

# Transport in central European countries 1993-1998

*Hans Strelow*

## Statistics in focus

### TRANSPORT

THEME 7 – 4/2000

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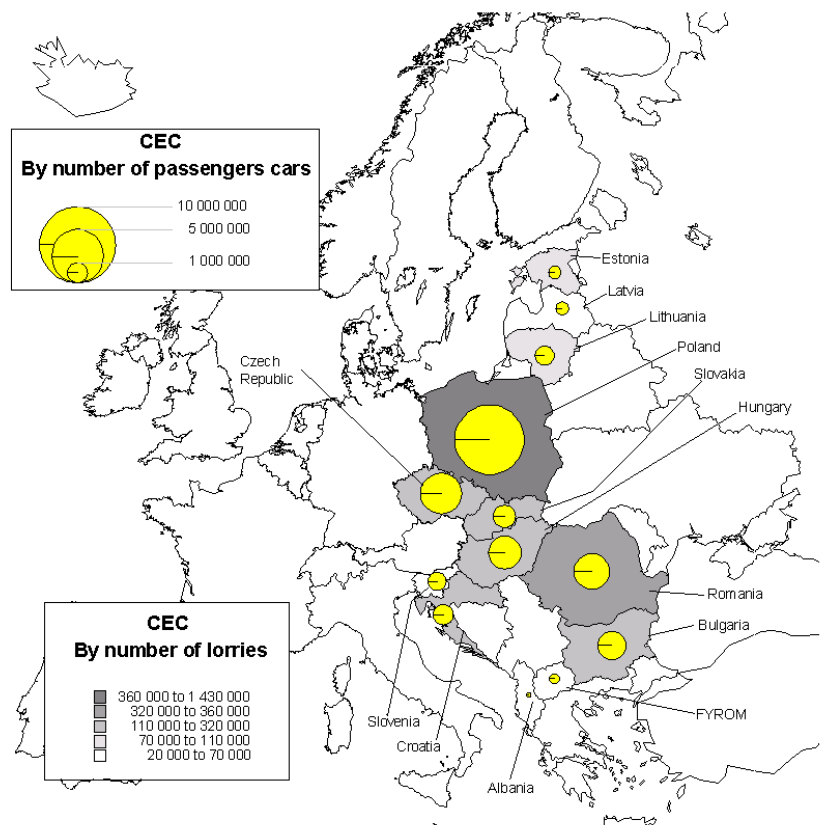
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Poland, Romania and the Czech Republic together account for 62% of the total length of railway lines in the central European countries.

Road and rail are the dominant modes of freight transport, performing 178 billion and 158 billion tonne-km respectively.

International transport accounts for an important part of all transport modes, ranging from 42% for road to 94% for air and maritime transport.

The number of persons killed in road accidents remains more or less stable since 1993.



Map 1: Transport equipment - 1998



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## Transport infrastructure

The countries with the longest railway lines are: Poland, Romania, and the Czech Republic. This ranking changes when we compare the density of the railway network. Thus, the countries with the highest density of railway lines are the Czech Republic with 1 196 km/10 000 km<sup>2</sup>, Hungary with 821 km/10 000 km<sup>2</sup> and the Slovakia with 748 km/10 000 km<sup>2</sup>.

The Czech Republic, Hungary and Lithuania are the only countries with a length of motorway longer than 400 km. There are no comparable data available on the ordinary road length.

Almost 66% of the total length of oil pipelines is found in three countries: Poland (2 278 km; 73km/10 000 km<sup>2</sup>), Hungary (2 071 km; 223 km/10 000 km<sup>2</sup>), and Romania (1 441 km; 60 km/10 000 km<sup>2</sup>).

Central European countries have a total length of inland waterways of 9 339 km. A major part of these can be found in Poland (3 812 km), Romania (1 779 km) and Hungary (1 373 km).

