg_bal_s)

Share of energy from renewable sources in transport

(%, EU, 2013–23)

The share of energy from renewable sources in transport is calculated using specific accounting rules. Renewable energy sources relevant for transport include mostly liquid or gaseous biofuels and electricity from renewable sources. The data presented here include all modes of transport except for international navigation (shipping).

Across the EU, the share of energy from renewable sources in transport rose from 6.1% in 2013 to 8.8% by 2019, increasing each year. This was followed by a larger increase in 2020, up 1.4 percentage points. A decrease in 2021 reversed most of the increase recorded in 2020, as the share fell 1.2 points. An increase of 0.6 points was observed in 2022, which quickened to 1.2 points in 2023 to reach a share of 10.8% (the largest share during the period under consideration).



Source: Eurostat (online data code: nrg_ind_ren)

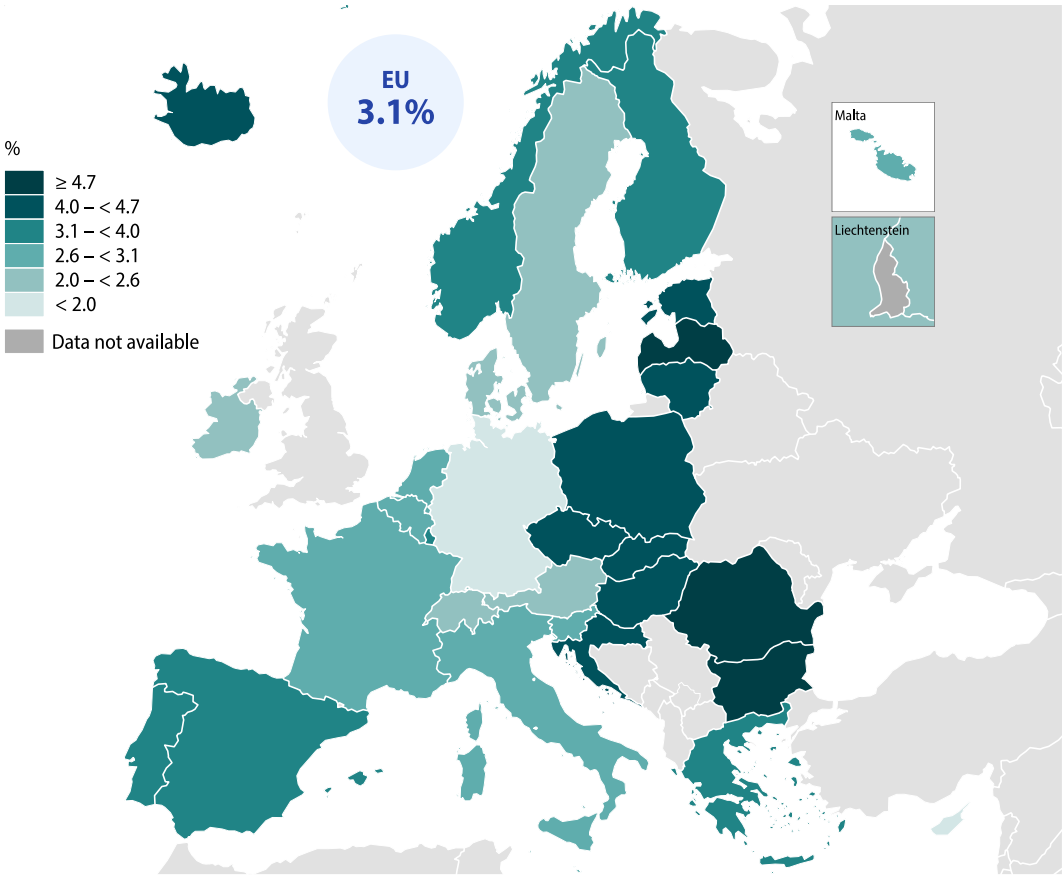
5

Transport and the economy

Employment

Employment in the transport sector as a share of total employment

(%, 2024)



Source: Eurostat (Labour force survey)

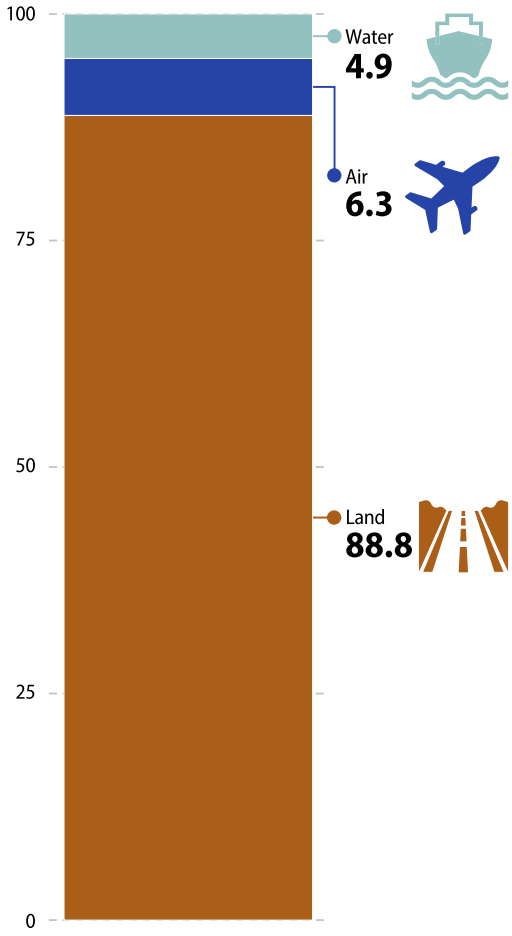
The statistics presented here concern people aged 15 to 64 years employed in the land, water or air transport subsectors.

