

Public transport performance statistics 2003



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Abstract <p>The purpose of these statistics is to generate data on the volumes of domestic passenger traffic supply and demand and the impact of the financial investments made by public authorities which are useful as a basis for transport policy decisions. The statistics cover domestic rail transport, buses and coaches, taxis and air transport. Funding will be discussed solely with reference to financing of transport services.</p> <p>The statistics comprise the following items: vehicle and place capacity, the supply of transport services in terms of vehicle and place kilometres and demand as indicated by passenger numbers and passenger kilometres. Statistical data are provided on sources of public funding, the allocation of direct transport funding to increasing the supply of transport and reducing costs, and the distribution of indirect funding (reimbursement of travel expenses) between different types of transport.</p> <p>There were 17,300 vehicles and 547,000 passenger seats in public transport in 2003 (17,200 and 552,000 respectively in 2001), the total supply being 1.4 (1.4) billion vehicle kilometres, of which 49% (49%) comprised collective services and the remainder charter services. The total number of passengers in public transport was 570 (576) million, and total funding was EUR 488 (462) million, of which collective services received 71% (70%). EUR 211 (202) million was allocated for the direct purchase of transport services, compensations of transport deficits or general funding of fare reductions, while a further EUR 276 (259) million of indirect funding was used for the reimbursement of travel expenses for special population groups, of which 49% (48%) was directed to collective transport services.</p> <p>In respect of the transport costs of municipalities, it has been necessary to use the allocation amounts established by two special surveys in 1995 and 2000 because, except for education, transport costs are not separately recorded. Co-operative efforts should be made between municipal and provincial governments for more efficient statistical recording of the transport costs of municipalities.</p>			
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FOREWORD

Statistics Finland has produced this volume of transport performance figures for the year 2003 at the request of the Ministry of Transport and Communications. The statistics have been drawn up largely on the same principles as the corresponding volume for 2001, Ministry of Transport and Communications: Reports and Memoranda B 5/2003. Statistics Finland produced corresponding statistics for 2001, 1999, 1997, 1995 and 1993 while EP Logistics Oy prepared a preliminary report for 1992.

The production of this volume has been supervised by a working group chaired by Marko Vihervuori, Statistics Finland, who also compiled the statistics, the other members being Harri Uusnäkki and Marcus Nerin, Ministry of Transport and Communications; Pekka Aalto, Finnish Local Traffic Association; Seppo Haataja, Helsinki City Transport; Kimmo Sinisalo and Seppo Hanste, Helsinki Regional Transport Board; Antti Korhonen, VR-Group; Minna Schalin, Finnish Civil Aviation Administration; Mikko Saavola, Finnish Bus and Coach Association; and Laura Aitolehti, Statistics Finland.

The statistics cover all passenger transport by rail, bus, taxi and air within Finland. Only the ferry transport between Helsinki and Suomenlinna is included of waterborne transport. Passenger car transport is included in data describing the market shares of all passenger transport.

These statistics examine the capacity and performance of public transport, as well as the public funding provided for them, both direct and indirect, in order to enable monitoring of the impact of this funding. The examination of financial inputs is restricted exclusively to transport itself.

Helsinki 2.2.2005

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PUBLIC TRANSPORT PERFORMANCE STATISTICS 2003

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SUMMARY

The purpose of this volume of public transport performance statistics is to generate data on the volumes of domestic passenger transport supply and demand and the impact of the funding of public authorities which are useful as a basis for transport policy decisions. The statistics cover domestic passenger transport by rail, buses and coaches, taxis and air.

The data include both collective and charter transport. The focus when examining the various transport systems is entirely on transport as such, and excludes infrastructure costs arising from the operation of various modes of transport and the administrative costs of public bodies responsible for transport services.

The measures of **performance** used here are:

- vehicle and place capacity
- supply of transport services in vehicle and passenger kilometres
- demand for transport services in passenger numbers and passenger kilometres.

The statistical information on **public transport funding** covers:

- sources of funding
- allocation of direct funding to the promotion of supply and reduction of costs
- allocation of indirect funding to the various types of transport.

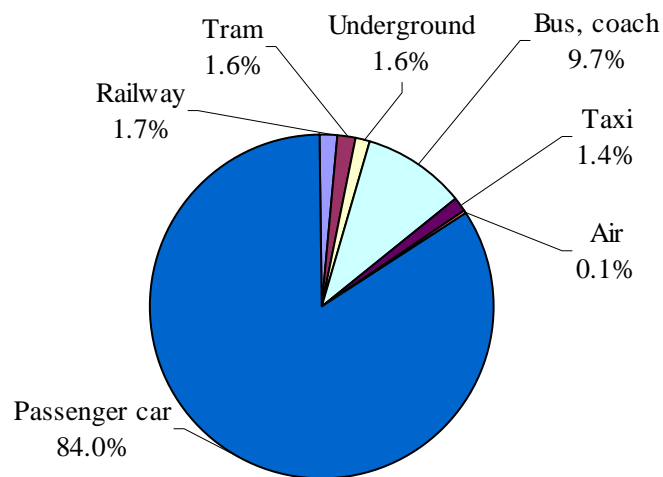
The main statistical results for 2003 and 2001 are indicated in the following table, together with percentage changes between the two. Information is also provided on the proportion of total public transport accounted for by collective transport as opposed to charter transport.

PUBLIC TRANSPORT PERFORMANCE STATISTICS	2003		2001		Change %
		Collective transport		Collective transport	
CAPACITY					
Vehicles, number	17,300	36%	17,200	38%	0,6%
Passenger seats, number	449,300	71%	442,500	74%	1,5%
Passenger places, number	547,000	76%	552,300	79%	-1,0%
PERFORMANCE					
Vehicle kilometres, million	1,382	49%	1,378	49%	0,3%
Place kilometres, million	46,666	85%	47,154	84%	-1,0%
Number of passengers, million	570	91%	576	91%	-1,1%
Passenger kilometres, million	10,665	84%	10,753	84%	-0,8%
FUNDING					
Direct financing, EUR million	211	100%	202	98%	4%
Reimbursement of travel expenses, EUR million	276	49%	259	48%	7%
Total, EUR million	488	71%	462	70%	6%

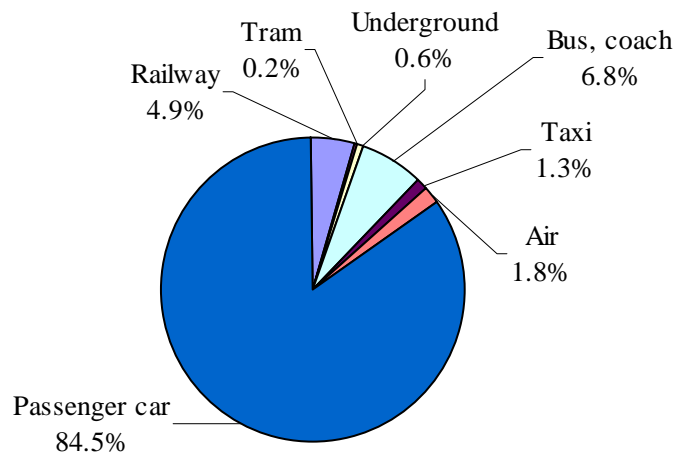
1 PUBLIC TRANSPORT PERFORMANCE STATISTICS

These public transport performance statistics cover domestic public transport by rail, tramway, underground railway, buses and coaches, taxis and air. They also cover the ferry running between Helsinki and the island of Suomenlinna, because it is operated by Helsinki City Transport. In addition, the examinations of market shares also extend to passenger car transport, the information on which is derived from the National Passenger Transport Survey¹ whose data have been brought to the 2003 level on the basis of development in population and in the vehicle kilometres of passenger cars. The data on public transport relate to the year 2003.

Market shares of passenger numbers 2003

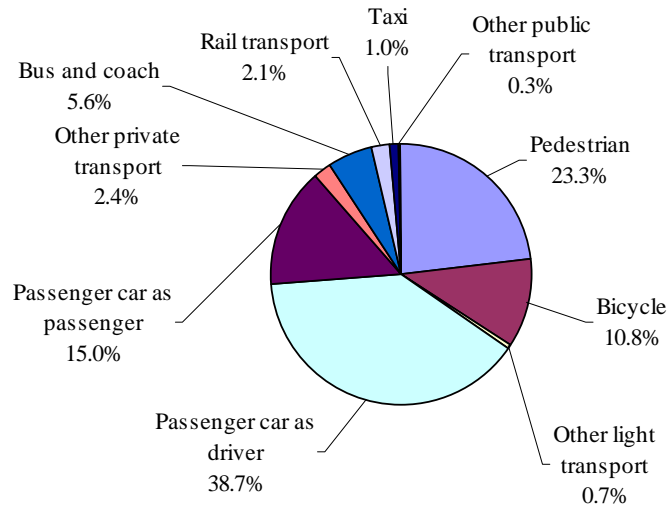


Market shares of passenger kilometres 2003

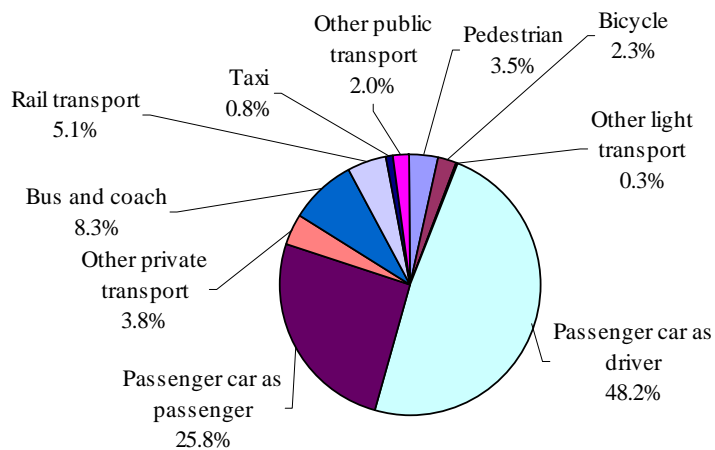


According to the Passenger Transport Survey 1998-1999 the market shares of passenger transport were as follows:

Average distribution of journeys as numbers of journeys¹



Average distribution of journeys as passenger kilometres¹



¹ Source: Passenger Transport Survey 1998-1999, Publications of the Ministry of Transport and Communications 43/99

Types of transport may be recognised in terms of purpose, and modes of transport in terms of the form which the transport takes. The types and modes of transport in existence at present are indicated in the following table, which also includes purchased transport services. These distinctions will be discussed in more detail in Sections 2.1 and 2.2.

PUBLIC TRANSPORT	Railway	Tram, underground	Bus, coach	Taxi	Air
COLLECTIVE TRANSPORT					
Long-distance transport					
- fare-based	Long-distance transport		Express coaches		Regular flights
- purchased	Purchased long-distance transport				Purchased wilderness flights
Local transport					
Contract transport					
Urban transport supported by municipalities	Helsinki regional transport	Helsinki city transport	Public transport services, contract and service transport		
Other urban transport					
- fare-based			Urban transport, service transport		
- purchased			Purchased urban and service transport		
Other collective transport					
- fare-based	Short-distance transport		Scheduled transport	Scheduled taxi transport	
- purchased transport services	Purchased short-distance transport		Purchases of basic transport and purchases of local transport	Purchase of route-based and basic transport	
CHARTER TRANSPORT					
Regular charter transport			School buses	School taxis	Charter flights
Other charter transport	Chartered trains		Tourist buses and coaches, etc.	Ordinary taxi transport	Commercial flights

The focus when examining the performance statistics for transport systems is on the services provided and their funding. Development, construction and maintenance of the infrastructure connected with the operation of the various modes of transport and the organisation of public transport by the authorities thus lie beyond the scope of this discussion. Details of such costs can be obtained from local council transport departments and the Helsinki Regional Transport Board.

The purchase of transport services by the government and municipalities directly increases the supply of public transport and reduces the price level. These purchased services are not fully distinguished as a group of their own in the present statistics, but are rather regarded as part of the

'other funding'. Reimbursements of the travel expenses of special population groups are regarded as indirect funding. The structure of funding is illustrated in the following table.

	Funding influencing supply	Funding influencing demand
Ministry of Transport and Communications	Purchase of rail transport services	State subsidised youth fares and purchase of fare reductions
Provincial administrations	Purchase of basic and urban local transport, government support to local transport and to wilderness air transport	Purchase of fare reductions
Education	School transport subsidy, secondary education institutes	School and student tickets
Health and Social welfare		Reimbursement of travel expenses
Ministry of Defence	Chartered transport for conscripts and reserve forces	Reimbursement of travel expenses of conscripts and reserve forces
Ministry of Labour		Reimbursement of travel expenses of those performing non-military services
Major cities	City transport deficit support, contract transport	Reductions granted for special groups, tariff support ²
Other local councils	Purchase of transport services, deficit support for specific routes or companies, purchase of wilderness air transport (Lapland)	Reductions granted on social grounds, purchase of fare reductions

The funding statistics contain information on the sources and targets of the funding and whenever possible the performance figures resulting from it. The performance figures achieved with public funding are somewhat inaccurate, because it is not possible to distinguish them from the total performance in all respects.