	Railway network (lines in operation)		Motorway network		Inland waterway network		Oil pipeline network		Number of commercial airports	Number of ports
	Length (km)	Density (km/10 000 km <sup>2</sup> )	Length (km)	Density (km/10 000 km <sup>2</sup> )	Length (km)	Density (km/10 000 km <sup>2</sup> )	Length (km)	Density (km/10 000 km <sup>2</sup> )		
Albania	720	250	-	-	74	26	189	66	1	1
Bulgaria	4 290	387	319	29	470	42	578	52	3	4
Croatia	2 726	482	330	58	933	165	601	106	3	:
Czech Republic	9 430	1 196	498	63	664	84	736	93	3	-
Estonia	1 018	225	74	16	520	115	-	-	1	3
FYROM	699	275	144	57	-	-	-	-	2	-
Hungary	7 642	821	448	48	1 373	148	2 071	223	1	-
Latvia	2 413	374	-	-	106	16	437	68	1	3
Lithuania	1 997	306	417	64	369	57	399	61	1	1
Poland	23 210	742	268	9	3 812	122	2 278	73	6	4
Romania	11 010	462	113	5	1 779	75	1 441	60	3	2
Slovakia	3 665	748	288	59	172	35	-	-	1	-
Slovenia	1 194	589	325	160	-	-	-	-	1	1
<b>Total CEC</b>	<b>70 014</b>	<b>589</b>	<b>3 224</b>	<b>27</b>	<b>10 272</b>	<b>86</b>	<b>8 730</b>	<b>73</b>	<b>27</b>	<b>19</b>

Table 1: Transport infrastructure – 1998

## Freight transport

Land transport covers the four modes: road, rail, oil pipelines, and inland waterways. Road transport is the dominant mode of freight transport, achieving 177 642 million tonne-km. Close to this, rail performs 157 896 million tonne-km while the other modes are less important, with 38 010 million

tonne-km for oil pipelines and 9 820 million tonne-km for inland waterways.

The analysis by country shows that three countries share the dominant position: in the first place, we find Poland, with total land transport of

approximately 150 000 million tonne-km split into 46% for road, 41% for rail, 12% for oil pipelines and 1% for inland waterways. The second and third positions are taken by the Czech Republic and by Romania with totals of land transport of more than 40 000 million tonne-km.

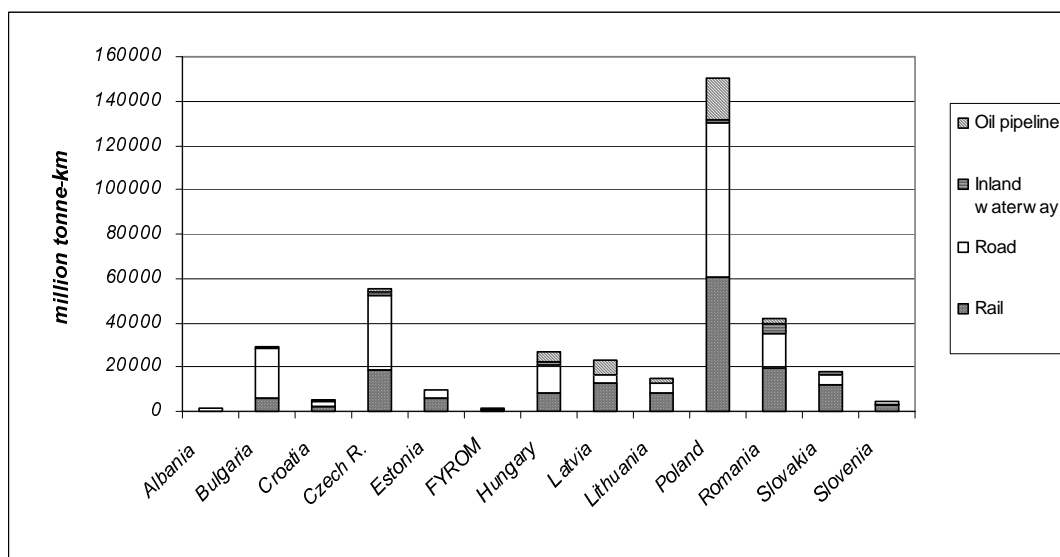


Figure 1: Inland freight transport – 1998

	Million tonne-km				1000 tonnes	
	Rail	Road	Inland waterway	Oil pipeline	Air	Sea
Albania	25	1 830	0	8	1	418
Bulgaria	5 972	22 514	563	244	10	4 980
Croatia	2 001	2 517	41	951	9	15 711
Czech Republic	18 757	33 911	816	2 078	34	-
Estonia	6 079	3 791	0	-	0	5 238
FYROM	408	894	-	-	5	-
Hungary	8 150	12 592	1 561	4 799	14	-
Latvia	12 995	3 365	0	6 569	7	7 699
Lithuania	8 265	4 247	13	2 656	9	15 016
Poland	60 923	69 543	1 096	18 448	59	50 995
Romania	19 708	15 785	4 203	2 257	15	28 233
Slovakia	11 754	4 750	1 527	-	0	-
Slovenia	2 859	1 903	-	-	7	8 446
<b>Total CEC</b>	<b>157 896</b>	<b>177 642</b>	<b>9 820</b>	<b>38 010</b>	<b>170</b>	<b>136 736</b>

Table 2: Freight transport by mode - 1998

Maritime transport is dominated by two countries: Poland, with a total of 50 995 thousand tonnes and Romania with 28 233 thousand

tonnes transported. In terms of volume, air freight transport can be considered insignificant compared to the other modes of transport.