In 2024, 6.3 million people in the EU worked in the transport sector, equivalent to 3.1% of all employment. Among the EU countries, Romania was the most specialised in transport services in employment terms, with 6.2% of total employment in these services. The least specialised countries were Cyprus (1.7% of total employment) and Germany (1.8%).

In 2024, the highest levels of employment in the transport sector were in France (854 000 people, 13.7% of the EU total), Poland (12.2%), Spain (12.1%), Germany (11.5%) and Italy (9.9%). The lowest levels of employment were in Malta and Cyprus (each 0.1% of the EU total).

Distribution of employment by transport subsector

(%, EU, 2024)



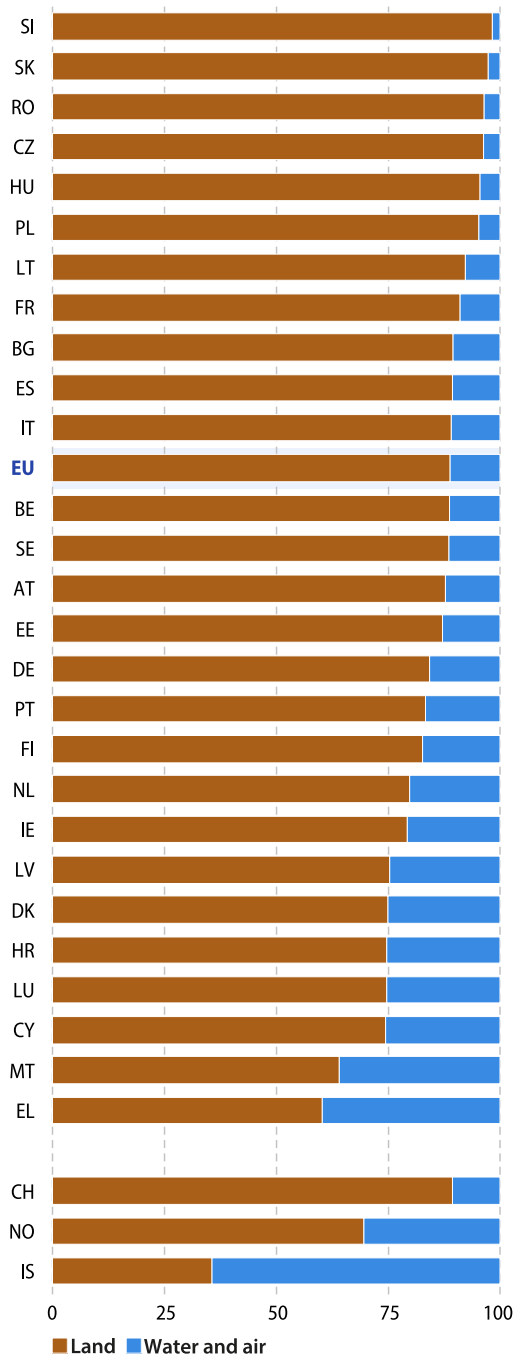
Source: Eurostat (Labour force survey)

Within the EU's transport services workforce, 88.8% of people worked in land transport (such as road or rail), 6.3% in air transport and 4.9% in water transport (inland waterways or maritime).

Land transport dominated employment within the transport sector in 2024, accounting for a majority of transport workers in each of the EU countries. The share of land transport ranged from 60.3% in Greece to 98.3% in Slovenia. The combined share of water and air transport was particularly large in Cyprus, Luxembourg and Malta (mainly due to air transport) as well as in Denmark, Greece, Croatia and Latvia (mainly due to water transport).

Distribution of employment by transport subsector

(%, 2024)

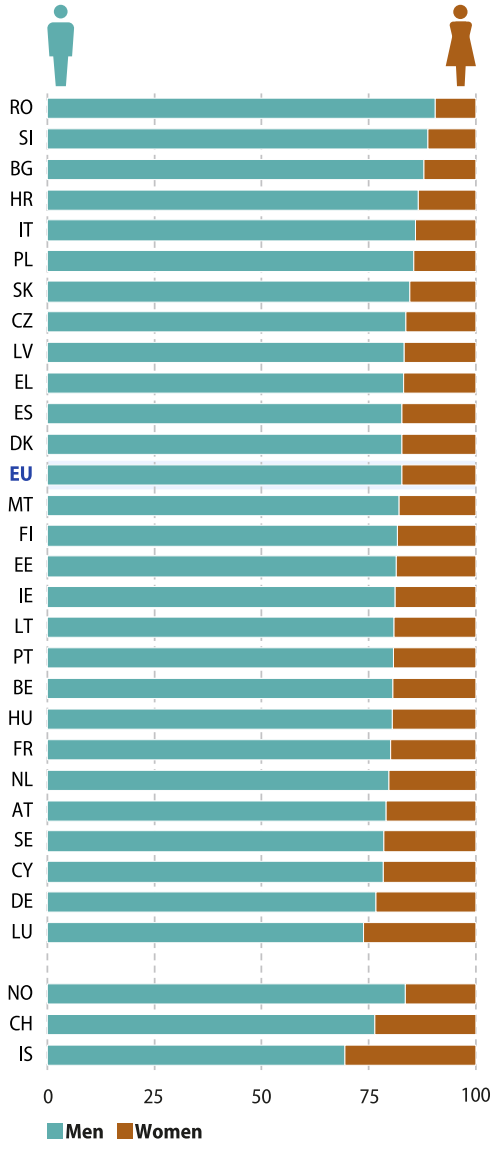


Source: Eurostat (Labour force survey)

Distribution of employment in the transport sector by sex

(%, 2024)

In 2024, men accounted for a large majority of employment in the transport sectors of all EU countries. The largest share of women was 26.2% in Luxembourg and the smallest share was 9.5% in Romania; the EU average was 17.3%.