2 DEFINITIONS AND SCOPE OF PUBLIC TRANSPORT PERFORMANCE STATISTICS

Public transport is classified in the performance statistics primarily on the basis of purpose, and secondarily according to mode of travel. Purpose is indicated by type of transport, and mode by form of transport. Public transport is also classified into fare-based and purchased transport. The classification will be discussed in more detail below.

² It is often difficult to ascertain whether tariff support affects supply or demand of transport, because it is used simultaneously to cover city transport deficit and to reduce ticket prices.

Travel within Finland is also deemed to include the part of the rail transport between Finland and Russia on the Finnish side of the border and all bus and coach transport abroad, i.e. both its domestic and foreign parts, as no data are available on the distribution between the two.

2.1 Types of transport

The statistical classification employed here sets out from the notion of purpose and mode of transport. The types of public transport may include both scheduled and non-scheduled transport services. The current types and their sub-types are as follows:

Long-distance transport refers to transport between built-up areas, typically covering distances in excess of 50 km.

- * The supply of **fare-based long-distance transport** denotes scheduled transport designed by a transport contractor and run at his own financial risk.

- * **Government-purchased transport services** are purchased in compliance with the net cost principle, by which the contractor assumes the risk attached to the obtaining of fares.

Local transport denotes transport within a municipality or an economic region. A route may pass through a number of municipalities and economic regions, however, provided that the journey is short.

- * **Urban transport financed by cities** comprises the transport services purchased or provided by city transport departments which mainly serve the transport needs of major cities. This type of transport covers the Capital Region (Helsinki, Vantaa, Espoo and Kauniainen), as well as Tampere and Turku. The principal or entire financial responsibility for this transport lies with the municipality and the supply is determined by the municipality's assessment of the demand. The lump sum remuneration received by the contractor is independent of the fare revenue while the purchaser receives the fare revenue. This type of transport purchased on the net principle is referred to as contract transport.

- * **Other urban transport** involves scheduled transport services, either purchased or fare-based, which mainly serve the needs of built-up areas. Vehicles characteristically run at short intervals and make frequent stops. It involves either transport purchased on the net cost principle or fare-based scheduled transport. The supply is designed by the transport contractor, who also assumes the risk attached to the collection of a sufficient number of fares.

- * **Other collective transport** denotes scheduled transport which by virtue of its routes and intervals between stops lends itself to short journeys. It provides transport services for sparsely populated areas in particular. The services are either fare-based scheduled transport designed by the transport contractor or transport designed and purchased on the net principle by

provincial or municipal authorities. The financial risk is borne by the contractor.

The division between other local transport types is based on the Decree on licensed passenger transport by road (15 July 1994/666) by which transport in towns not belonging to the major cities mentioned above is other urban transport and the rest is other collective transport.

Service transport refers to collective transport that is open to all but is specially designed to meet the needs of elderly persons or persons with functional disabilities, whose needs are taken into account in equipment design, qualities and training of drivers, timetables, schedule rhythms and routes. Scheduled routes can be diverted from when required. The high standard of the services also makes using collective transport easier for other passengers. The performances and funding of service transport have been included in urban transport so that the service transport of urban municipalities is included in the urban transport supported by municipalities and the rest in other urban transport. The performances and funding of the service transport purchased by provinces are presented separately in Section 4.4.

Charter transport denotes services that take place when ordered by some instance in a manner laid down by that instance. The right to travel is usually restricted to a specific group defined in the charter contract.

* **Regular charter transport** involves services with a regular route and timetable and continuing for fairly long periods of time. This category contains school transport, for example.

* **Other forms of charter transport** have individually agreed routes and timetables. Journeys are infrequent and occupy a fairly short period of time. The category includes tourist coaches and ordinary taxis, for example.

2.2 Modes of transport

These statistics on the performance of public transport cover transport by rail, trams, underground trains, buses and coaches, taxis and air, but exclude private passenger transport and shipping, for which separate statistics exist. The one exception to this concerns the ferries running between Helsinki and the island of Suomenlinna, which constitute a fixed part of the public transport system of the city of Helsinki.

The above modes of transport comply with the valid Finnish standard classification of industries, which is based on the NACE classification of the EU. The classification is presented in the table below.

PUBLIC TRANSPORT	Railway	Tram and underground	Buses and coaches	Taxi	Air
COLLECTIVE TRANSPORT					
Long distance transport	60100 Railway services		60212 Regular bus services		62100 Regular flights
Urban transport provided by local councils	60100 Railway services	60211 Tram and underground services	60212 Regular bus services		
Other urban transport			60212 Regular bus services		
Other local transport	60100 Railway services		60212 Regular bus services	60220 Taxi services	
CHARTER TRANSPORT					
Regular charter transport			60231 Charter buses	60220 Taxi services	62200 Charter flights
Other charter transport	60100 Railway services		60231 Charter buses	60220 Taxi services	62200 Charter flights

These statistics on public transport performances and the EU practice differ in respect of the classification of conventional taxi transport, which is regarded in Finland as charter transport while services run largely under conditions comparable to those laid down for buses are regarded as collective transport. The EU classifies all taxi transport as collective transport. Thus in respect of taxes the same category can contain both collective and chartered transport services.

2.3 Performance and funding statistics

2.3.1 Capacity

Capacity data are collected separately for each **mode of transport**, in order to account for the **number of vehicles** available and the **number of passengers** that can be transported by those vehicles. Total place capacity can be expressed in terms of either the number of seats or the total number of passenger places. There are also sleeping places (berths) on railways which in these statistics are included in seats.

In the case of railways and trams, **vehicle capacity** denotes the number of railway carriages, pairs of carriages on underground trains, registered motor vehicles in operating bus and taxi transport and registered passenger aircraft in so far as they are used for domestic transport. In the case of small airline companies this division cannot always be made and their total aircraft capacity has to be used instead. **Place capacity** is expressed in terms of seating capacity, and also in terms of total places in the case of railways, trams, underground trains and buses. Capacity is determined according to the situation at the end of each calendar year.

2.3.2 Performance figures

The statistics employ public transport demand and supply data to indicate performance.

The **demand** statistics refer to all boardings on all modes of transport and the corresponding numbers of passenger kilometres.

Supply is recorded in the form of the total supply of each mode of transport separately. **Vehicle kilometres** denote carriage kilometres for railway transport, scheduled route kilometres for tram, underground train and bus transport (also charter kilometres in the case of coaches), kilometres driven for taxi transport and route kilometres for air transport. **Place kilometres** are indicated in terms of both seat and total place kilometres, the difference being the number of standing places.

Two measures are selected to represent the **degree of utilisation**: the utilisation of seating, i.e. the ratio of the number of paid passenger kilometres to the number of seating kilometres offered, expressed as a percentage, and also, for modes of transport which have standing places, total utilisation, i.e. the ratio of the number of paid passenger kilometres to the total place capacity available.

2.3.3 Funding

Funding figures are exclusive of value-added tax.

Public transport is funded by government ministries and municipalities. The statistics on direct funding include:

- purchase of transport services by the government and municipalities
- purchase of fare reductions
- compensation for deficits.

Indirect funding is provided through the reimbursement of travel expenses for certain population groups.

The obtaining of a total impression of the impact of public funding requires the adoption of a number of viewpoints, as set out below:

FUNDING VIEWPOINT	FIELD OF DESCRIPTION
Allocation of funding to different types and modes of transport	Importance of funding from the point of view of the profitability of public transport
Sources of funding	Role of different sources in the overall funding of public transport
Focus of funding	Transport policy and other objectives
Performance figures arising through funding	Efficiency of funding

Public transport funding can be divided into the following categories according to purpose:

Supply promotion covers the purchase of transport services, funding of scheduled transport and compensations for deficits. The additional supply generated can be recognised most easily in the case of the purchase of transport.

Demand promotion covers reimbursements of the travel expenses of special groups and local purchases of fare reductions. The funding is indirect and manifests itself in the form of the fare revenues accruing to transport contractor. It is usually possible to find out the number of journeys receiving this type of funding. Tariff support is discussed here from the point of view of demand, as it is often difficult to distinguish it from the funding of supply.

Since statistical information is not available on all the performance figures generated through public funding, the results presented in Section 4.3 should be taken only as indicative of the general trend.

3 COMPILATION AND ACCURACY OF STATISTICS

3.1 Capacity and performance data

The basic data for the public transport performance statistics were derived from already existing sources, but a small proportion could be assessed only through separate surveys. The situation is discussed below for each mode of transport separately.

3.1.1 Railway transport

Data on railway transport exist in the form of statistics maintained by the VR-Group, whose data are also used in respect of the Helsinki regional transport area.

Vehicle kilometres do not include transit and service operation with the exception of certain short-distance carriage moves. Statistics on short-haul railway transport cover boardings of collective transport and the corresponding passenger kilometres. With long-distance rail transport, numbers of passengers are obtained from sold ticket numbers, meaning that small children, persons with free passes and certain journeys with international tickets, such as the Interrail pass, are not recorded.

With regard to the number of journeys it should be noted that a long-distance rail journey involving a train change counts as one journey. The estimated proportion of such journeys is 10 to 15 per cent.

3.1.2 Tram and underground transport

Tram and underground transport services are only available in Helsinki. They are run by Helsinki City Transport and extensive statistics are available direct from it. The number of standing places is estimated.

Statistics on tram and underground transport cover boardings of collective transport and the corresponding passenger kilometres. The number of boarding passengers exceeds the number of persons having made a journey by the number of transfers, where one passenger is recorded twice as a passenger. This does not affect the accuracy of the statistics.

3.1.3 Bus and coach transport

Data on the vehicle kilometres, passenger numbers and capacities of scheduled and non-scheduled transport run by bus companies are derived direct from the Finnish Bus and Coach Association (LAL) while those for non-members of the Association are obtained from Statistics Finland's financial statements data on bus and coach transport companies. The figures of the LAL, which are also based on financial statements data, were used direct in the 2001, 1999 and 1997 statistics and adjusted with the number of buses to concern its entire membership. The problem in doing this was that especially in charter transport the number of small, non-member companies of the LAL, which these statistic did not cover, kept growing from one year to the next. Because of this, since the year 2002 the figures of the LAL have been supplemented with data from financial statements statistics. The data of the non-members of the LAL having responded to the financial statements statistics inquiry have first been adjusted against taxation data to apply to all non-members of the LAL and then added to the data in these statistics on capacities, performances and turnover. In respect of funding data, such procedure is not required, because the data on totals are obtained from other sources. Data from Statistics Finland's statistics on the financial statements of bus and coach companies were used in these statistics in and prior to 1995. The weakness in the method was that nowhere near all companies respond to the inquiry and the figures were not adjusted in any way.

A major part of the transport services purchased by the local council transport departments of major cities (Helsinki, Tampere and Turku) and by the Helsinki Regional Transport Board from bus transport companies are already contained in the statistics of the Finnish Bus and Coach Association and the overlap has been eliminated by relying in their respect on the data provided by the said major cities and the Helsinki Regional Transport Board.

Good statistics are available on bus transport run by local council transport departments (Helsinki, Tampere, Turku) or on contract transport purchased by the cities and the Helsinki Regional Transport

Board, so these data are inquired direct. The authorities of smaller towns also purchase transport services.

The data supplied by the Finnish Bus and Coach Association (LAL) on vehicle kilometres are exclusive of transit and service kilometres. The statistics of the LAL appertain to its member companies and can be regarded as accurate. Almost all large, corporate-form enterprises belong to the LAL and the coverage of the data in respect of the number of vehicles is over 90 per cent. The passenger kilometres for bus companies are calculated on the basis of the survey "Average Length of Bus Journeys"³.

The accuracy of the passenger performance figures in fare-based transport is essentially dependent on the survey of average journey lengths used as a basis for the calculations. Passenger surveys are carried out so often in transport systems run by major cities that any errors in the performance measures will be quite small.

Data on the performances of regional transport were collected direct from provincial governments and they are shown in these statistics as included in total performances, and as separate figures in the tables describing regional transport.

Statistics on bus and coach transport cover boardings of collective transport and the corresponding passenger kilometres. The number of boarding passengers exceeds the number of persons having made a journey by the number of transfers, where one passenger is recorded twice as a passenger. This does not, however, affect the accuracy of the statistics.

3.1.4 Taxi transport

Data on the total passenger capacity and the number of vehicle kilometres for taxi transport have been obtained from the Finnish Taxi Association. The data describe the whole transport field, inclusive of non-members of the Association.

Service and transit kilometres are deducted from the total vehicle kilometres supplied by the Finnish Taxi Association, yielding productive vehicle kilometres. Taxi performance for other collective transport and regular charter transport has been assessed by means of the changes in vehicle kilometres, in the school transport costs of comprehensive schools and in taxi fares. The base year of the calculation is 1995, when a survey of performances in taxi transport was conducted. Then the types of transport mentioned above are deducted from the total vehicle kilometres of taxis, resulting in other charter (i.e. "ordinary") transport of taxis. Place kilometres are derived from vehicle kilometres by multiplying by the average number of passenger seats per taxi.

³ Average Length of Bus Journeys, Ministry of Transport and Communications 37/94.