Nevertheless, the unit value of goods transported by air is high.

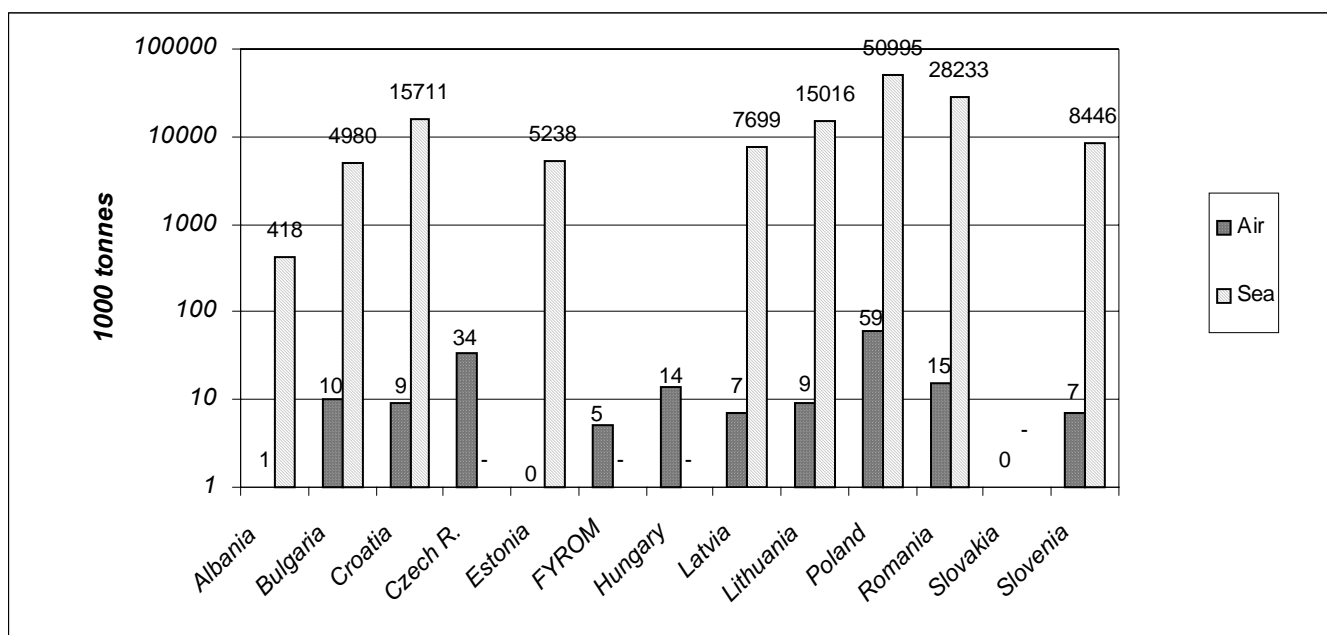


Figure 2: Air and sea freight transport – 1998

### Internationalisation of transport modes

Rail and road both have a large proportion of national transport.

Thus 58% of road traffic (expressed in million tonne-km) is

national transport whereas 42% is international transport (transit and cabotage are taken into consideration).

For rail transport, 55% is national transport and 45% international transport.

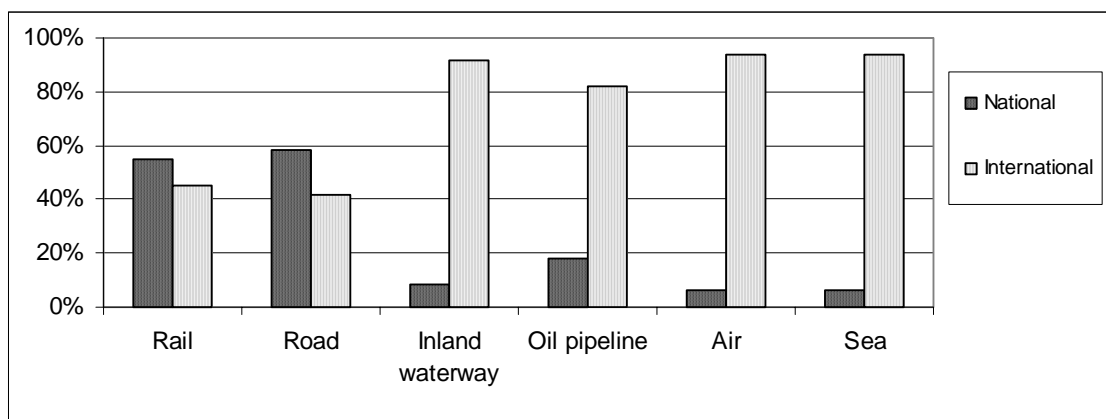


Figure 3: Proportion of national and international transport - 1998

As expected, a high degree of internationalisation could be observed in air and maritime transport. For both these modes, international transport