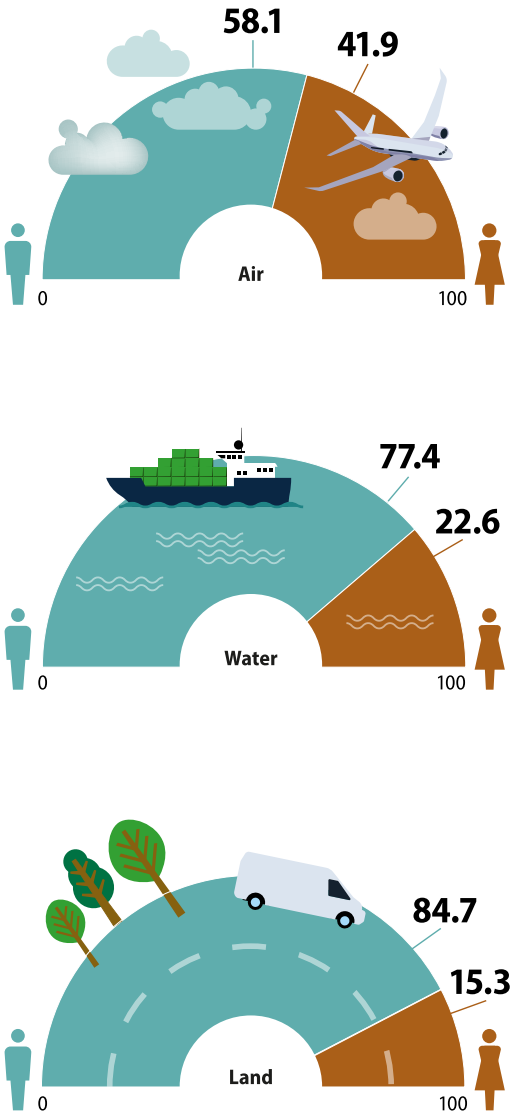
Note: LU and SI, women, low reliability.

Source: Eurostat (Labour force survey)

Distribution of employment in the transport subsectors by sex

(%, EU, 2024)

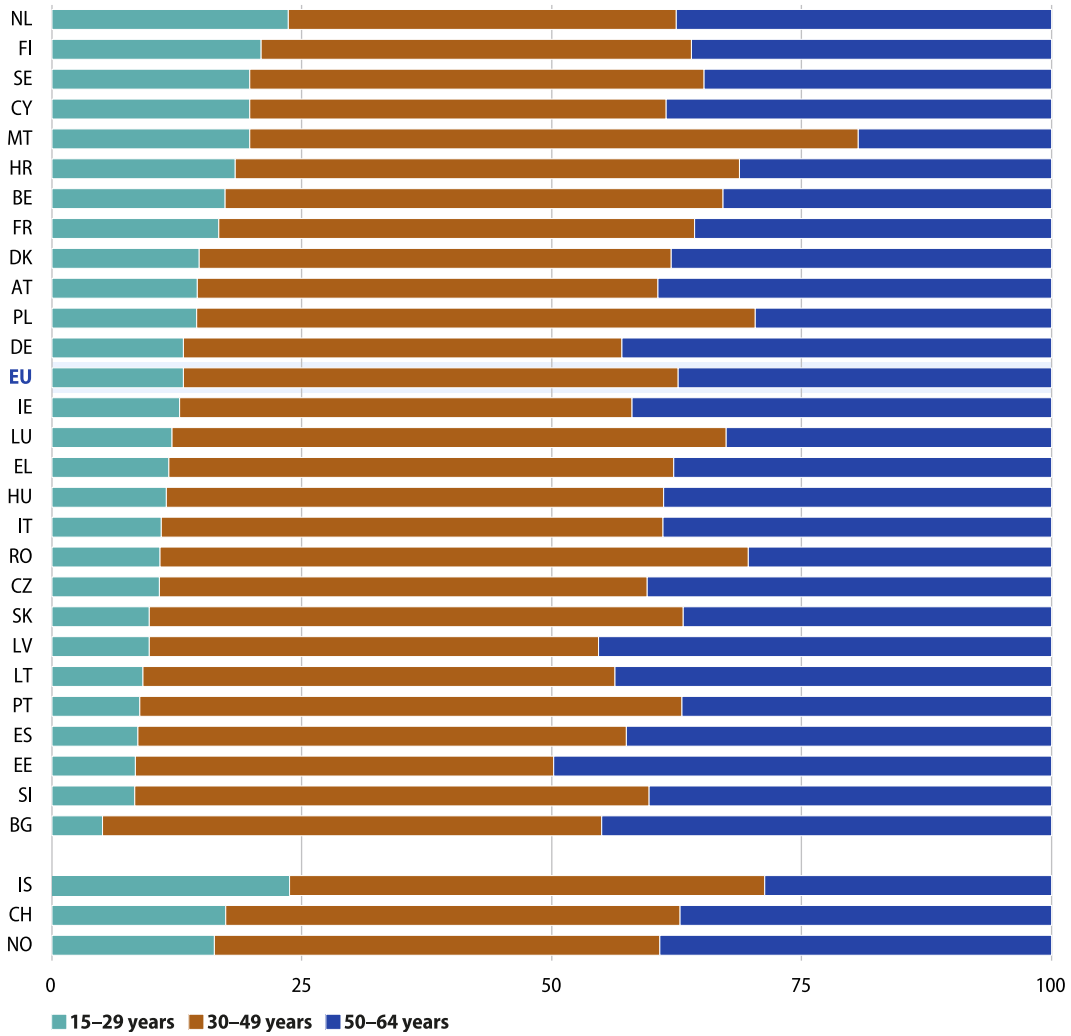
There are clear differences between the shares of men and women working in each transport subsector. For the EU as a whole, 41.9% of people working in air transport in 2024 were women, compared with 22.6% for water transport and 15.3% for land transport.