Information from the 1995 survey on the performance of taxi transport is used with regard to the following:

- vehicle kilometres by transport type in 1995
- proportion of service and transit kilometres (%)
- average length of a journey (km)
- average number of passengers (passengers/journey)
- passenger performance/journey (person-kilometre/journey)

3.1.5 Air transport

The numbers of seats in air transport vary according to the adopted class division, as well as certain other factors. The nominal capacity was selected for this purpose, although this may differ from the actual capacity of the aircraft concerned. Seat supply is, in any case, recorded on the basis of actual supply. Finnair uses the same aircraft in both domestic and international transport. The proportion of domestic transport of the capacity is imputed.

Air transport performance data have been obtained from the Air Traffic Statistics of the Finnish Civil Aviation Administration and from Golden Air. The air transport time series also include data on all notable operators of domestic flights. In respect of Blue1, performances for 1997 and prior to it have been estimated from changes in passenger numbers with the assumption that air transport was similar as in 1999. Passenger kilometres for European Executive Express (started in 2002) and for Flying Finn Airways (operated between 2003 and 2004) have been calculated from the number of passengers and the average length of flight (average length of flight obtained as a quotient of number of flight kilometres and number of flights). Separate statistics are not produced on domestic air charter transport which is, therefore, included in the data on regular air transport. The data on general aviation and air taxi transport are based on the assessments of the Finnish Aviation Administration. Both carry very small numbers of passengers, so other performances have not been estimated for them.

In line with the international practice, an air transport passenger is counted as one passenger for as long as the flight number remains unchanged throughout the journey inclusive of intermediate landings. In contrast, a transfer where each leg of the journey is covered by a separate ticket results in double recording of the passenger, but in these cases at least one of the flights usually concerns international transport.

Data on free travel passes and the like are not included in the statistics on air transport. Finnair deems as a free pass a ticket for which no more than 24% of the normal fare has been paid. Infants-in-arms occupying no seat of their own are charged approximately 10% of the normal fare and are therefore not recorded in passenger statistics.

With air transport, the data on passenger performance are based on current statistical methods and can be regarded as accurate.

3.1.6 Other factors influencing the accuracy of the statistics

Exhaustive numerical data are not available for **purchased transport services** and for performance generated through public funding, but this has no bearing on the accuracy of the data on total performances.

3.2 Funding data

The current availability of information on the funding of public transport is described in the following table:

	Funding affecting supply	Funding affecting demand
Ministry of Transport and Communications	Own statistics	
Provincial administration	Own statistics	Own statistics
Education	Municipal statistics, special surveys	Statistics of the Social Insurance Institution
Health and Social Welfare	Municipal statistics, special surveys	Statistics of the Social Insurance Institution
Ministry of Defence	Statistics of the Defence Staff	Statistics of the Defence Staff
Ministry of Labour		Own statistics
Major cities	Helsinki City Transport, Helsinki Regional Transport Board, Tampere City Transport, Turku City Transport, City statistics	Helsinki City Transport, Helsinki Regional Transport Board, Tampere City Transport, Turku City Transport, City statistics
Other municipalities	Municipal statistics, special surveys	Special surveys

Data on funding by the **Ministry of Transport and Communications** have been obtained direct from the Ministry. The Ministry of Transport and Communications collects information from provincial governments on purchases of basic transport services and on State subsidies of local, urban, regional, commuter and service transport fares.

The funding of public transport purchased by municipalities has been determined from figures in the financial and operational statistics of municipalities.

Under the category of **education**, transport arranged for comprehensive schools is financed by municipalities. The Social Insurance Institution pays school transport support to pupils of upper secondary schools and students of vocational education institutes and other schools leading to a qualification. Ministry of Education statistics containing combined figures on the transport and accommodation costs of the municipal education service are exploited in respect of comprehensive schools. It is assumed in these statistics that the accommodation costs of

comprehensive school pupils are very small, so the figures under “transport and accommodation” can be used direct to depict transport funding. The data on other educational institutions are based on the Social Insurance Institution’s statistics.

Data on school transport by type of transport have been obtained with a separate survey, with which the distribution of the municipalities' transport costs for 1995 were assessed⁴.

Health care and social services refer to data on the transport pertaining to health care and social services. Data on government-funded transport arranged under the Sickness Insurance Act are obtained from the statistics of the Social Insurance Institution. Data on reimbursement of travel expenses financed by municipalities rely on special surveys. No separate statistics on the transport costs of municipalities are generally produced, but the costs are included in "operating costs".

The statistics for 2003 and 2001 are based on municipalities' reimbursements of social and health service transport costs obtained by a special survey⁵ from 2000. Transport costs studied with a special survey⁴ in 1995 were used as transport costs of other municipal sectors (apart from education, health care and social services). Social service transport costs for 1999 and 1997 were now interpolated from the those mentioned above.

The **Ministry of Defence** has supplied information on journeys provided for national service conscripts and reserve forces and the **Ministry of Labour** on those provided for persons performing community service in lieu of military service.

Information regarding the funding of transport arranged by the **major cities** has been obtained direct from the transport boards of the pertinent cities. The items operative economy and funding of companies under municipal ownership in the financial statistics of **municipalities** also contain a category "public transport". These data are used as a basis for producing figures for the municipalities' direct funding of public transport. The reimbursements paid by municipalities for travel expenses cannot be ascertained this way.

3.3 Development of the performance statistics

The main points which could be developed further with regard to the performance statistics will be discussed below. These are connected with improving the accuracy of the initial data and the acquisition of the information, as well as refining the statistical methods.

⁴ Municipalities' Passenger Transport Costs, Ministry of Transport and Communications 40/97.

⁵ Transport services 2001, Ministry of Transport and Communications report, 3 June 2001

3.3.1 Capacity and performance data

Quite accurate data could be obtained about the capacities and performances of buses and coaches if all companies responded to the financial statements inquiry, but the current adjustment procedure compensates reasonably well for this deficiency.

The table indicates the number of buses and coaches in the vehicle stock and in the public transport performance statistics (including registrations in Åland)

31 December in	Motor vehicle register		Public transport per- formance statistics	Difference from hire or reward
	Total	Hire or reward		
1993	8,255	7,237	6,489	748
1995	8,083	7,133	6,471	662
1997	8,450	7,534	6,579	955
1999	9,487	8,365	6,921	1,444
2001	9,769	8,538	6,799	1,739

According to the statistics of the Finnish National Road Administration, the passenger kilometre performance of buses is considerably higher than that given in these statistics. This is partly because the National Road Administration's figures also embrace private bus transport, not dealt with in these statistics at all (i.e. in the motor vehicle register private buses other than those subject to licence). In addition, the survey of the National Road Administration of the proportions of transport of the different vehicle types on the different road sections is from the late 1980s and no longer reflects the current situation especially on the lower road network. Nevertheless, it is still the best available basis for dividing total transport volumes by road sections between different modes of transport.

It is recommended that data from the sample-based Passenger transport survey⁶ be used in comparing public transport performances. The survey yields ample background variable data on e.g. purpose of journey, car use, household income level, respondent's age and gender, etc.

A development project of the Ministry of Transport and Communications for the harmonisation of the performance statistics was completed in 2001. The project covers all modes of transport, also extending to water transport, light transport, other motor vehicle transport and motorcycle transport in addition to the forms within the scope of the Public transport performance statistics. Recommendations can be found from the report of the work group⁷.

Local decision-making requires that the relation between supply and demand in each instance should be examined. As far as improving the

⁶ Passenger transport survey 1998-1999, Publications of the Ministry of Transport and Communications 43/99.

⁷ Passenger transport performance figures, Ministry of Transport and Communications B 26/2001

regional statistics is concerned, data collection methods should be developed in accordance with the rate at which automatic fare collection systems are introduced.

3.3.2 Funding data

The biggest shortages in the funding data of the statistics relate to the amounts of money different branches of municipal services spend on transport which, with the exception of educational services must be obtained with special surveys. In addition, the distribution of the purchased transport of municipalities between bus and coach and taxi transport is not known, so the assumption in the tables is that only bus and coach transport was purchased.

On the other hand, a survey could be made of the municipalities' purchased services and more detailed funding items by collecting more precise data for Statistics Finland's Statistics on the Finances and Activities of Municipalities. However, this would cause additional work for the municipalities and an ongoing project on the development of these statistics is likely to ascertain whether this would be feasible. Efforts should be made to develop the municipalities' records of transport costs so that they would be obtainable categorised by industry and distinguished from other costs.

Provincial governments inquire information about municipalities' transport costs annually with the Seitikki data collection. The performance figures are only asked about collective transport in the municipalities receiving State subsidies for local transport. The collection of public transport performance data should be increasingly concentrated on provincial governments and the Seitikki data collection should be developed in line with the information needs of the Public transport performance statistics.

Information on the money spent on public transport by various central government units should be used to determine not only the actual sums paid but also the performance figures arising from this source.

To quote a survey⁸ carried out at the Department of Economics of the University of Oulu: "It is very difficult, if not impossible, to monitor the development that has taken place and assess the near future, unless the collection of the central parameter figures and the production of statistics are improved. Researchers must have available to them the same initial data, before any comparisons can be made between different studies and results. At the moment, it would seem that the suppliers and the field of transport services are burdened every time with the request to supply the same historical data. This wastes the resources (time as well as money) of the parties involved, frustrates both the companies

⁸ University of Oulu, Department of Economics, General Public Transport Forecasts for Vehicle and Passenger Kilometres 1998 - 2002; Part 1: Forecast models and forecasts. Jukka Pakola and Saara Pekkarinen 18 Dec. 1998.

and the researchers, and also produces "non-marketable" material. Continuous requests for data also lower the companies' willingness to respond and thus weaken the reliability of the obtained data".

Effort should, therefore, be made to centralise the collection of public transport performance data. It has also been suggested that a statistical databank of public transport statistics could be set up in order to eliminate duplicated data collection.

3.3.3 Required special surveys

Length of average journey and average numbers of passengers in bus and coach transport by type of transport. Latest available data: Average Length of Bus Journeys, Ministry of Transport and Communications Publications 37/94. As yet, no reliable data are available direct from the automatic fare collection systems on average journey lengths by type of transport.

Performances in taxi transport by type of transport; proportion of non-productive vehicle kilometres, average number of passengers, passenger kilometre per journey, average length of journey per journey and passenger. Latest available data: Survey of Taxi Transport Performances (June 1996), Ministry of Transport.

No survey data are available on disabled taxi transport performances. Funding data are available from the Social Insurance Institution's health care statistics.

Transport costs of municipalities by service branch categorised by type and mode of transport. Latest available data: Municipal Passenger Transport Costs, Ministry of Transport and Communications Publications 40/97.

More precise performance data could be collected on purchased transport services (by the Ministry of Transport and Communications, provincial governments). Currently available are data on funding, and on numbers of passenger kilometres in the transport purchased by the Ministry of Transport and Communications, and on vehicle kilometres and passenger numbers in the transport purchased by provincial governments. Besides on passenger kilometres, it would be desirable to also have data available on vehicle kilometres and passenger numbers or, alternatively, on passenger kilometres and average journeys lengths in respect of all modes of transport.

3.3.4 Factors delaying the schedule of the statistics

Data concerning municipal funding of purchased transport are available in November. Reimbursements of travel expenses are based on special surveys, except for education. Financial data on comprehensive schools collected by the National Board of Education (including teaching of

disabled and ill persons within the nine-year compulsory education) for the previous calendar year can be obtained around mid-December. Statistics Finland's financial statements statistics on buses and coaches and the Business Register data are completed in just under one year from the end of the statistical year, usually in November-December. All the above mentioned data are needed for calculating the turnover of public transport and the statistics cannot thus be finalised in present form without those data.

It has been suggested that the schedule of the statistics be expedited. In order for statistics to be published in the November following the statistical year, estimates should be used in reimbursement of travel expenses in the education service (the possible coefficient being change in transport and accommodation costs without teaching of disabled and ill persons). In addition, the turnover table is likely to remain partially estimated with respect to buses and coaches not belonging to the Finnish Bus and Coach Association and taxi transport.

4 PUBLIC TRANSPORT PERFORMANCE STATISTICS

This Section presents data from public transport performance statistics. Comprehensive data of these and the previous statistics are presented in Appendices 1 (2003) and 2 (2001). The results should be viewed in the light of the uncertainty factors discussed in Section 3.

4.1 Capacity

Vehicle and seating capacity figures are given in the following tables. In respect of transport departments the figures are theoretic maximums inclusive of the reserve capacities of trams, underground trains and buses. Only capacities of transport equipment in actual use are recorded for the others. From 2003 onwards, the capacity figures for buses and coaches also include all non-member companies of the LAL.

