

## 1<sup>st</sup> quarter 2014

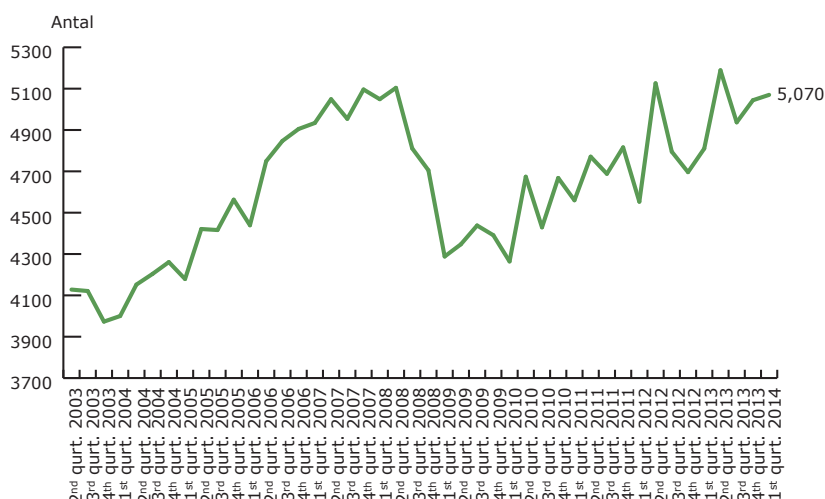
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## Lastbiler ind i Danmark pr. døgn



# BORDER CENSUS

## Continued growth

**Economic growth is on its way back. And the most important draft horses, the lorries, confirm the trend: An increasing number of lorries are crossing the Danish border.**

ITD's border census shows that Danish economy is regaining breath.

During 1<sup>st</sup> quarter 2014 5,070 lorries crossed the Danish borders every day. This is an increase of 5.4 per cent compared to 1<sup>st</sup> quarter 2013 during which 4,810 lorries took the trip into Denmark per day.

Increasing lorry traffic indicates that there are goods to carry, foreign trade continues and economy is growing. That is positive for Denmark as a whole and for Denmark's road hauliers generating business from increased trade, no matter if they operate nationally or internationally.

During 1<sup>st</sup> quarter 2008 – right before the financial crisis – 5,049 lorries crossed the borders. One year later during the financial ice age the figure was 4,288 per day for 1<sup>st</sup> quarter 2009.

### Steady Danish share

The share of Danish lorries remains stable at 22 per cent – the same as in 1<sup>st</sup> quarter 2013. Given that the total lorry traffic has increased, more Danish registered vehicles actually drive across the border. At the same time the share of Eastern European vehicles now count for almost 30 per cent of the border crossing traffic. But at present the growth does not take place at the expense of Danish vehicles. However, it is the German lorries' turn. German lorries' share of the traffic has gone from about 44 per cent in 2008 to 32 per cent in 2014.

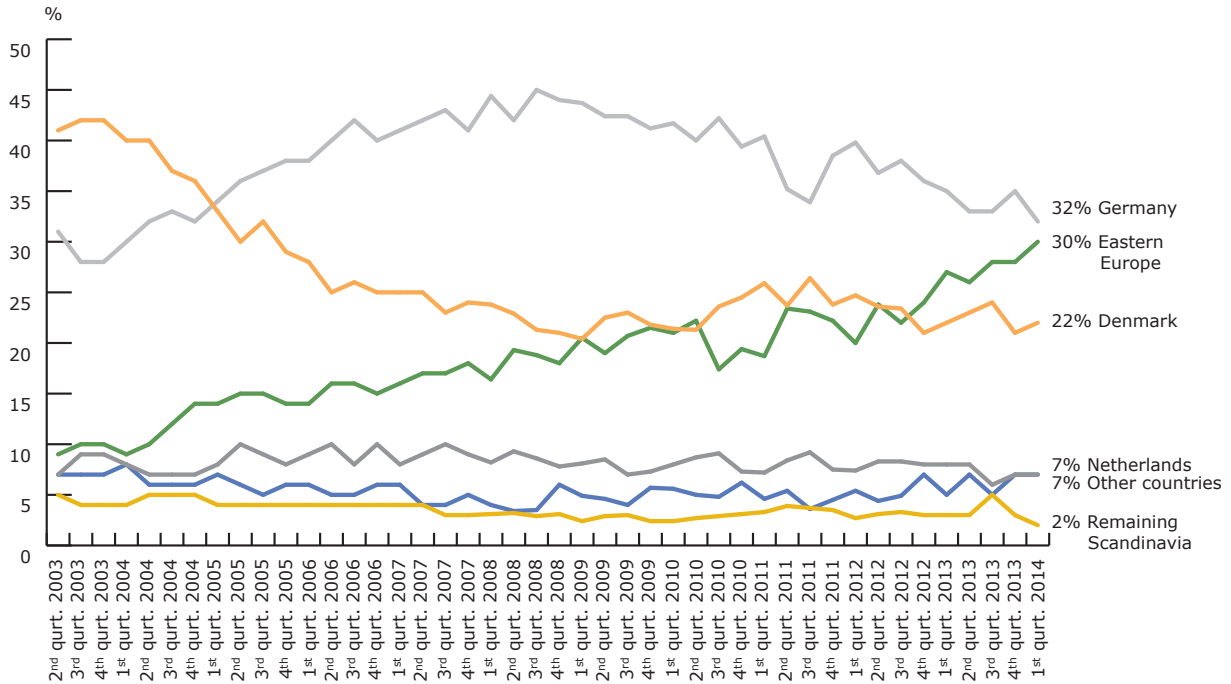
The Danish lorries have a fragile position on the international routes. Here the Eastern European vehicles gain ground due to lower labour costs. Other data sources show that foreign vehicles perform domestic transports to a lesser extent in Denmark.