Source: Eurostat (Labour force survey)

Distribution of employment in the transport sector by age

(%, 2024)



Note: EE, IE and SI, 15–29 years, low reliability. LU, 15–29 years: estimate made for the purpose of this publication based on low-reliability data. LU, 50–64 years: low reliability.

Source: Eurostat (Labour force survey)

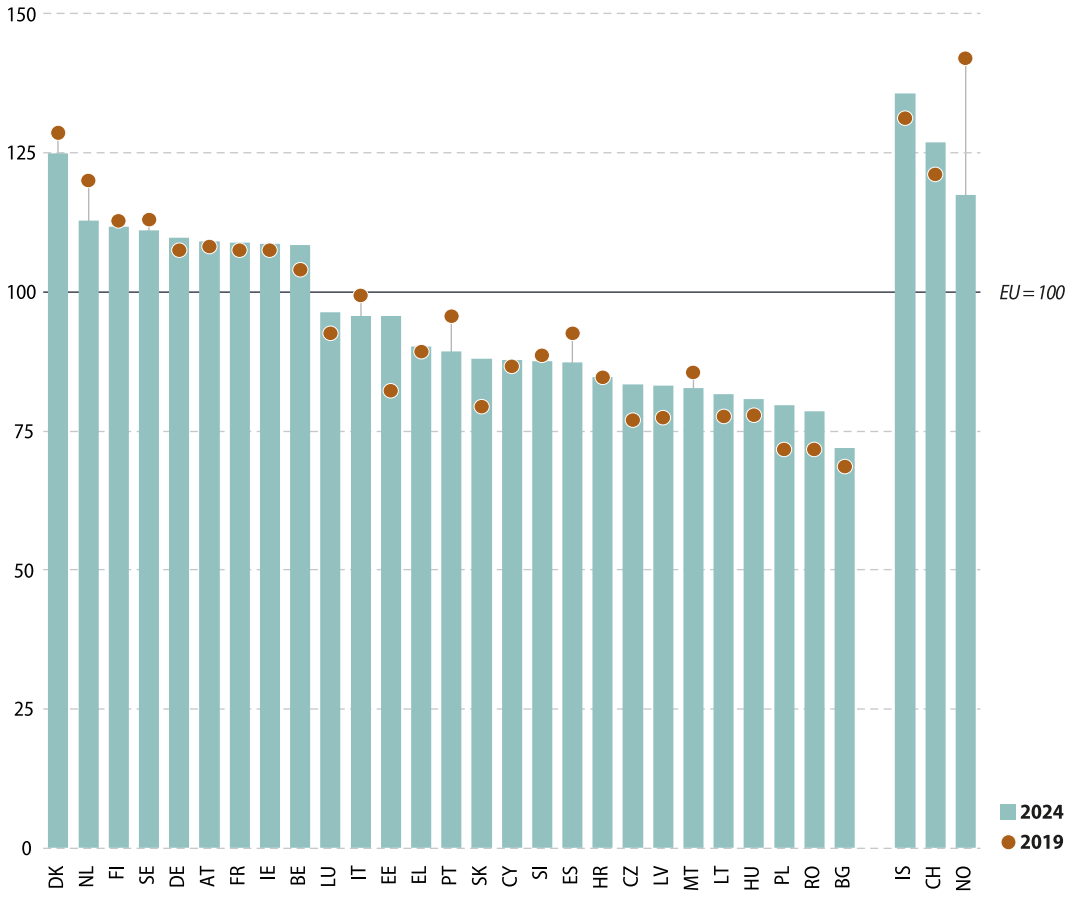
Looking at the age of people employed in the EU's transport sector in 2024, close to half (49.5%) were 30 to 49 years, 37.4% were older (50 to 64 years) and 13.1% were younger (15 to 29 years). The share of people aged 30 to 49 years was similar to that for whole economy. However, in the transport sector the share of older workers was comparatively large, and the share of younger workers was relatively small.

The transport sectors of the Netherlands, Finland, Sweden, Cyprus and Malta had the largest shares of younger people, each with shares ranging from 19.8% to 23.6% in 2024. Malta also had by far the smallest share of older workers, at 19.3%. By contrast, close to half of the people employed in the transport sector were aged 50 to 64 years in Estonia (49.8%), Latvia (45.3%) and Bulgaria (45.0%), while 6 other EU countries recorded shares of at least 40.0%.

Prices

Price level index for transport

(EU = 100, 2019 and 2024)