Vehicle capacity

	Railway	Tram	Under-ground	Bus, coach	Taxi	Air	Ferry to SI	Total
1993	897	108	42	6,489	9,500	17	4	17,057
1995	895	105	42	6,471	9,300	24	4	16,841
1997	888	105	42	6,579	9,676	27	4	17,321
1999	918	104	42	6,921	9,700	27	4	17,716
2001	896	109	54	6,799	9,272	32	3	17,165
2003	878	122	54	6,992	9,186	29	3	17,264

Seating capacity

	Railway	Tram	Under-ground	Bus, coach	Taxi	Air	Ferry to SI	Total
1993	58,671	4,046	5,460	303,551	45,980	1,337	870	419,915
1995	60,655	3,953	5,460	302,161	48,000	1,647	870	422,746
1997	58,710	3,953	5,460	311,793	48,699	2,174	870	431,659
1999	64,315	3,922	5,460	317,331	50,000	2,044	870	443,942
2001	67,785	4,317	6,948	311,749	48,200	2,730	805	442,534
2003	63,940	5,320	6,948	322,658	46,900	2,764	805	449,335

Total place capacity

	Railway	Tram	Under-ground	Bus, coach	Taxi	Air	Ferry to SI	Total
1993	66,800	12,210	16,800	362,603	45,980	1,337	1,220	506,950
1995	68,914	11,946	16,800	363,569	48,000	1,647	1,220	512,096
1997	67,535	11,946	16,800	372,934	48,699	2,174	1,220	521,308
1999	73,561	11,858	16,800	389,206	50,000	2,044	1,220	544,689
2001	77,628	12,768	21,300	388,674	48,200	2,730	1,005	552,305
2003	71,971	15,087	21,300	387,981	46,900	2,764	1,005	547,008

Sources: VR-Group, Finnish Bus and Coach Association, Helsinki City Transport, Helsinki Regional Transport Board, Tampere City Transport Department, Turku City Transport Department, Finnish Taxi Association, Finnish Civil Aviation Administration, Finnair Ltd., Air Botnia Ltd., Golden Air Ltd.

In the case of railways and trams, vehicle capacity denotes the number of railway carriages, pairs of carriages on underground trains, registered motor vehicles in operating bus and coach and taxi transport and passenger aircraft in so far as they are used for domestic transport.

4.2 Performance

The available supply and demand of public transport in Finland are as follows. From 2002 onwards, the performance figures for buses and coaches also include non-member companies of the LAL.

Vehicle kilometres, million km

	Railway	Tram	Under-ground	Bus, coach	Taxi	Air	Ferry to SI	Total
1993	161.2	5.1	8.3	404.3	480.6	19.2	0.1	1,078.8
1995	166.9	5.2	8.6	407.0	529.3	18.7	0.1	1,135.8
1997	175.4	5.4	8.9	433.9	655.4	20.3	0.1	1,299.3
1999	178.1	5.3	11.1	443.2	689.7	21.9	0.1	1,349.5
2001	178.1	5.5	11.7	455.6	703.1	23.8	0.1	1,377.8
2002	183.7	5.5	12.9	485.7	703.2	22.3	0.1	1,413.4
2003	188.4	5.5	12.9	455.0	696.7	23.1	0.1	1,381.7

Seat kilometres, million km

	Railway	Tram	Under-ground	Bus, coach	Taxi	Air	Ferry to SI	Total
1993	9,181.0	201.5	537.0	19,004.8	2,306.9	1,732.8	22.0	32,986.0
1995	9,568.1	205.5	556.4	19,053.0	2,732.0	1,738.7	22.0	33,875.7
1997	10,067.4	213.0	560.0	20,484.6	3,296.9	2,024.7	24.4	36,671.0
1999	10,469.2	210.7	726.5	20,439.3	3,555.0	2,299.7	24.4	37,724.8
2001	10,885.1	218.6	764.8	21,028.5	3,655.2	2,451.1	18.8	39,022.1
2003	11,563.0	218.2	842.0	20,956.9	3,557.0	2,388.2	18.9	39,544.2

Place kilometres, million km

	Railway	Tram	Under-ground	Bus, coach	Taxi	Air	Ferry to SI	Total
1993	10,202.7	607.9	1,653.4	22,422.0	2,306.9	1,732.8	37.2	38,962.9
1995	10,627.4	613.5	1,742.0	22,702.4	2,732.0	1,738.7	37.2	40,193.2
1997	11,179.2	635.8	1,789.3	24,260.8	3,296.9	2,024.7	41.2	43,227.9
1999	11,622.9	631.2	2,227.2	24,948.4	3,555.0	2,299.7	41.2	45,325.7
2001	12,094.8	657.7	2,344.6	25,927.1	3,655.2	2,451.1	23.5	47,154.0
2003	12,237.5	675.6	2,581.2	25,202.6	3,557.0	2,388.2	23.8	46,665.9

Number of passengers, million

	Railway	Tram	Under-ground	Bus, coach	Taxi	Air	Ferry to SI	Total
1993	44.5	47.3	35.8	336.7	34.6	1.9	1.1	501.9
1995	44.4	51.6	38.8	335.8	38.1	2.1	1.1	511.9
1997	50.0	53.6	42.3	340.7	46.1	2.6	1.2	536.5
1999	53.2	55.5	49.5	348.2	48.4	2.8	1.4	559.1
2001	55.0	57.3	52.8	357.9	49.1	2.9	1.4	576.4
2002	57.7	56.1	54.9	355.6	49.2	2.7	1.5	577.7
2003	59.9	56.8	55.4	345.1	48.8	2.6	1.3	570.0

Passenger kilometres, million km

	Railway	Tram	Under-ground	Bus, coach	Taxi	Air	Ferry to SI	Total
1993	3,007	99.3	258.1	4,456.0	645.3	828.8	3.0	9,297.5
1995	3,184	109.1	278.5	4,461.7	710.7	920.0	3.0	9,667.0
1997	3,376	116.2	300.6	4,666.6	847.1	1,133.4	3.3	10,443.2
1999	3,414	120.5	359.8	4,661.4	889.4	1,247.1	3.8	10,696.0
2001	3,282	119.3	385.3	4,732.0	898.1	1,332.8	3.8	10,753.3
2002	3,318	116.7	400.8	4,934.8	899.7	1,232.6	4.1	10,906.6
2003	3,338	118.2	404.1	4,686.2	895.2	1,220.0	3.6	10,665.3

Sources: VR-Group, Finnish Bus and Coach Association; Helsinki City Transport; Helsinki Regional Transport Board; Tampere City Transport Department; Turku City Transport Department; Finnish Taxi Association; Finnish Civil Aviation Administration; Finnair Ltd.; Air Botnia Ltd., Golden Air Ltd.

Regional transport refers to transport taking place in the area of more than one municipality, (usually) covered by a single tariff. The data are included in the passenger numbers and kilometres given in the preceding tables. No passenger numbers were available and numbers of journeys made have been used instead.

In addition to numbers of passengers, provincial governments have given information on the average length of a journey. Passenger kilometres have been obtained by multiplying the number of passengers by the average length of a journey. Provincial regional transport comprises small volumes of collective taxi transport. Short-distance transport of VR-Group within the Helsinki Regional Transport Board's area has also been classified as regional transport. The table shows regional transport in the Helsinki Regional Transport Board's area (excluding the internal transport of the cities of Helsinki, Espoo and Vantaa) and in the rest of the Province separately.

Regional transport data 2003, bus and coach transport

Province	HRTB (regional)	Southern Finland	Western Finland	Eastern Finland	Oulu	Lapland	Total
Passengers, million	45.4	3.2	6.3	1.1	0.8	0.3	57
Average journey length, km	10	25	10	29	22	27	11
Passenger km, million	458	42	63	32	17	7	620

Sources: Helsinki Regional Transport Board, provincial governments.

Regional transport data 2001, bus and coach transport

Province	HRTB (regional)	Southern Finland	Western Finland	Eastern Finland	Oulu	Lapland	Total
Passengers, million	50.0	3.0	6.1	1.1	0.8	0.3	61.3
Average journey length, km	10	25	10	28	13	24	12
Passenger km, million	510	76	61	49	11	6	713

Sources: Helsinki Regional Transport Board, provincial governments.

4.3 Funding

The methods for calculating funding are nearly identical starting from 1997 but the year 1995 differs to some extent from later ones. The calculation method was considerably different in the years prior to that. Funding figures are exclusive of value-added tax.

Funding is distributed between direct funding, i.e. purchases of transport services by central and local governments, purchases of fare reductions and compensation for deficits, and reimbursement of travel expenses according to the following tables:

Allocation of total funding, EUR million

	Central government			Local government			Total general government		
	Direct funding	Reimb. of travel exp.	Total	Direct funding	Reimb. of travel exp.	Total	Direct funding	Reimb. of travel exp.	Total
1995	76.8	77.4	154.2	124.2	140.2	264.4	201.0	217.6	418.6
1997	77.5	68.6	146.1	122.3	149.1	271.4	199.8	217.7	417.5
1999	75.5	85.8	161.3	111.9	154.1	266.1	187.4	239.9	427.3
2001	77.2	96.1	173.3	125.2	163.3	288.5	202.5	259.3	461.8
2003	77.5	104.1	181.6	133.7	172.4	306.1	211.2	276.5	487.7

Allocation of total funding by type of transport, EUR million

	Long-distance transport	Urban transport provided by cities	Other urban transport	Other collective transport	Regular charter transport	Other charter transport	Total
1995	47.9	116.7	24.7	123.3	17.4	88.6	418.7
1997	48.5	109.3	26.2	119.1	27.0	87.4	417.5
1999	47.9	98.8	27.8	124.1	28.6	100.1	427.3
2001	50.2	107.0	29.5	133.0	28.7	109.9	458.2
2003	54.7	112.4	36.7	143.4	27.0	113.4	487.7

Allocation of total funding, EUR million

	Railway	Tram	Under-ground	Bus, coach	Taxi	Air	SI ferry	Total
1995	58.6	10.3	0.3	219.2	128.1	0.8	1.3	418.7
1997	64.0	7.5	0.4	208.9	134.6	0.9	1.1	417.5
1999	62.8	3.3	0.4	211.3	148.0	0.4	1.1	427.3
2001	65.7	6.3	0.5	227.3	160.0	0.4	1.5	461.8
2003	69.5	6.2	0.5	241.2	168.2	0.5	1.6	487.7

Allocation of direct funding, EUR million

	Railway	Tram	Under-ground	Bus, coach	Taxi	Air	SI ferry	Total
1995	52.9	10.2	0.0	135.1	1.2	0.4	1.3	201.0
1997	55.6	7.4	0.0	134.5	0.7	0.5	1.1	199.8
1999	53.1	3.2	0.0	128.8	1.2	0.0	1.1	187.4
2001	55.8	6.2	0.0	137.4	1.5	0.0	1.5	202.5
2003	57.2	6.0	0.0	144.8	1.5	0.0	1.6	211.2

Allocation of reimbursement of travel expenses, EUR million

	Railway	Tram	Under-ground	Bus, coach	Taxi	Air	SI ferry	Total
1995	5.7	0.1	0.3	84.2	126.9	0.4	0.0	217.6
1997	8.4	0.1	0.4	74.4	133.9	0.4	0.0	217.7
1999	9.7	0.1	0.4	82.5	146.8	0.3	0.0	239.9
2001	9.9	0.1	0.5	89.9	158.5	0.4	0.0	259.3
2003	12.3	0.2	0.5	96.4	166.6	0.5	0.0	276.5

Sources: Ministry of Transport and Communications; Ministry of Defence; Ministry of Labour; provincial governments; Social Insurance Institution; Helsinki City Transport; Helsinki Regional Transport Board; Tampere City Transport Department; Turku City Transport Department; Statistics on the Finances of Municipalities, Statistics Finland; Passenger transport costs of municipalities, Ministry of Transport and Communications 40/97; Transport services 2001, Ministry of Transport and Communications Report, 3 June 2001 .

The sums presented in the funding figures are given as net, that is, the fare revenues possibly accrued to the funding sources are deducted from the gross costs. Similarly, items not directly belonging to the running of transport services are deducted from the expenses, such as infrastructure costs.

The following performance figures (vehicle kilometres) could be determined for purchased transport services:

Purchased transport	2003		2001	
	EUR million	km, million	EUR million	km, million
Purchase of long-distance transport services (Ministry of Transport and Com.)				
- railway transport	29.7	9.7	28.8	9.7
- express coaches on routes crossing provincial boundaries	-	-	-	-
Purchase of short-distance transport services (Ministry of Transport and Com.)				
- railway transport (Korso-Riihimäki, etc.)	8.9	3.2	8.6	2.9
Purchase of basic transport services (provincial governments)	22.1	32.9	20.1	34.3
- buses	20.6	30.0	18.6	31.2
- taxis	1.5	2.9	1.5	3.1

Source: Ministry of Transport and Communications.

In 2003 the funding of health and social services was distributed as follows: Social Insurance Institution EUR 71 million (53%) and municipalities EUR 62 million (47%). In 2001 the respective proportions were: Social Insurance Institution EUR 64 million (51%) and municipalities EUR 62 million (49%). In 2003, no new data were available on the transport costs of municipalities by branch of service, so they are here assumed to have remained unchanged from 2001.

4.4. Public transport funding of provincial governments

The funding of public transport by provincial governments is illustrated in the following table. The figures in the table do not include public transport development, testing and communication costs.

The purchases of basic transport services in net prices shown in the previous table are presented by province in the following tables.

Public transport funding of provincial governments 2003

Province	EUR million	Purchases of basic transport services	State subsidies				Total
			Local transport	Urban tickets	Regional tickets	Commuter tickets	
Southern Finland		3.6	1.6	1.7	0.7	0.9	8.6
Western Finland		6.9	1.3	1.0	2.3	-	11.5
Eastern Finland		6.1	0.4	0.9	0.6	-	8.1
Oulu		3.4	0.2	0.8	0.4	0.0	4.7
Lapland		2.1	0.2	0.2	0.2	-	2.6
Total		22.0	3.8	4.6	4.2	0.9	35.6

Source: Ministry of Transport and Communications.