### ITD

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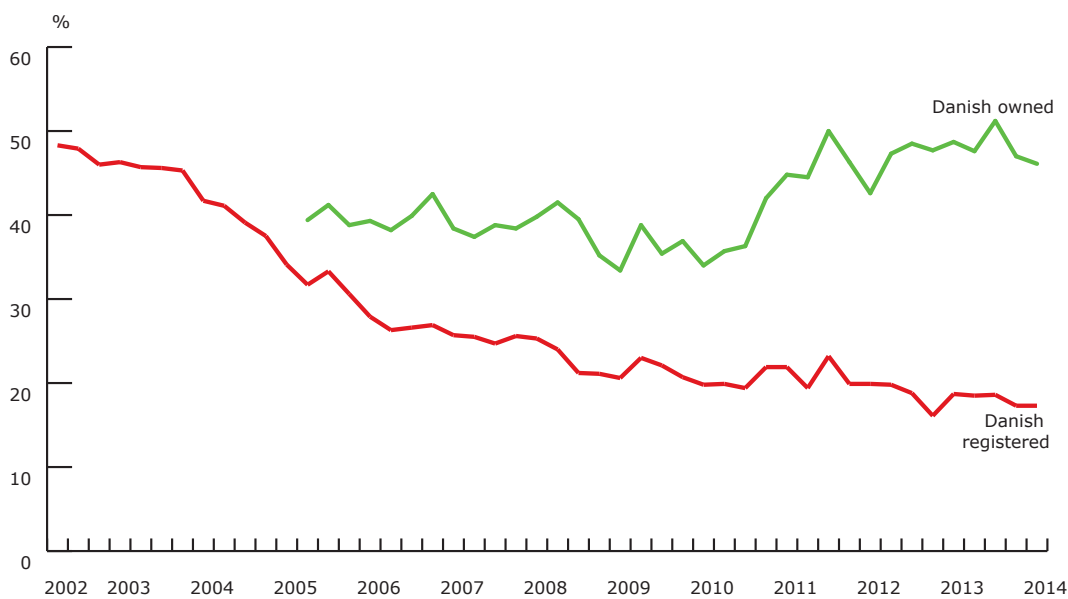
# Border census – lorry traffic into Denmark

## Nationality distribution



Note: Figures from South Jutland and Scandlines without the Øresund Bridge and the Kattegat, where the censuses are not divided into nationalities.