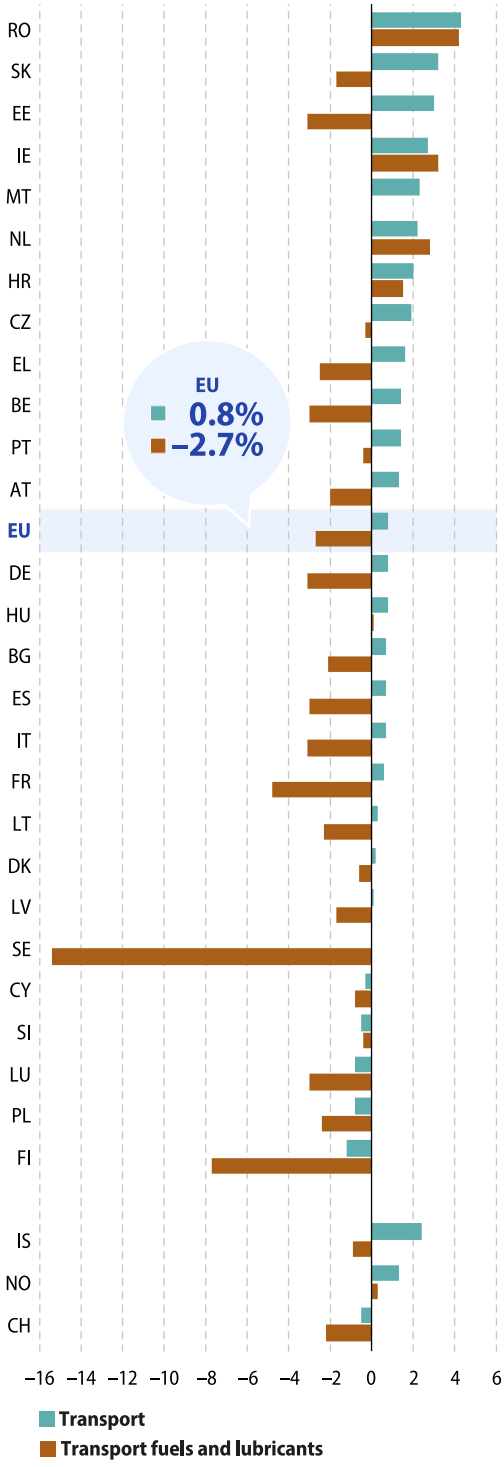
Source: Eurostat (online data code: prc_ppp_ind)

A price level index compares country price levels, with an EU average index of 100. An index above 100 indicates a country is more expensive than the EU average; below 100 means it is cheaper. The transport index includes prices for equipment (such as vehicles), operation (such as fuel, parts and repairs) and transport services (such as tickets).

In 2024, the price level for transport was equal to or above the EU average in all of the Nordic and western EU countries except for Luxembourg. In all Baltic, eastern and southern EU countries, the price level for transport was below the EU average. By far, the highest price level was in Denmark, while the lowest was in Bulgaria.

Annual price change for transport and for transport fuels and lubricants

(%, 2024)



An index can also reflect changes in consumer prices over time (deflation or inflation): in the EU, the index used is the harmonised index of consumer prices.

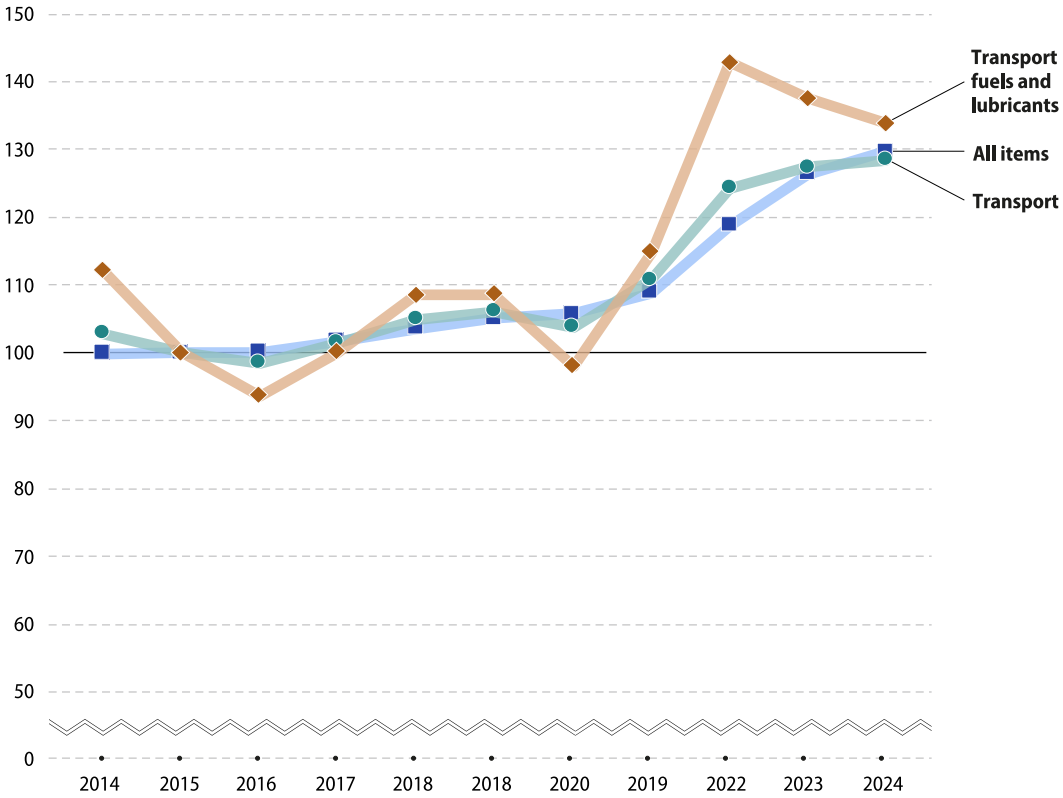
Restrictions in the supply of energy products linked to Russia's war on Ukraine were in part responsible for rises in EU consumer prices for transport fuels and lubricants of 17.2% and 24.3%, respectively, in 2021 and 2022. Thereafter, these prices were more stable, falling by 3.7% in 2023 and by a further 2.7% in 2024. This fall in 2024 contrasted with an increase of 0.8% recorded for transport consumer prices in general; the transport category covers the purchase, maintenance, repair and operation of vehicles and the purchase of transport services.