Public transport funding of provincial governments 2001

Province	EUR million	Purchases of basic transport services	State subsidies			Total
			Local transport	Urban tickets	Regional tickets	
Southern Finland		3.4	1.4	0.8	1.7	7.3
Western Finland		6.7	1.6	0.8	2.2	11.3
Eastern Finland		5.0	0.4	0.7	0.6	6.7
Oulu		3.2	0.2	0.6	0.4	4.3
Lapland		1.8	0.3	0.1	0.2	2.4
Total		20.1	3.8	3.0	5.0	31.9

Source: Ministry of Transport and Communications.

Provincial governments also allocate State subsidies to service transport and its performance figures are partially included in the other given figures. Commuter tickets were not yet subsidised by the State in 2001.

State subsidies granted by provincial governments for service transport and its passenger numbers in 2003

Province	Purchases of service transport, EUR million	Vehicle kilometres	Passenger, numbers	Funding, EUR/passenger
Southern Finland	1.1	1,422,908	357,037	3.1
Western Finland	0.6	950,988	205,798	2.9
Eastern Finland	0.7	2,018,794	439,535	1.6
Oulu	0.3	505,391	98,479	2.5
Lapland	0.2	485,731	23,770	10.2
Total	2.9	5,383,812	1,124,619	2.6

Source: Provincial governments, Ministry of Transport and Communications.

State subsidies granted by provincial governments for service transport and its passenger numbers in 2001

Province	Purchases of service transport, EUR million	Vehicle kilometres	Passenger, numbers	Funding, EUR/passenger
Southern Finland	1.3	2,344,982	403,334	3.3
Western Finland	1.3	2,515,143	740,524	1.7
Eastern Finland	0.5	1,306,241	339,629	1.6
Oulu	0.3	579,433	124,443	2.1
Lapland	0.1	365,000	62,266	2.3
Total	3.6	7,110,799	1,670,196	2.1

Source: Provincial governments, Ministry of Transport and Communications.

4.5 Turnover of public transport

The following tables present the turnover of public transport by type of transport. In 2003, public transport was subsidised to the extent of 10.6 per cent including air transport and 12.1 per cent excluding air transport, calculated by dividing direct funding by turnover.

Turnover of public transport 2003, EUR million

Mode of transport	Turn-over	Central government			Local government			Total general government				
		Direct funding	Reimb. of travel exp.	Total	Direct funding	Reimb. of travel exp.	Total	Direct funding	Reimb. of travel exp.	Total	Share of turn-over	Subsidising rate
Railway ¹⁾	340	38.6	11.6	50.2	18.6	0.7	19.3	57.2	12.3	69.5	20.4%	16.8%
Tram, Underground and SI ferry	51	0.0	0.0	0.0	7.6	0.7	8.3	7.6	0.7	8.3	16.2%	14.9%
Bus transport supported economically by cities ²⁾	222	0.0	0.2	0.2	82.9	1.9	84.8	82.9	2.1	85.0	38.2%	37.3%
Bus transport based on passenger fares ³⁾	357	37.0	34.7	71.7	24.5	49.4	73.9	61.5	84.1	145.6	40.8%	17.2%
Charter transport of buses and coaches ⁴⁾	126	0.4	2.4	2.8	0.0	7.8	7.8	0.4	10.2	10.6	8.4%	0.3%
Taxi transport	646	1.5	54.7	56.2	0.0	111.9	111.9	1.5	166.6	168.2	26.1%	0.2%
Air transport	249	0.0	0.5	0.5	0.0	0.0	0.0	0.0	0.5	0.5	0.2%	0.0%
Total	1,992	77.5	104.1	181.6	133.7	172.4	306.1	211.2	276.5	487.7	24.5%	10.6%

Sources: VR-Group; Finnish Bus and Coach Associations; Helsinki City Transport; Helsinki Regional Transport Board; Tampere City Transport Dept.; Turku City Transport Dept.; Finnair Ltd.; Golden Air Ltd., Flying Finn Ltd., Statistics Finland.

In 2001, public transport was subsidised to the extent of 10.5 per cent including air transport and 12.2 per cent excluding air transport, calculated by dividing direct funding by turnover.

Turnover of public transport 2001, EUR million

Mode of transport	Turn-over	Central government			Local government			Total general government				
		Direct funding	Reimb. of travel exp.	Total	Direct funding	Reimb. of travel exp.	Total	Direct funding	Reimb. of travel exp.	Total	Share of turn-over	Subsidising rate
Railway ¹⁾	320	37.4	9.3	46.8	18.4	0.6	19.0	55.8	9.9	65.7	20.5%	17.4%
Tram, Underground and SI ferry	48	0.0	0.0	0.0	7.7	0.6	8.3	7.7	0.6	8.3	17.1%	15.9%
Bus transport supported economically by cities ²⁾	216	0.0	0.2	0.2	77.9	1.9	79.8	77.9	2.1	80.0	36.9%	36.0%
Bus transport based on passenger fares ³⁾	350	33.9	32.7	66.7	21.2	45.4	66.7	55.2	78.2	133.4	38.1%	15.8%
Charter transport of buses and coaches ⁴⁾	122	4.3	2.4	6.7	0.0	7.2	7.2	4.3	9.7	14.0	11.4%	3.5%
Taxi transport	598	1.5	50.9	52.5	0.0	107.5	107.5	1.5	158.5	160.0	26.8%	0.3%
Air transport	276	0.0	0.4	0.4	0.0	0.0	0.0	0.0	0.4	0.4	0.2%	0.0%
Total	1,931	77.2	96.1	173.3	125.2	163.3	288.5	202.5	259.3	461.8	23.9%	10.5%

Sources: VR-Group; Finnish Bus and Coach Associations; Helsinki City Transport; Helsinki Regional Transport Board; Tampere City Transport Dept.; Turku City Transport Dept.; Finnair Ltd.; Golden Air Ltd., Blue1 Ltd., Statistics Finland.

1) All railway transport also comprises the area of the Helsinki Regional Transport Board, which in other parts of the statistics is included in transport supported financially by cities. This has been done to maintain reciprocity with tables produced in other surveys on the turnover of public transport.

2) All public transport financed by Helsinki, Espoo, Vantaa, Kauniainen, Tampere and Turku, except railway transport. Comprises municipal transport departments and contract transport. Costs relating to infrastructure and costs of administrative nature have been deducted from turnovers.

3) Includes all other bus and coach transport except transport in major cities referred to in Section 2. Excludes postal and freight revenues.

4) Includes all charter transport of buses and coaches.

Direct funding refers to purchases of transport, central government funding and the net amounts of deficit compensations of major cities. Reimbursements of transport expenses include compensations to special groups and discounted tickets of special groups. Sources of funding are described in more detail in the table on page 5.

The share of turnover refers to the share of public total funding (direct funding plus reimbursements of travel expenses) in turnover. The subsidising rate is the share of direct funding in turnover.

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CAPACITY OF PUBLIC TRANSPORT, AT THE END OF YEAR

2003	Railway	Tram	Under-ground	Bus, coach	Taxi	Air	SI Ferry	Total
Long-distance transport								
Vehicles	732	0	0	669	0	29	0	1,427
Seats	40,722	0	0	34,071	0	2,764	0	77,452
All places	42,949	0	0	34,071	0	2,764	0	79,679
Urban transport supported financially by cities								
Vehicles	73	122	54	1,615	0	0	3	1,867
Seats	13,870	5,320	6,948	71,057	0	0	805	98,000
All places	17,338	15,087	21,300	112,929	0	0	1,005	167,659
Other local transport within cities								
Vehicles	0	0	0	978	0	0	0	974
Seats	0	0	0	42,061	0	0	0	41,882
All places	0	0	0	63,580	0	0	0	63,310
Other collective transport								
Vehicles	73	0	0	1,934	0	0	0	1,985
Seats	9,348	0	0	90,788	0	0	0	99,212
All places	11,685	0	0	92,720	0	0	0	103,461
Charter transport								
Vehicles	0	0	0	1,795	9,186	0	0	10,886
Seats	0	0	0	84,681	46,900	0	0	127,650
All places	0	0	0	84,681	46,900	0	0	127,650
Total								
Vehicles	878	122	54	6,992	9,186	29	3	17,139
Seats	63,940	5,320	6,948	322,658	46,900	2,764	805	444,196
All places	71,971	15,087	21,300	387,981	46,900	2,764	1,005	541,758

- 1) Capacity as on the last day of the year.
- 2) If the place capacity of vehicles (e.g. aircraft) varies, the nominal capacity is used in capacity statistics, although statistics on the number of seats are compiled according to the actual number of places provided.
- 3) Long-distance transport on railways also includes Russian transport on the Finnish territory.
- 4) Charter transport of buses and coaches also includes charter transport abroad with Finnish vehicles.
- 5) Air transport includes all notable operators of domestic flights.
- 6) Railway vehicle capacity is the number of carriages.
- 7) Underground vehicle capacity is the number of pairs of cars.
- 8) Charter transport capacity can only be distinguished from other capacity in the case of buses and coaches.
- 9) Figures on buses and coaches are inclusive on non-member companies of Finnish Bus and Coach Association.

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PUBLIC TRANSPORT PERFORMANCE

2003	Supply					Demand					Occupancy rate	
	Vehicle	Share	Million km Seat	Million km Place	Share	Passenger	Share	Million km Pass. km	Share	Seat	Place	
COLLECTIVE TRANSPORT	681.7	49.3%	32,327.0	39,448.7	84.5%	516.5	90.6%	8,914.7	83.6%	28%	23%	
Long-distance transport	259.2	18.8%	15,443.2	15,606.2	33.4%	21.9	3.8%	4,536.1	42.5%	29%	29%	
Railway 1) 2)	166.6	12.1%	9,517.0	9,680.0	20.7%	11.9	2.1%	2,642.0	24.8%	28%	27%	
Coach	69.4	5.0%	3,537.9	3,537.9	7.6%	7.4	1.3%	674.1	6.3%	19%	19%	
Air 3)	23.1	1.7%	2,388.2	2,388.2	5.1%	2.6	0.5%	1,220.0	11.4%	51%	51%	
Urban transport supported by cities	135.8	9.8%	6,756.1	11,862.2	25.4%	364.0	63.9%	2,229.6	20.9%	33%	19%	
Railway 1)	10.1	0.7%	958.0	1,197.5	2.6%	38.4	6.7%	365.0	3.4%	38%	30%	
Tram 1)	5.5	0.4%	218.2	675.6	1.4%	56.8	10.0%	118.2	1.1%	54%	17%	
Underground 1)	12.9	0.9%	842.0	2,581.2	5.5%	55.4	9.7%	404.1	3.8%	48%	16%	
Bus	107.2	7.8%	4,718.9	7,384.1	15.8%	212.1	37.2%	1,338.7	12.6%	28%	18%	
Ferry to Suomenlinna Islands	0.1	0.0%	18.9	23.8	0.1%	1.3	0.2%	3.6	0.0%	19%	15%	
Other local transport within cities	66.3	4.8%	2,850.2	4,308.5	9.2%	62.3	10.9%	448.5	4.2%	16%	10%	
Bus	66.3	4.8%	2,850.2	4,308.5	9.2%	62.3	10.9%	448.5	4.2%	16%	10%	
Other collective transport	220.5	16.0%	7,277.5	7,671.8	16.4%	68.3	12.0%	1,700.5	15.9%	23%	22%	
Railway 1)	11.7	0.8%	1,088.0	1,360.0	2.9%	9.6	1.7%	331.0	3.1%	30%	24%	
Bus, coach	122.5	8.9%	5,749.0	5,871.3	12.6%	49.5	8.7%	1,157.4	10.9%	20%	20%	
Taxi 4) 5)	86.3	6.2%	440.6	440.6	0.9%	9.3	1.6%	212.1	2.0%	48%	48%	
CHARTER TRANSPORT	700.0	50.7%	7,217.3	7,217.3	15.5%	53.5	9.4%	1,750.5	16.4%	24%	24%	
Regular charter transport	58.2	4.2%	691.6	691.6	1.5%	8.8	1.5%	179.5	1.7%	26%	26%	
Bus, coach	9.9	0.7%	445.3	445.3	1.0%	4.0	0.7%	75.9	0.7%	17%	17%	
Taxi 4) 5)	48.3	3.5%	246.4	246.4	0.5%	4.8	0.8%	103.6	1.0%	42%	42%	
Other charter transport	641.8	46.5%	6,525.6	6,525.6	14.0%	44.6	7.8%	1,571.0	14.7%	24%	24%	
Bus, coach 6)	79.7	5.8%	3,655.5	3,655.5	7.8%	9.9	1.7%	991.5	9.3%	27%	27%	
Taxi 4) 5)	562.1	40.7%	2,870.1	2,870.1	6.2%	34.7	6.1%	579.5	5.4%	20%	20%	
PUBLIC TRANSPORT TOTAL	1,381.7	100.0%	39,544.2	46,665.9	100.0%	570.0	100.0%	10,665.3	100.0%	27%	23%	
Modes of transport												
Railway	188.4	13.6%	11,563.0	12,237.5	26.2%	59.9	10.5%	3,338.0	31.3%	29%	27%	
Tram	5.5	0.4%	218.2	675.6	1.4%	56.8	10.0%	118.2	1.1%	54%	17%	
Underground	12.9	0.9%	842.0	2,581.2	5.5%	55.4	9.7%	404.1	3.8%	48%	16%	
Bus, coach	455.0	32.9%	20,956.9	25,202.6	54.0%	345.1	60.6%	4,686.2	43.9%	22%	19%	
Taxi	696.7	50.4%	3,557.0	3,557.0	7.6%	48.8	8.6%	895.2	8.4%	25%	25%	
Air	23.1	1.7%	2,388.2	2,388.2	5.1%	2.6	0.5%	1,220.0	11.4%	51%	51%	
Ferry to Suomenlinna Islands	0.1	0.0%	18.9	23.8	0.1%	1.3	0.2%	3.6	0.0%	19%	15%	

The statistics only include information on the modes of transport which operated.