(in 1000 tonnes) accounts for 94% of total transport. Of course, it should be expected that figures in tonne-km (not available at the moment) should

be greater than the previous shares since international distances are often greater than national ones.

	Million tonne-km (%)				1000 tonnes (%)	
	Rail	Road	Inland waterway	Oil pipeline	Air	Sea
Albania	0	62	.	25	100	100
Bulgaria	11	32	100	0	100	100
Croatia	66	28	83	83	67	80
Czech Republic	56	47	98	100	97	-
Estonia	88	86	.	-	.	.
FYROM	97	51	-	-	100	-
Hungary	71	48	98	79	100	-
Latvia	97	55	.	100	100	100
Lithuania	83	9	0	100	100	100
Poland	27	37	65	74	90	99
Romania	16	33	47	69	93	100
Slovakia	74	87	100	-	0	-
Slovenia	:	88	-	-	100	100
<b>Total CEC</b>	<b>45</b>	<b>42</b>	<b>92</b>	<b>82</b>	<b>94</b>	<b>94</b>

Table 3: International freight transport as proportion of total transport – 1998

### Passenger transport

For land passenger transport the main mode of public transport used is bus transport, which accounted for 89 491 million passenger-km in 1998 followed by rail transport with 66 662 million

passenger-km. Comprehensive statistics on private car transport are not yet available for central European countries.

Maritime and air passenger

transport accounted for almost 40 million passengers transported in 1998. Although the maritime share of this is almost 50%, only a few countries have significant maritime transport.