A majority of EU countries recorded a rise in consumer prices for transport in 2024, peaking at 4.3% in Romania; increases elsewhere did not exceed 3.2%. The largest decrease was in Finland, down 1.2%. The price increase for transport in Romania reflected its increase for transport fuels and lubricants, up 4.2%, also the highest among EU countries. While Ireland, the Netherlands, Croatia and Hungary also recorded increases in prices for transport fuels and lubricants, these prices were unchanged in Malta (where prices are regulated) and decreased in 21 EU countries.

Source: Eurostat (online data code: prc_hicp_aind)

Annual price index for all items, transport and transport fuels and lubricants

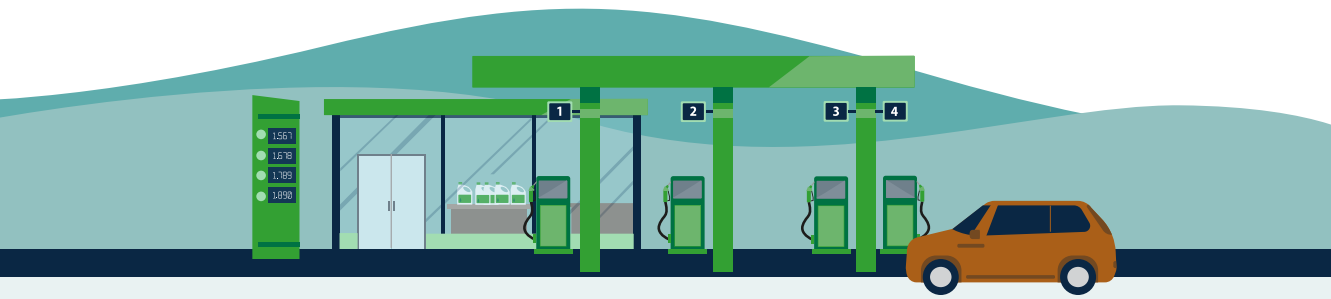
(2015 = 100, EU, 2014–24)



Note: y-axis is cut.

Source: Eurostat (online data code: prc_hicp_aind)

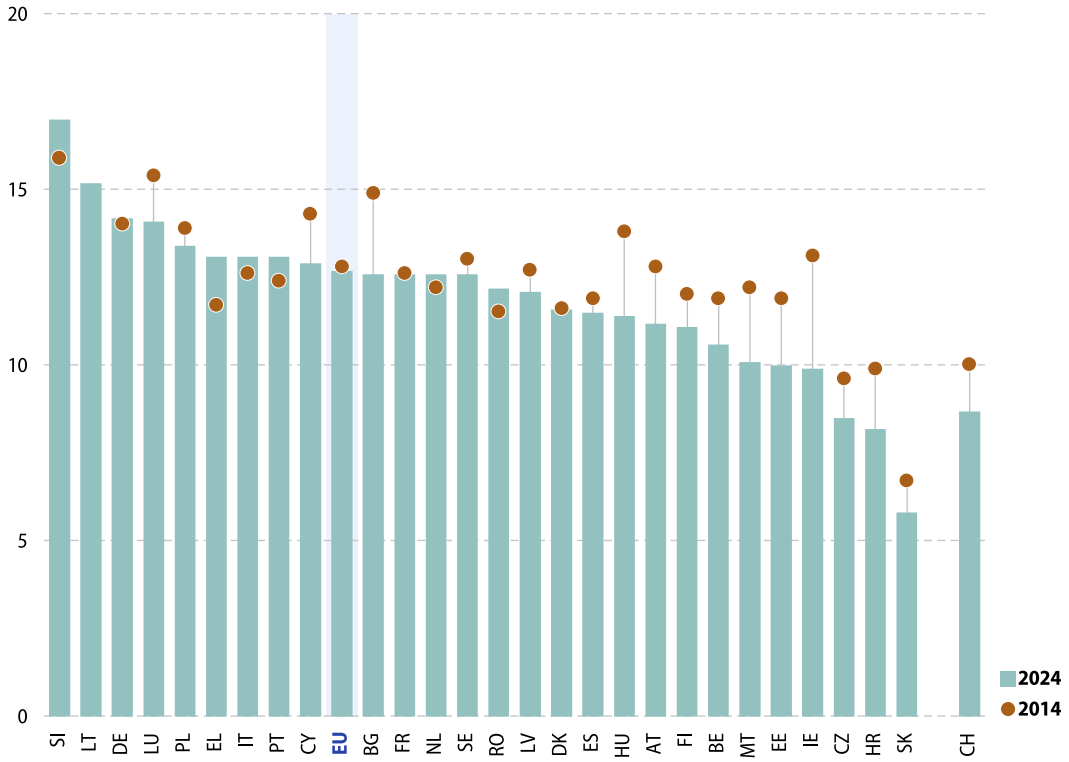
Looking at the period from 2014 to 2024, the EU's annual harmonised consumer price index for transport fuels and lubricants was relatively volatile, in part reflecting changes in the underlying oil price. This price index fell from a high in 2014 to a low in 2016 before increasing in 2017 and 2018. After stability in 2019 and a fall in 2020, price increases accelerated strongly in 2021 and 2022, before modest falls in 2023 and 2024. The broader index for the whole of transport was less volatile but followed a similar pattern, although without price falls in 2023 and 2024.



Expenditure

Share of household consumption expenditure on transport

(%, 2014 and 2024)



Note: LT, 2014 not available.