Seat and place kilometres are given without the driver's place.

Figures on buses and coaches are inclusive on non-member companies of the LAL.

- 1) Vehicle supply on railways is carriage kilometres and on underground kilometres driven by pairs of cars.
- 2) Long-distance transport on railways also includes Russian transport on the Finnish territory. Seats include sleeping places (berths).
- 3) Air transport includes all notable operators of domestic flights. Data on charter air transport are no longer produced separately but are now part of long-distance transport which also includes general aviation and air taxi transport (on which only passenger numbers are available and both of which carry very small numbers of passengers).
- 4) The total performance of taxis is based on the vehicle kilometre data of the Finnish Taxi Association while the distribution by type of transport to regular charter transport and other collective transport is based on the change in the funding of taxi transport by education so that the fare increases have also been taken into account. Other charter transport has been obtained by deducting the mentioned types of transport from the total performance.
- 5) Vehicle kilometres are professional kilometres driven, without service and transit operation.
- 6) Long-distance transport include also international charter transport, because part of it takes place in Finnish road network.

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USE OF PUBLIC FUNDING IN PASSENGER TRANSPORT

2003	Total performance						Total funding 1)					
	Vehicle km	Share	Passeng.	Share	Passeng. km	Share	EUR million	Share	Cent/ Veh. km	Cent/ Passeng.	Cent/ pass. km	
COLLECTIVE TRANSPORT	678.3	49.7%	515.6	90.9%	8,896.3	84.5%	347.3	71.2%	51.2	67.4	3.9	
Long-distance transport	258.8	19.0%	21.9	3.9%	4,537.8	43.1%	54.7	11.2%	21.2	249.5	1.2	
Railway (carriage km)	166.6	12.2%	11.9	2.1%	2,642.0	25.1%	40.2	8.3%	24.2	337.7	1.5	
Coach	69.0	5.1%	7.4	1.3%	675.8	6.4%	14.0	2.9%	20.3	188.8	2.1	
Air	23.1	1.7%	2.6	0.5%	1,220.0	11.6%	0.5	0.1%	2.2	19.5	0.0	
Urban transport supported by cities	135.8	9.9%	364.0	64.2%	2,229.6	21.2%	112.4	23.1%	82.8	30.9	5.0	
Railway	10.1	0.7%	38.4	6.8%	365.0	3.5%	19.1	3.9%	189.3	49.6	5.2	
Tram	5.5	0.4%	56.8	10.0%	118.2	1.1%	6.2	1.3%	112.6	10.9	5.2	
Underground	12.9	0.9%	55.4	9.8%	404.1	3.8%	0.5	0.1%	4.0	0.9	0.1	
Bus	107.2	7.9%	212.1	37.4%	1,338.7	12.7%	85.0	17.4%	79.3	40.1	6.4	
Ferry to Suomenlinna Islands	0.1	0.0%	1.3	0.2%	3.6	0.0%	1.6	0.3%	2,459.4	123.5	44.6	
Other local transport within cities	65.8	4.8%	62.2	11.0%	447.6	4.3%	36.7	7.5%	55.9	59.1	8.2	
Bus	65.8	4.8%	62.2	11.0%	447.6	4.3%	36.7	7.5%	55.9	59.1	8.2	
Other collective transport	217.9	16.0%	67.5	11.9%	1,681.3	16.0%	143.4	29.4%	65.8	212.6	8.5	
Railway	11.7	0.9%	9.6	1.7%	331.0	3.1%	10.2	2.1%	87.2	106.7	3.1	
Bus, coach	120.0	8.8%	48.6	8.6%	1,138.2	10.8%	94.9	19.5%	79.1	195.0	8.3	
Taxi	86.3	6.3%	9.3	1.6%	212.1	2.0%	38.4	7.9%	44.5	413.6	18.1	
CHARTER TRANSPORT	687.2	50.3%	51.6	9.1%	1,627.4	15.5%	140.3	28.8%	20.4	271.8	8.6	
Regular charter transport	56.0	4.1%	8.1	1.4%	165.9	1.6%	27.0	5.5%	48.1	333.0	16.2	
Bus, coach	7.8	0.6%	3.3	0.6%	62.3	0.6%	9.4	1.9%	120.9	286.3	15.1	
Taxi	48.3	3.5%	4.8	0.8%	103.6	1.0%	17.6	3.6%	36.4	364.8	17.0	
Other charter transport	631.2	46.2%	43.5	7.7%	1,461.5	13.9%	113.4	23.3%	18.0	260.4	7.8	
Bus, coach	69.0	5.1%	8.8	1.6%	882.0	8.4%	1.2	0.2%	1.7	13.3	0.1	
Taxi	562.1	41.2%	34.7	6.1%	579.5	5.5%	112.2	23.0%	20.0	323.1	19.4	
PUBLIC TRANSPORT TOTAL	1,365.5	100.0%	567.2	100.0%	10,523.7	100.0%	487.7	100.0%	35.7	86.0	4.6	
Modes of transport												
Railway	188.4	13.8%	59.9	10.6%	3,338.0	31.7%	69.5	14.3%	36.9	116.0	2.1	
Tram	5.5	0.4%	56.8	10.0%	118.2	1.1%	6.2	1.3%	112.6	10.9	5.2	
Underground	12.9	0.9%	55.4	9.8%	404.1	3.8%	0.5	0.1%	4.0	0.9	0.1	
Bus, coach	438.8	32.1%	342.4	60.4%	4,544.6	43.2%	241.2	49.5%	55.0	70.4	5.3	
Taxi	696.7	51.0%	48.8	8.6%	895.2	8.5%	168.2	34.5%	24.1	344.4	18.8	
Air	23.1	1.7%	2.6	0.5%	1,220.0	11.6%	0.5	0.1%	2.2	19.5	0.0	
Ferry to Suomenlinna Islands	0.1	0.0%	1.3	0.2%	3.6	0.0%	1.6	0.3%	2,459.4	123.5	44.6	

The statistics only include information on the modes of transport which operated in 1999.

1) With the exception of official expenses related to infrastructure and transport authorities, the total funding of collective transport includes:

- transport purchases made by the Ministry of Transport and Communications and all provincial governments,
- chartered transport services purchased by the Ministries of Education, Social Affairs and Health, Defence and Labour as well as other chartered transport services purchased by municipalities and reimbursed travel,
- differences between the transport remunerations and ticket incomes of city transport departments and transport contractors which are covered by municipal funds,
- capital and tariff support paid to municipal transport funded with ticket income and compensations for deficits.

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ALLOCATION OF PUBLIC FUNDS

2003 EUR million	Million passenger kilometres	Direct funding 1)			Reimbursements 2)			Total funding 3)		
		EUR million	Share	Cent/ pass. km	EUR million	Share	Cent/ pass. km	EUR million	Share	Cent/ pass. km
COLLECTIVE TRANSPORT	8,896.3	210.8	99.8%	2.4	136.5	49.4%	1.5	347.3	71.2%	3.9
Long-distance transport	4,537.8	29.7	14.1%	0.7	25.1	9.1%	0.6	54.7	11.2%	1.2
Railway	2,642.0	29.7	14.0%	1.1	10.6	3.8%	0.4	40.2	8.3%	1.5
Coach	675.8	0.0	0.0%	0.0	14.0	5.1%	2.1	14.0	2.9%	2.1
Air	1,220.0	0.0	0.0%	0.0	0.5	0.2%	0.0	0.5	0.1%	0.0
Urban transport supported by cities	2,229.6	109.2	51.7%	4.9	3.3	1.2%	0.1	112.4	23.1%	5.0
Railway	365.0	18.6	8.8%	5.1	0.5	0.2%	0.1	19.1	3.9%	5.2
Tram	118.2	6.0	2.9%	5.1	0.2	0.1%	0.1	6.2	1.3%	5.2
Underground	404.1	0.0	0.0%	0.0	0.5	0.2%	0.1	0.5	0.1%	0.1
Bus	1,338.7	82.9	39.2%	6.2	2.1	0.8%	0.2	85.0	17.4%	6.4
Ferry to Suomenlinna Islands	3.6	1.6	0.8%	44.5	0.0	0.0%	0.1	1.6	0.3%	44.6
Other local transport within cities	447.6	25.6	12.1%	5.7	11.2	4.0%	2.5	36.7	7.5%	8.2
Bus	447.6	25.6	12.1%	5.7	11.2	4.0%	2.5	36.7	7.5%	8.2
Other collective transport	1,681.3	46.4	22.0%	2.8	97.0	35.1%	5.8	143.4	29.4%	8.5
Railway	331.0	8.9	4.2%	2.7	1.2	0.5%	0.4	10.2	2.1%	3.1
Bus, coach	1,138.2	35.9	17.0%	3.2	58.9	21.3%	5.2	94.9	19.5%	8.3
Taxi	212.1	1.5	0.7%	0.7	36.9	13.3%	17.4	38.4	7.9%	18.1
CHARTER TRANSPORT	1,627.4	0.4	0.2%	0.0	139.9	50.6%	8.6	140.3	28.8%	8.6
Regular charter transport	165.9	0.4	0.2%	0.2	26.6	9.6%	16.0	27.0	5.5%	16.2
Bus, coach	62.3	0.4	0.2%	0.6	9.0	3.3%	14.5	9.4	1.9%	15.1
Taxi	103.6	0.0	0.0%	0.0	17.6	6.4%	17.0	17.6	3.6%	17.0
Other charter transport	1,461.5	0.0	0.0%	0.0	113.4	41.0%	7.8	113.4	23.3%	7.8
Bus, coach	882.0	0.0	0.0%	0.0	1.1	0.4%	0.1	1.2	0.2%	0.1
Taxi	579.5	0.0	0.0%	0.0	112.2	40.6%	19.4	112.2	23.0%	19.4
PUBLIC TRANSPORT TOTAL	10,523.7	211.2	100.0%	2.0	276.5	100.0%	2.6	487.7	100.0%	4.6
Modes of transport										
Railway	3,338.0	57.2	27.1%	1.7	12.3	4.5%	0.4	69.5	14.3%	2.1
Tram	118.2	6.0	2.9%	5.1	0.2	0.1%	0.1	6.2	1.3%	5.2
Underground	404.1	0.0	0.0%	0.0	0.5	0.2%	0.1	0.5	0.1%	0.1
Bus, coach	4,544.6	144.8	68.6%	3.2	96.4	34.9%	2.1	241.2	49.5%	5.3
Taxi	895.2	1.5	0.7%	0.2	166.6	60.3%	18.6	168.2	34.5%	18.8
Air	1,220.0	0.0	0.0%	0.0	0.5	0.2%	0.0	0.5	0.1%	0.0
Ferry to Suomenlinna Islands	3.6	1.6	0.8%	44.5	0.0	0.0%	0.1	1.6	0.3%	44.6

The statistics only include information on the modes of transport which operated.

- 1) Transport purchases and funding of deficient transport services.
- 2) Reimbursements of tickets and travel expenses for special groups.
- 3) Total funding is the sum of direct funding and reimbursements.