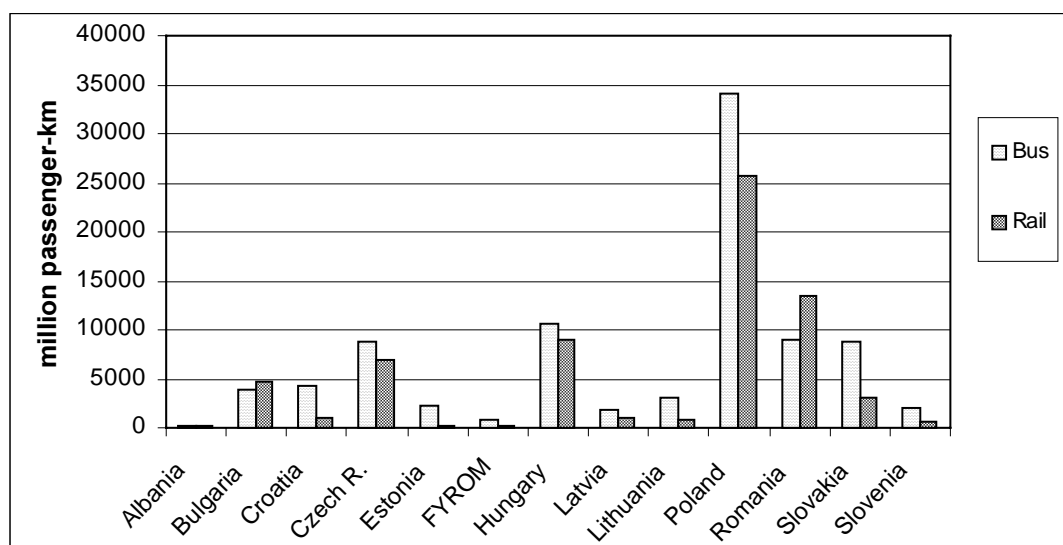


Figure 4: Land public passenger transport - 1998

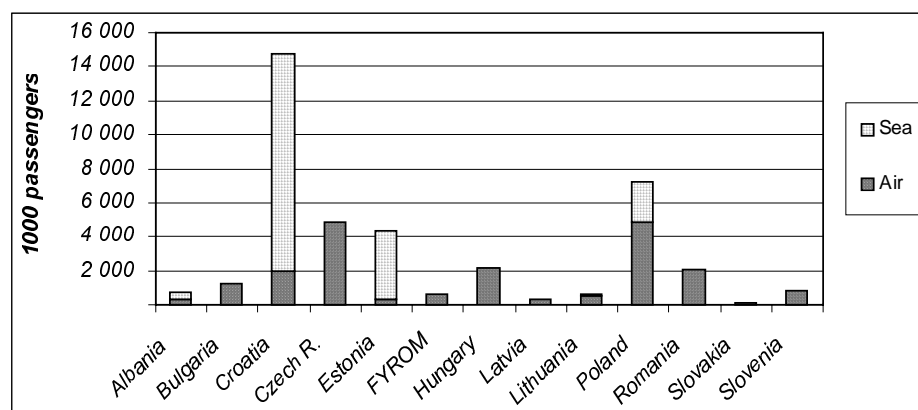


Figure 5: Air and sea passenger transport – 1998

	Million passenger-km		1000 passengers	
	Bus	Rail	Air	Sea
Albania	190	116	295	417
Bulgaria	3 851	4 740	1 269	7
Croatia	4 216	921	1 970	12 751
Czech Republic	8 681	7 018	4 865	-
Estonia	2 265	236	324	4 006
FYROM	864	150	577	-
Hungary	10 622	8 884	2 188	-
Latvia	1 903	1 059	262	0
Lithuania	2 964	715	528	76
Poland	34 035	25 664	4 901	2 309
Romania	8 962	13 422	2 026	6
Slovakia	8 840	3 092	141	-
Slovenia	2 098	645	807	41
<b>Total CEC</b>	<b>89 491</b>	<b>66 662</b>	<b>20 153</b>	<b>19 613</b>

Table 4: Passenger transport – 1998

### Persons killed in road accidents

During the period 1993-1998 the number of persons killed in road accidents fluctuated from year to year, but with no significant overall trend. Nevertheless, there are countries in which a considerable decrease was registered, as in Bulgaria (-6.9%), Slovenia (-6.2%) and in Latvia (-4.8%). On the contrary, in some other countries the number of deaths increased during the years covered by these statistics, as for example in the Slovakia where the average increase was 6.2%.

	1993	1994	1995	1996	1997	1998
Albania	298	421	306	257	266	308
Bulgaria	1 307	1 390	1 264	1 014	915	1 003
Croatia	855	804	800	721	714	646
Czech Republic	1 524	1 637	1 588	1 562	1 597	1 360
Estonia	321	364	332	213	280	284
FYROM	170	167	179	154	178	187
Hungary	1 462	1 390	1 414	1 251	1 249	1 239
Latvia	670	717	611	550	525	627
Lithuania	893	765	672	667	725	829
Poland	6 341	6 744	6 900	6 359	7 310	7 080
Romania	2 826	2 877	2 845	2 845	2 863	2 778
Slovakia	584	633	660	616	788	797
Slovenia	493	505	415	389	358	309
<b>Total CEC</b>	<b>17 744</b>	<b>18 414</b>	<b>17 986</b>	<b>16 598</b>	<b>17 768</b>	<b>17 447</b>

Table 5: Persons killed in road accidents

## ➤ ESSENTIAL INFORMATION – METHODOLOGICAL NOTES

The data presented here were supplied to Eurostat by the national statistical offices of the central European countries.

A complete set of detailed tables will be published by Eurostat in the next edition of the *Statistical Yearbook on central European countries*.

These data are based on the definitions published in the Eurostat/UN-ECE/ECMT *Glossary for Transport Statistics*, available at: <http://www.oecd.org/cem/online/glossaries/index.htm>.

Specific notes on tables:

Table 1:

Number of commercial airports:	With >100 000 passengers movements per year.
Number of ports:	Handling > 1 million tonnes per year or with > 200 000 passengers movements per year.

Table 2:

This table refers to the total transport performed in 1998 including national transport, international transport incoming and outgoing and transit (for rail, inland waterways and pipelines).

Latvia: Maritime transport data refer to 1997.

Lithuania: Oil pipeline data refer to 1997.

Table 5:

Persons killed are all persons killed within 30 days of the accident.

Lithuania: Persons dying within 7 days after the accident.

The following notations were used:

:	Figure not available
-	Nil
0	Data less than half the unit used
.	Not applicable

Abbreviation

%	Per cent
km	Kilometer
CEC	Central European countries
ECMT	European Conference of Ministers of Transport
Eurostat	Statistical Office of the European Communities
FYROM	Former Yugoslav Republic of Macedonia
UN-ECE	United-Nations – Economic Commission for Europe

This publication was prepared by Liliana Vlad (National Commission for Statistics, Romania), on secondment to Eurostat within the PHARE programme

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