Source: Eurostat (online data code: nama_10_cp18)

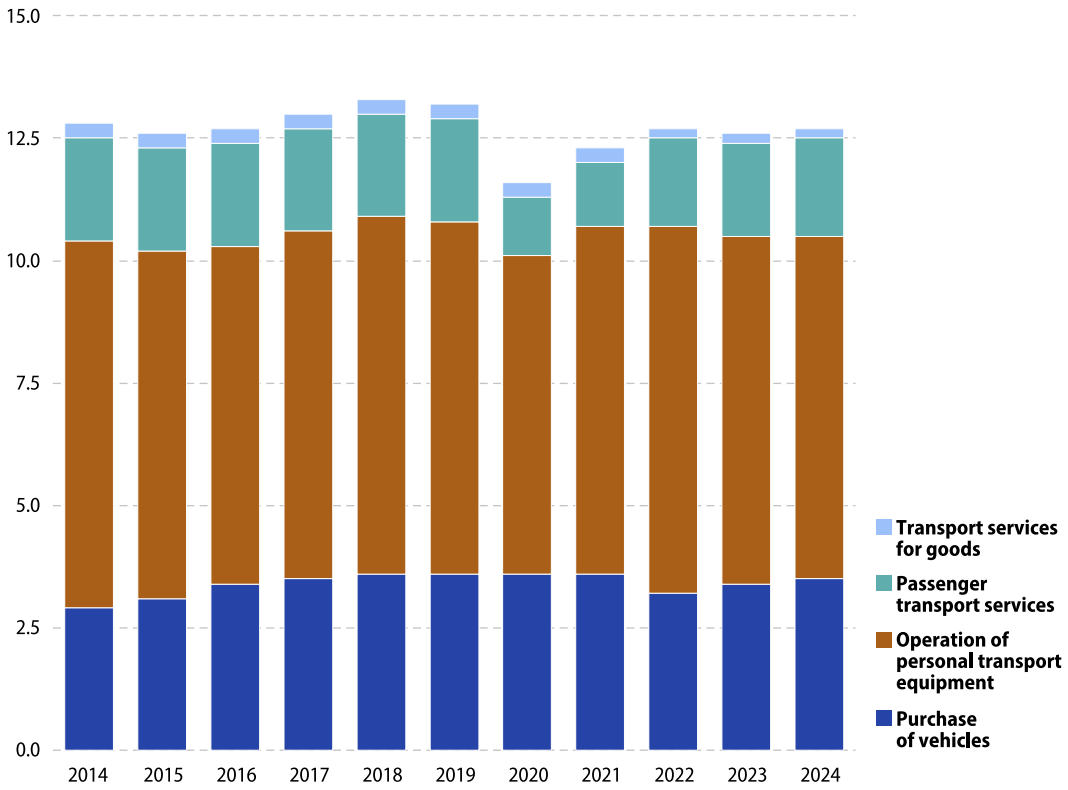
Household consumption expenditure on transport covers the purchase and operation of personal transport equipment, as well as payments for transport services for passengers and goods.

In 2024, 12.7% of total household consumption expenditure in the EU was for transport, marginally lower than in 2014 (12.8%). Focusing on the most recent years, transport's share of household consumption expenditure in the EU fell to 11.6% in 2020 and then increased to 12.3% in 2021 and then 12.7% from 2022 to 2024. Most EU countries (17 out of 26) reported a smaller share of household consumption expenditure for transport in 2024 than in 2014. Ireland (down 3.2 percentage points) recorded the largest fall, while the largest increases were in Greece (up 1.4 points) and Slovenia (up 1.1 points).

In 2024, Slovenia reported the largest share of household consumption expenditure for transport (17.0%), while Slovakia had the smallest share (5.8%).

Share of household consumption expenditure on transport

(%, EU, 2014–24)

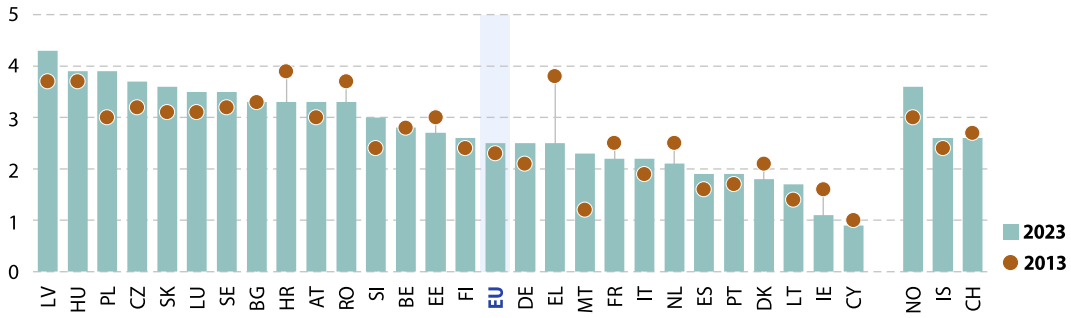


Source: Eurostat (online data code: nama_10_cp18)

In the EU, the share of household consumption expenditure for the purchase of vehicles was 3.5% in 2024, up from 2.9% in 2014. By contrast, the shares for other elements of expenditure on transport were smaller in 2024 than in 2014. The share for the operation of personal transport equipment fell from 7.5% in 2014 to 7.0% in 2024, the share for passenger transport services fell from 2.1% in 2014 to 2.0% in 2024 and that for transport services for goods fell from 0.3% in 2014 to 0.2% in 2024.