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SOURCES OF PUBLIC FUNDS BY FINANCIER

2003 EUR million	Direct funding, EUR Million				Direct funding total EUR million	Reimbursements, Eur Million				Reimbursements total EUR million	State total EUR million	Municipalities total EUR million	Funding total EUR million
	State	1) Share	Municipalities	2) Share		State	3) 4) 6) Share	Municipalities	3) 4) 5) Share				
COLLECTIVE TRANSPORT	77.1	22.2%	133.7	38.5%	210.8	47.0	13.5%	89.5	25.8%	136.5	124.1	223.2	347.3
Long-distance transport	29.7	54.2%	0.0	0.0%	29.7	25.1	45.8%	0.0	0.0%	25.1	54.7	0.0	54.7
Railway	29.7	73.7%	0.0	0.0%	29.7	10.6	26.3%	0.0	0.0%	10.6	40.2	0.0	40.2
<i>of which purchased transport</i>	29.7				29.7					29.7			
Coach	0.0	0.0%	0.0	0.0%	0.0	14.0	100.0%	0.0	0.0%	14.0	14.0	0.0	14.0
<i>of which purchased transport</i>	0.0				0.0					0.0			
Air	0.01	2.7%	0.01	2.7%	0.03	0.5	94.7%	0.0	0.0%	0.5	0.5	0.0	0.5
<i>of which purchased transport</i>	0.01		0.01		0.03					0.0			0.0
Urban transport supported by cities	0.0	0.0%	109.2	97.1%	109.2	0.2	0.2%	3.1	2.7%	3.3	0.2	112.2	112.4
Railway	0.0	0.0%	18.6	97.5%	18.6	0.0	0.0%	0.5	2.5%	0.5	0.0	19.1	19.1
Tram	0.0	0.0%	6.0	97.5%	6.0	0.0	0.0%	0.2	2.5%	0.2	0.0	6.2	6.2
Underground	0.0	0.0%	0.0	0.0%	0.0	0.0	0.0%	0.5	100.0%	0.5	0.0	0.5	0.5
Bus	0.0	0.0%	82.9	97.5%	82.9	0.2	0.2%	1.9	2.3%	2.1	0.2	84.8	85.0
Ferry to Suomenlinna Islands	0.0	0.0%	1.6	99.7%	1.6	0.0	0.0%	0.0	0.3%	0.0	0.0	1.6	1.6
Other local transport within cities	11.3	30.7%	14.3	39.0%	25.6	1.0	2.6%	10.2	27.7%	11.2	12.2	24.5	36.7
Bus	11.3	30.7%	14.3	39.0%	25.6	1.0	2.6%	10.2	27.7%	11.2	12.2	24.5	36.7
Other collective transport	36.2	25.2%	10.2	7.1%	46.4	20.8	14.5%	76.3	53.2%	97.0	57.0	86.5	143.4
Railway	8.9	87.7%	0.0	0.0%	8.9	1.0	10.3%	0.2	2.0%	1.2	10.0	0.2	10.2
Bus, coach	25.7	27.1%	10.2	10.8%	35.9	19.7	20.8%	39.2	41.3%	58.9	45.4	49.4	94.9
<i>of which state purchased</i>	25.7				25.7					25.7			
<i>of which municipal purchased</i>			10.2		10.2							10.2	
Taxi	1.5	4.0%	0.0	0.0%	1.5	0.0	0.0%	36.9	96.0%	36.9	1.5	36.9	38.4
<i>of which state purchased</i>	1.5				1.5					1.5			
<i>of which municipal purchased</i>					0.0					0.0			
CHARTER TRANSPORT	0.4	0.3%	0.0	0.0%	0.4	57.1	40.7%	82.9	59.1%	139.9	57.5	82.9	140.3
Regular charter transport	0.4	1.4%	0.0	0.0%	0.4	2.6	9.6%	24.0	89.0%	26.6	3.0	24.0	27.0
Bus, coach	0.4	4.0%	0.0	0.0%	0.4	2.4	25.3%	6.6	70.7%	9.0	2.8	6.6	9.4
Taxi	0.0	0.0%	0.0	0.0%	0.0	0.2	1.2%	17.4	98.8%	17.6	0.2	17.4	17.6
Other charter transport	0.0	0.0%	0.0	0.0%	0.0	54.5	48.0%	58.9	51.9%	113.4	54.5	58.9	113.4
Bus, coach	0.0	2.2%	0.0	0.0%	0.0	0.0	0.0%	1.1	97.8%	1.1	0.0	1.1	1.2
Taxi	0.0	0.0%	0.0	0.0%	0.0	54.5	48.5%	57.7	51.5%	112.2	54.5	57.7	112.2
PUBLIC TRANSPORT TOTAL	77.5	15.9%	133.7	27.4%	211.2	104.1	21.3%	172.4	35.4%	276.5	181.6	306.1	487.7
Modes of transport													
Railway	38.6	55.5%	18.6	26.8%	57.2	11.6	16.7%	0.7	1.0%	12.3	50.2	19.3	69.5
Tram	0.0	0.0%	6.0	97.5%	6.0	0.0	0.0%	0.2	2.5%	0.2	0.0	6.2	6.2
Underground	0.0	0.0%	0.0	0.0%	0.0	0.0	0.0%	0.5	100.0%	0.5	0.0	0.5	0.5
Bus, coach	37.4	15.5%	107.4	44.5%	144.8	37.3	15.4%	59.1	24.5%	96.4	74.6	166.5	241.2
Taxi	1.5	0.9%	0.0	0.0%	1.5	54.7	32.5%	111.9	66.6%	166.6	56.2	111.9	168.2
Air	0.0	2.7%	0.0	2.7%	0.0	0.5	94.7%	0.0	0.0%	0.5	0.5	0.0	0.5
Ferry to Suomenlinna Islands	0.0	0.0%	1.6	99.7%	1.6	0.0	0.0%	0.0	0.3%	0.0	0.0	1.6	1.6

The statistics only includes information on the modes of transport which operated. Shares are calculated of total funding.

- 1) Purchases of long-distance transport services, basic regional and local city transport services as well as tariff reductions and charter transport purchases of the Defence Forces.
- 2) Coverage of differences between the transport remunerations and ticket income of city transport departments and transport contractors and compensations for deficits.
- 3) School transport services and tickets. Distribution by mode of transport partly estimated.
- 4) Reimbursements of travel expenses by social services and according to the Sickness Insurance Act. The division into types of transport is based on estimates. Data on travel expenses of municipalities' social and health care services can be obtained only by special surveys as no regular statistics are produced on them.
- 5) Expenses obtained by a special survey for 1995 (Ministry of Transport and Communications 40/97) had to be used for travel expenses of municipalities (other municipal sectors) as no separate statistics are produced on those data. The division into types of transport is based on estimates.
- 6) Reimbursements by the Ministries of Defence and Labour for leave trips made by conscripts and non-military servicemen. Distribution by mode of transport estimated.

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Domestic passenger transport in Finland

SOURCES OF REIMBURSEMENTS OF TRAVEL COSTS

2003 EUR million	Reimbursements of travel costs, Eur Million										Total EUR million
	Education	3) Share	Social and health	4) Share	Other munic. Sectors	5) Share	Ministry of Defence	6) Share	Ministry of Labour	6) Share	
COLLECTIVE TRANSPORT	105.3	77.1%	19.3	14.1%	0.4	0.3%	10.5	7.7%	1.1	0.8%	136.5
Long-distance transport	0.9	3.5%	13.7	54.7%	0.0	0.0%	9.4	37.6%	1.1	4.2%	25.1
Railway	0.0	0.0%	6.9	64.7%	0.0	0.0%	3.0	28.7%	0.7	6.6%	10.6
Coach	0.9	6.3%	6.9	49.0%	0.0	0.0%	5.9	42.5%	0.3	2.3%	14.0
Air	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.4	89.6%	0.1	10.4%	0.5
Urban transport supported by cities	2.9	87.6%	0.4	11.1%	0.0	1.3%	0.0	0.0%	0.0	0.0%	3.3
Railway	0.5	100.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.5
Tram	0.2	100.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.2
Underground	0.5	100.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.5
Bus	1.7	80.9%	0.4	17.0%	0.0	2.1%	0.0	0.0%	0.0	0.0%	2.1
Ferry to Suomenlinna Islands	0.0	100.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0
Other local transport within cities	9.8	88.1%	0.9	7.8%	0.1	0.9%	0.3	3.1%	0.0	0.0%	11.2
Bus	9.8	88.1%	0.9	7.8%	0.1	0.9%	0.3	3.1%	0.0	0.0%	11.2
Other collective transport	91.7	94.5%	4.4	4.5%	0.3	0.3%	0.7	0.7%	0.0	0.0%	97.0
Railway	0.7	56.9%	0.5	42.5%	0.0	0.6%	0.0	0.0%	0.0	0.0%	1.2
Bus, coach	55.4	94.1%	2.5	4.3%	0.3	0.5%	0.7	1.2%	0.0	0.0%	58.9
Taxi	35.5	96.5%	1.3	3.5%	0.0	0.1%	0.0	0.0%	0.0	0.0%	36.9
CHARTER TRANSPORT	26.6	19.0%	113.2	80.9%	0.2	0.1%	0.0	0.0%	0.0	0.0%	139.9
Regular charter transport	26.6	100.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	26.6
Bus, coach	9.0	100.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	9.0
Taxi	17.6	100.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	17.6
Other charter transport	0.0	0.0%	113.2	99.9%	0.2	0.1%	0.0	0.0%	0.0	0.0%	113.4
Bus, coach	0.0	0.0%	1.1	97.8%	0.0	2.2%	0.0	0.0%	0.0	0.0%	1.1
Taxi	0.0	0.0%	112.1	99.9%	0.1	0.1%	0.0	0.0%	0.0	0.0%	112.2
PUBLIC TRANSPORT TOTAL	131.9	47.7%	132.5	47.9%	0.6	0.2%	10.5	3.8%	1.1	0.4%	276.5
Modes of transport											
Railway	1.2	9.6%	7.4	59.9%	0.0	0.1%	3.0	24.7%	0.7	5.7%	12.3
Tram	0.2	100.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.2
Underground	0.5	100.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.5
Bus, coach	76.9	79.8%	11.7	12.2%	0.4	0.5%	7.0	7.3%	0.3	0.3%	96.4
Taxi	53.1	31.9%	113.4	68.0%	0.2	0.1%	0.0	0.0%	0.0	0.0%	166.6
Air	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.4	89.6%	0.1	10.4%	0.5
Ferry to Suomenlinna Islands	0.0	100.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0

The statistics only includes information on the modes of transport which operated. Shares are calculated of total funding.

3) School transport services and tickets. Distribution by mode of transport partly estimated.

4) Reimbursements of travel expenses by social services and according to the Sickness Insurance Act. The division into types of transport is based on estimates. Data on travel expenses of municipalities' social and health care services can be obtained only by special surveys as no regular statistics are produced on them.

5) Expenses obtained by a special survey for 1995 (Ministry of Transport and Communications 40/97) had to be used for travel expenses of municipalities (other municipal sectors) as no separate statistics are produced on those data. The division into types of transport is based on estimates.

6) Reimbursements by the Ministries of Defence and Labour for leave trips made by conscripts and non-military servicemen. Distribution by mode of transport estimated.

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Domestic passenger transport in Finland

CAPACITY OF PUBLIC TRANSPORT, AT THE END OF YEAR

2001	Railway	Tram	Under-ground	Bus, coach	Taxi	Air	SI Ferry	Total
Long-distance transport								
Vehicles	729	0	0	677	0	32	0	1,438
Seats	40,577	0	0	34,527	0	2,730	0	77,834
All places	44,978	0	0	34,527	0	2,730	0	82,235
Urban transport supported financially by cities								
Vehicles	72	109	54	1,661	0	0	3	1,899
Seats	13,680	4,317	6,948	72,427	0	0	805	98,177
All places	16,416	12,768	21,300	123,199	0	0	1,005	174,688
Other local transport within cities								
Vehicles	0	0	0	1,037	0	0	0	1,037
Seats	0	0	0	44,591	0	0	0	44,591
All places	0	0	0	67,405	0	0	0	67,405
Other collective transport								
Vehicles	95	0	0	2,027	0	0	0	2,122
Seats	13,528	0	0	95,269	0	0	0	108,797
All places	16,234	0	0	97,189	0	0	0	113,423
Charter transport								
Vehicles	0	0	0	1,397	9,272	0	0	10,669
Seats	0	0	0	64,935	48,200	0	0	113,135
All places	0	0	0	66,354	48,200	0	0	114,554
Total								
Vehicles	896	109	54	6,799	9,272	32	3	17,165
Seats	67,785	4,317	6,948	311,749	48,200	2,730	805	442,534
All places	77,628	12,768	21,300	388,674	48,200	2,730	1,005	552,305

- 1) Capacity as on the last day of the year.
- 2) If the place capacity of vehicles (e.g. aircraft) varies, the nominal capacity is used in capacity statistics, although statistics on the number of seats are compiled according to the actual number of places provided.
- 3) Long-distance transport on railways also includes Russian transport on the Finnish territory.
- 4) Charter transport of buses and coaches also includes charter transport abroad with Finnish vehicles.
- 5) Air transport includes all notable operators of domestic flights.
- 6) Railway vehicle capacity is the number of carriages.
- 7) Underground vehicle capacity is the number of pairs of cars.
- 8) Charter transport capacity can only be distinguished from other capacity in the case of buses and coaches.
- 9) Figures on buses and coaches are inclusive on non-member companies of Finnish Bus and Coach Association only in urban transport supported by cities.