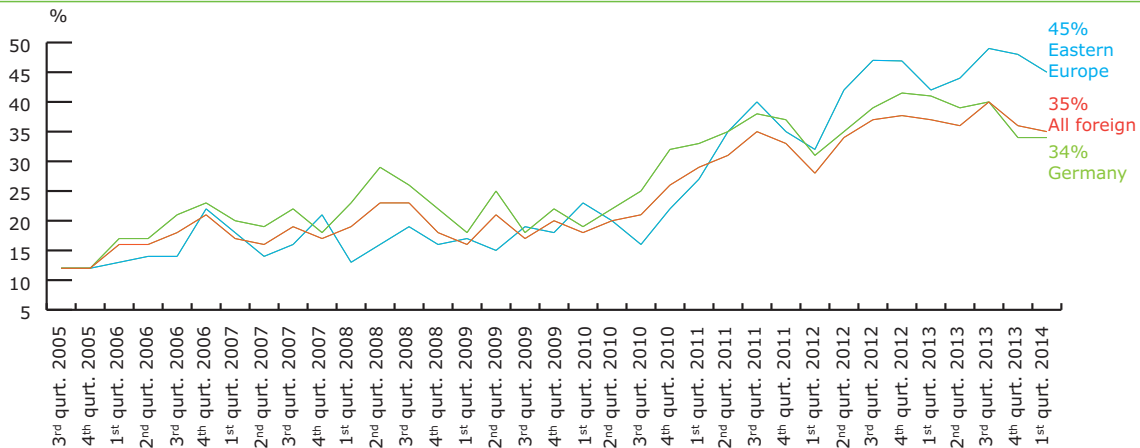
## Danish owned lorries, the share of all lorries crossing the Danish-German border in South Jutland



Note: The green figure shows the number of Danish registered lorries as well as foreign registered lorries, which it has been possible in connection with the census to connect to Danish road haulage companies with subsidiaries abroad (logo and name on the driver's cabin).

# Themes – based on partial results

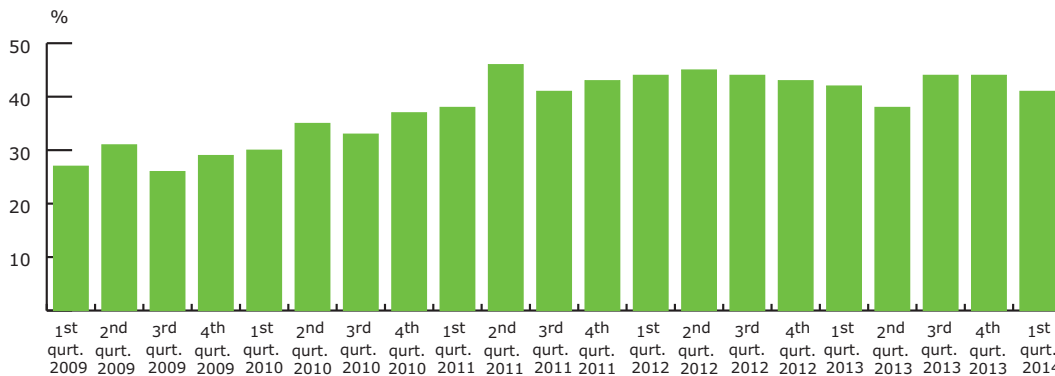
## Share of foreign lorries owned by Danish subsidiaries – South Jutland border



Note 1: On the Danish border in South Jutland near Padborg and Frøslev separate registrations have been made of foreign lorries belonging to Danish owned subsidiaries.

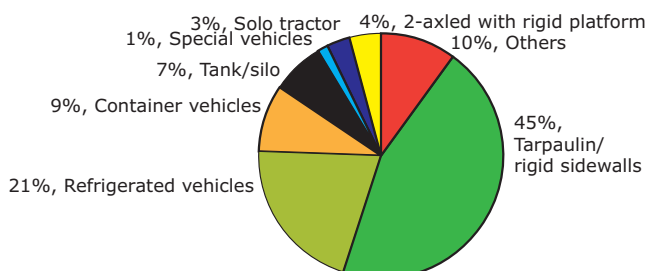
Note 2: **Red:** For every 100 foreign lorry 35 are owned by Danish road hauliers – **Green:** For every 100 German lorry 34 are owned by Danish road hauliers – **Blue:** For every 100 Eastern European lorry 45 are owned by Danish road hauliers.