General government total expenditure on transport

(% of GDP, 2013 and 2023)



Source: Eurostat (online data code: gov_10a_exp)

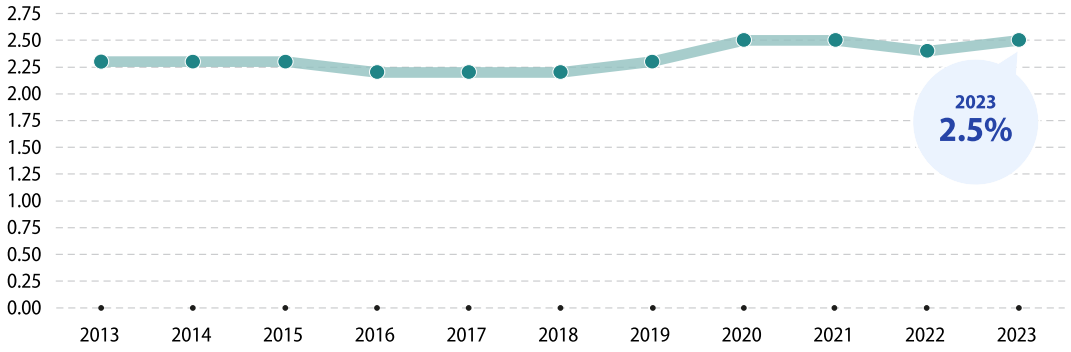
General government total expenditure on transport concerns expenditure on the administration of affairs and services concerning the operation, use, construction and maintenance of transport systems, as well as the supervision and regulation of users.

In 2023, general government total expenditure on transport in the EU was equivalent to 2.5% of gross domestic product (GDP), above the 2.3% ratio observed in 2013. Among the EU countries, 9 recorded a lower ratio of general government total expenditure on transport to GDP in 2023 than in 2013, 2 were unchanged and 16 recorded a higher ratio. The largest increases in percentage point terms when comparing 2013 and 2023 were in Malta (up 1.1 points) and Poland (up 0.9 points), while the largest decrease was in Greece (down 1.3 points).

In 2023, Latvia reported the highest level of general government total expenditure on transport as a percentage of GDP (4.3%), while Cyprus (0.9%) and Ireland (1.1%) had the lowest ratios.

Share of general government total expenditure on transport

(% of GDP, EU, 2013–23)



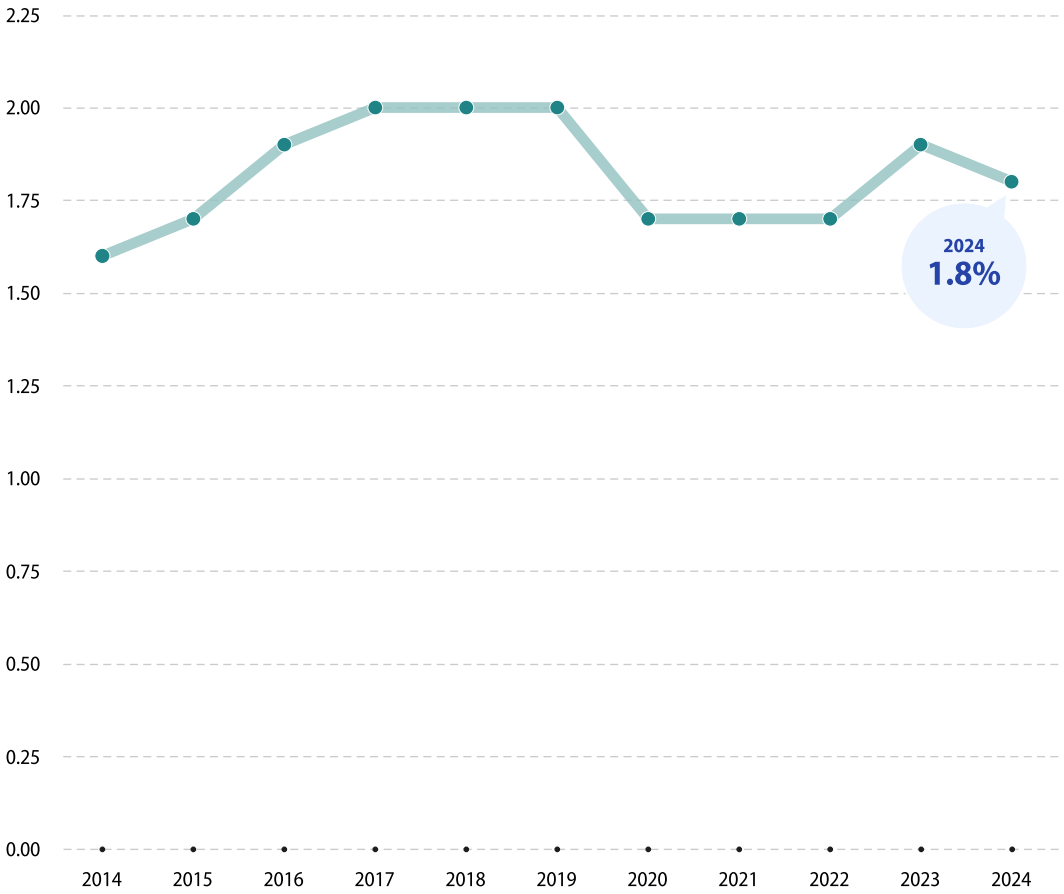
Source: Eurostat (online data code: gov_10a_exp)

In the EU, general government total expenditure on transport as a ratio of GDP fell from 2.3% in 2013 to 2.2% in 2016, 2017 and 2018 before returning to 2.3% in 2019. The ratio increased to 2.5% in 2020 and remained there in 2021, reflecting increased expenditure to support transport operators alongside a smaller increase in nominal GDP. In 2022, it dropped back slightly (to 2.4%) before returning to 2.5% in 2023.

Investment

Investment in transport equipment

(% of GDP, EU, 2014–24)



Source: Eurostat (online data code: nama_10_an6)

Gross fixed capital formation is more commonly referred to as investment in fixed assets.

Investment in transport equipment relative to GDP increased from 1.6% in 2014 through to a peak of 2.0% observed from 2017 to 2019. The impact of the COVID-19 crisis on this ratio is clear: it dropped to 1.7% from 2020 to 2022, increased to 1.9% in 2023 and then fell back to 1.8% in 2024.

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