## Lorries over 20 meters



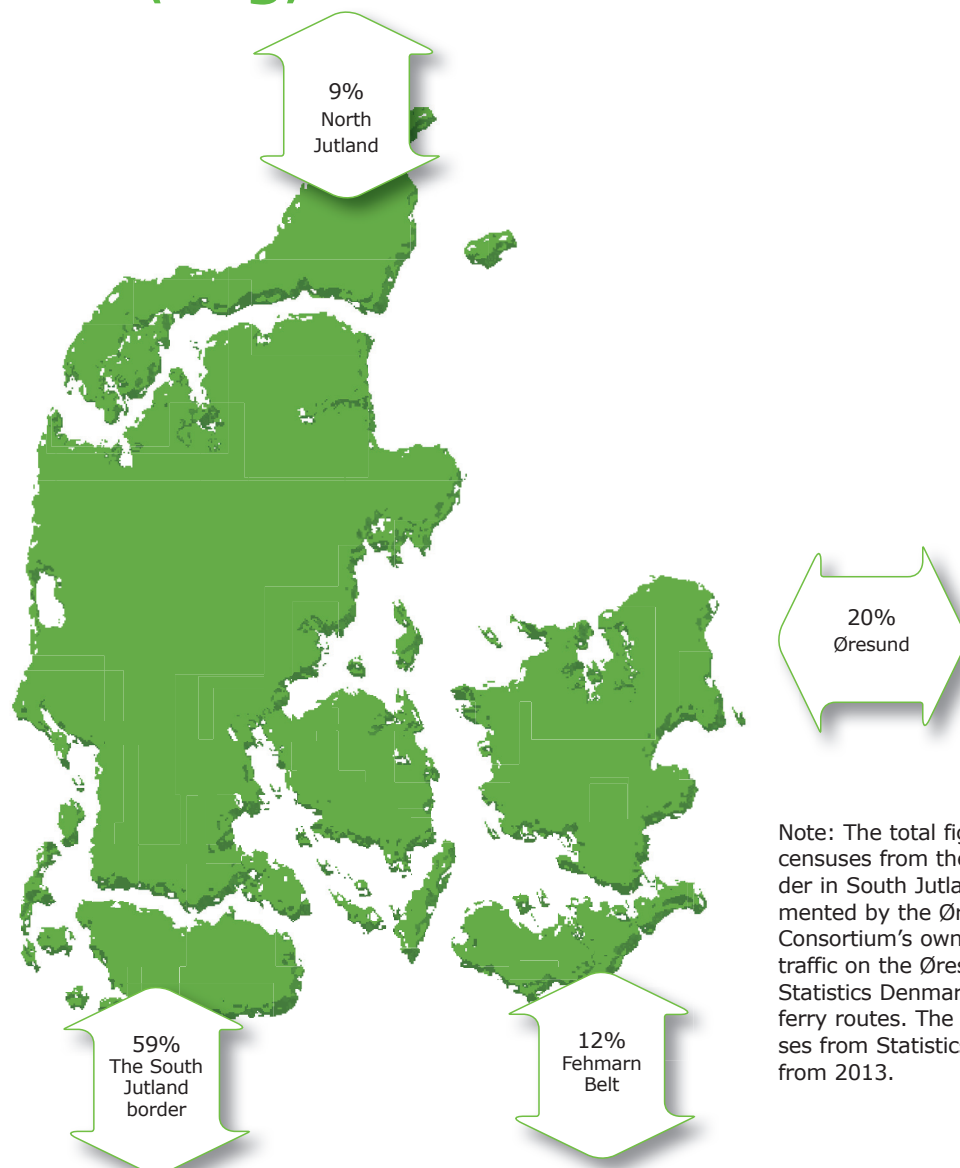
Note: On Scandlines A/S' ferry route between Helsingør and Helsingborg and on the Øresund Bridge separate registrations of lorries over 20 meters have been made – this means of modular road trains and special transports except automobile transports.

## Type of material 1<sup>st</sup> quarter 2014



Note: On the Danish border in South Jutland near Padborg and Frøslev separate registrations of type of material are made.

# Route distribution of lorry traffic in and out of Denmark (2013)



Note: The total figure includes censuses from the Danish border in South Jutland, complemented by the Øresund Bridge Consortium's own censuses of traffic on the Øresund Bridge and Statistics Denmark's reports on ferry routes. The latest censuses from Statistics Denmark are from 2013.

## Method

ITD's border censuses include lorries driving into Denmark across the Danish-German border and across the Øresund Bridge or using Scandlines A/S' ferry routes. ITD records the number of lorries with a manual cen-

sus every quarter during a representative period totalling 24 hours. ITD's border censuses indicate the very latest tendencies in international lorry traffic to and from Denmark. The statistics can be used with cau-

tion to indicate export activities and business environment in Denmark. Read more about the method, and see background tables on [www.itd.dk](http://www.itd.dk) under the menu "Branchen".

### PUBLICATION



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