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Domestic passenger transport in Finland

PUBLIC TRANSPORT PERFORMANCE

2001	Supply					Demand					Occupancy rate	
	Vehicle	Share	Million km Seat	Million km Place	Share	Passenger	Share	Million km Pass. km	Share	Seat	Place	
COLLECTIVE TRANSPORT	672.9	48.8%	31,790.8	39,836.4	84.5%	523.2	90.8%	9,043.3	84.1%	28%	23%	
Long-distance transport	250.4	18.2%	14,877.2	15,691.0	33.3%	21.9	3.8%	4,604.6	42.8%	31%	29%	
Railway 1) 2)	157.6	11.4%	8,905.1	9,718.8	20.6%	11.6	2.0%	2,596.0	24.1%	29%	27%	
Coach	69.0	5.0%	3,521.0	3,521.0	7.5%	7.4	1.3%	675.8	6.3%	19%	19%	
Air 3)	23.8	1.7%	2,451.1	2,451.1	5.2%	2.9	0.5%	1,332.8	12.4%	54%	54%	
Urban transport supported by cities	132.6	9.6%	6,515.1	11,934.7	25.3%	366.9	63.7%	2,206.8	20.5%	34%	18%	
Railway 1)	9.0	0.7%	864.0	1,036.8	2.2%	33.2	5.8%	316.0	2.9%	37%	30%	
Tram 1)	5.5	0.4%	218.6	657.7	1.4%	57.3	9.9%	119.3	1.1%	55%	18%	
Underground 1)	11.7	0.8%	764.8	2,344.6	5.0%	52.8	9.2%	385.3	3.6%	50%	16%	
Bus	106.3	7.7%	4,648.9	7,872.1	16.7%	222.2	38.6%	1,382.4	12.9%	30%	18%	
Ferry to Suomenlinna Islands	0.1	0.0%	18.8	23.5	0.0%	1.4	0.2%	3.8	0.0%	20%	16%	
Other local transport within cities	67.0	4.9%	2,882.7	4,357.6	9.2%	64.1	11.1%	461.8	4.3%	16%	11%	
Bus	67.0	4.9%	2,882.7	4,357.6	9.2%	64.1	11.1%	461.8	4.3%	16%	11%	
Other collective transport	222.8	16.2%	7,515.8	7,853.1	16.7%	70.3	12.2%	1,770.2	16.5%	24%	23%	
Railway 1)	11.5	0.8%	1,116.0	1,339.2	2.8%	10.3	1.8%	370.0	3.4%	33%	28%	
Bus, coach	126.8	9.2%	5,960.5	6,074.7	12.9%	51.0	8.8%	1,192.5	11.1%	20%	20%	
Taxi 4) 5)	84.5	6.1%	439.2	439.2	0.9%	9.1	1.6%	207.7	1.9%	47%	47%	
CHARTER TRANSPORT	705.0	51.2%	7,231.2	7,317.6	15.5%	53.1	9.2%	1,710.0	15.9%	24%	23%	
Regular charter transport	56.2	4.1%	664.1	673.1	1.4%	8.3	1.4%	170.0	1.6%	26%	25%	
Bus, coach	9.0	0.7%	418.5	427.5	0.9%	3.6	0.6%	68.6	0.6%	16%	16%	
Taxi 4) 5)	47.2	3.4%	245.6	245.6	0.5%	4.7	0.8%	101.4	0.9%	41%	41%	
Other charter transport	648.7	47.1%	6,567.1	6,644.5	14.1%	44.8	7.8%	1,540.0	14.3%	23%	23%	
Bus, coach 6)	77.4	5.6%	3,596.8	3,674.1	7.8%	9.5	1.7%	951.0	8.8%	26%	26%	
Taxi 4) 5)	571.4	41.5%	2,970.3	2,970.3	6.3%	35.3	6.1%	589.0	5.5%	20%	20%	
PUBLIC TRANSPORT TOTAL	1,377.8	100.0%	39,022.1	47,154.0	100.0%	576.4	100.0%	10,753.3	100.0%	28%	23%	
Modes of transport												
Railway	178.1	12.9%	10,885.1	12,094.8	25.6%	55.0	9.5%	3,282.0	30.5%	30%	27%	
Tram	5.5	0.4%	218.6	657.7	1.4%	57.3	9.9%	119.3	1.1%	55%	18%	
Underground	11.7	0.8%	764.8	2,344.6	5.0%	52.8	9.2%	385.3	3.6%	50%	16%	
Bus, coach	455.6	33.1%	21,028.5	25,927.1	55.0%	357.9	62.1%	4,732.0	44.0%	23%	18%	
Taxi	703.1	51.0%	3,655.2	3,655.2	7.8%	49.1	8.5%	898.1	8.4%	25%	25%	
Air	23.8	1.7%	2,451.1	2,451.1	5.2%	2.9	0.5%	1,332.8	12.4%	54%	54%	
Ferry to Suomenlinna Islands	0.1	0.0%	18.8	23.5	0.0%	1.4	0.2%	3.8	0.0%	20%	16%	

The statistics only include information on the modes of transport which operated.

Seat and place kilometres are given without the driver's place.

Figures on buses and coaches are inclusive on non-member companies of the LAL only in urban transport supported by cities.

- 1) Vehicle supply on railways is carriage kilometres and on underground kilometres driven by pairs of cars.
- 2) Long-distance transport on railways also includes Russian transport on the Finnish territory. Seats include sleeping places (berths).
- 3) Air transport includes all notable operators of domestic flights. Data on charter air transport are no longer produced separately but are now part of long-distance transport which also includes general aviation and air taxi transport (on which only passenger numbers are available and both of which carry very small numbers of passengers).
- 4) The total performance of taxis is based on the vehicle kilometre data of the Finnish Taxi Association while the distribution by type of transport to regular charter transport and other collective transport is based on the change in the funding of taxi transport by education so that the fare increases have also been taken into account. Other charter transport has been obtained by deducting the mentioned types of transport from the total performance.
- 5) Vehicle kilometres are professional kilometres driven, without service and transit operation.
- 6) Long-distance transport include also international charter transport, because part of it takes place in Finnish road network.

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USE OF PUBLIC FUNDING IN PASSENGER TRANSPORT

2001	Total performance						Total funding 1)					
	Vehicle km	Share	Passeng.	Share	Passeng. km	Share	EUR million	Share	Cent/ Veh. km	Cent/ Passeng.	Cent/ pass. km	
COLLECTIVE TRANSPORT	672.9	48.8%	523.2	90.8%	9,043.3	84.1%	323.2	70.0%	48.0	61.8	3.6	
Long-distance transport	250.4	18.2%	21.9	3.8%	4,604.6	42.8%	50.2	10.9%	20.0	229.3	1.1	
Railway (carriage km)	157.6	11.4%	11.6	2.0%	2,596.0	24.1%	37.2	8.0%	23.6	321.5	1.4	
Coach	69.0	5.0%	7.4	1.3%	675.8	6.3%	12.6	2.7%	18.2	169.6	1.9	
Air	23.8	1.7%	2.9	0.5%	1,332.8	12.4%	0.4	0.1%	1.8	15.0	0.0	
Urban transport supported by cities	132.6	9.6%	366.9	63.7%	2,206.8	20.5%	107.0	23.2%	80.7	29.2	4.9	
Railway	9.0	0.7%	33.2	5.8%	316.0	2.9%	18.8	4.1%	208.0	56.6	5.9	
Tram	5.5	0.4%	57.3	9.9%	119.3	1.1%	6.3	1.4%	114.5	11.0	5.3	
Underground	11.7	0.8%	52.8	9.2%	385.3	3.6%	0.5	0.1%	3.9	0.9	0.1	
Bus	106.3	7.7%	222.2	38.6%	1,382.4	12.9%	80.0	17.3%	75.2	36.0	5.8	
Ferry to Suomenlinna Islands	0.1	0.0%	1.4	0.2%	3.8	0.0%	1.5	0.3%	2,339.3	107.9	39.8	
Other local transport within cities	67.0	4.9%	64.1	11.1%	461.8	4.3%	33.0	7.2%	49.3	51.5	7.2	
Bus	67.0	4.9%	64.1	11.1%	461.8	4.3%	33.0	7.2%	49.3	51.5	7.2	
Other collective transport	222.8	16.2%	70.3	12.2%	1,770.2	16.5%	133.0	28.8%	59.7	189.2	7.5	
Railway	11.5	0.8%	10.3	1.8%	370.0	3.4%	9.8	2.1%	85.3	95.7	2.7	
Bus, coach	126.8	9.2%	51.0	8.8%	1,192.5	11.1%	87.8	19.0%	69.2	172.2	7.4	
Taxi	84.5	6.1%	9.1	1.6%	207.7	1.9%	35.4	7.7%	41.9	389.9	17.1	
CHARTER TRANSPORT	705.0	51.2%	53.1	9.2%	1,710.0	15.9%	138.5	30.0%	19.7	260.8	8.1	
Regular charter transport	56.2	4.1%	8.3	1.4%	170.0	1.6%	28.7	6.2%	51.0	344.4	16.9	
Bus, coach	9.0	0.7%	3.6	0.6%	68.6	0.6%	12.5	2.7%	139.3	347.2	18.3	
Taxi	47.2	3.4%	4.7	0.8%	101.4	0.9%	16.1	3.5%	34.1	342.3	15.9	
Other charter transport	648.7	47.1%	44.8	7.8%	1,540.0	14.3%	109.9	23.8%	16.9	245.2	7.1	
Bus, coach	77.4	5.6%	9.5	1.7%	951.0	8.8%	1.4	0.3%	1.8	15.0	0.1	
Taxi	571.4	41.5%	35.3	6.1%	589.0	5.5%	108.5	23.5%	19.0	307.3	18.4	
PUBLIC TRANSPORT TOTAL	1,377.8	100.0%	576.4	100.0%	10,753.3	100.0%	461.8	100.0%	33.5	80.1	4.3	
Modes of transport												
Railway	178.1	12.9%	55.0	9.5%	3,282.0	30.5%	65.7	14.2%	36.9	119.6	2.0	
Tram	5.5	0.4%	57.3	9.9%	119.3	1.1%	6.3	1.4%	114.5	11.0	5.3	
Underground	11.7	0.8%	52.8	9.2%	385.3	3.6%	0.5	0.1%	3.9	0.9	0.1	
Bus, coach	455.6	33.1%	357.9	62.1%	4,732.0	44.0%	227.3	49.2%	49.9	63.5	4.8	
Taxi	703.1	51.0%	49.1	8.5%	898.1	8.4%	160.0	34.7%	22.8	325.9	17.8	
Air	23.8	1.7%	2.9	0.5%	1,332.8	12.4%	0.4	0.1%	1.8	15.0	0.0	
Ferry to Suomenlinna Islands	0.1	0.0%	1.4	0.2%	3.8	0.0%	1.5	0.3%	2,339.3	107.9	39.8	

The statistics only include information on the modes of transport which operated in 1999.

1) With the exception of official expenses related to infrastructure and transport authorities, the total funding of collective transport includes:

- transport purchases made by the Ministry of Transport and Communications and all provincial governments,
- chartered transport services purchased by the Ministries of Education, Social Affairs and Health, Defence and Labour as well as other chartered transport services purchased by municipalities and reimbursed travel,
- differences between the transport remunerations and ticket incomes of city transport departments and transport contractors which are covered by municipal funds,
- capital and tariff support paid to municipal transport funded with ticket income and compensations for deficits.

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Domestic passenger transport in Finland

ALLOCATION OF PUBLIC FUNDS

2001 EUR million	Million passenger kilometres	Direct funding 1)			Reimbursements 2)			Total funding 3)		
		EUR million	Share	Cent/ pass. km	EUR million	Share	Cent/ pass. km	EUR million	Share	Cent/ pass. km
COLLECTIVE TRANSPORT	9,043.3	198.2	97.9%	2.2	125.1	48.2%	1.4	323.2	70.0%	3.6
Long-distance transport	4,604.6	28.9	14.3%	0.6	21.3	8.2%	0.5	50.2	10.9%	1.1
Railway	2,596.0	28.8	14.2%	1.1	8.3	3.2%	0.3	37.2	8.0%	1.4
Coach	675.8	0.0	0.0%	0.0	12.6	4.8%	1.9	12.6	2.7%	1.9
Air	1,332.8	0.0	0.0%	0.0	0.4	0.2%	0.0	0.4	0.1%	0.0
Urban transport supported by cities	2,206.8	104.0	51.4%	4.7	3.1	1.2%	0.1	107.0	23.2%	4.9
Railway	316.0	18.4	9.1%	5.8	0.4	0.1%	0.1	18.8	4.1%	5.9
Tram	119.3	6.2	3.1%	5.2	0.1	0.1%	0.1	6.3	1.4%	5.3
Underground	385.3	0.0	0.0%	0.0	0.5	0.2%	0.1	0.5	0.1%	0.1
Bus	1,382.4	77.9	38.5%	5.6	2.1	0.8%	0.1	80.0	17.3%	5.8
Ferry to Suomenlinna Islands	3.8	1.5	0.7%	39.6	0.0	0.0%	0.1	1.5	0.3%	39.8
Other local transport within cities	461.8	22.6	11.2%	4.9	10.4	4.0%	2.3	33.0	7.2%	7.2
Bus	461.8	22.6	11.2%	4.9	10.4	4.0%	2.3	33.0	7.2%	7.2
Other collective transport	1,770.2	42.7	21.1%	2.4	90.3	34.8%	5.1	133.0	28.8%	7.5
Railway	370.0	8.6	4.2%	2.3	1.2	0.5%	0.3	9.8	2.1%	2.7
Bus, coach	1,192.5	32.6	16.1%	2.7	55.2	21.3%	4.6	87.8	19.0%	7.4
Taxi	207.7	1.5	0.8%	0.7	33.9	13.1%	16.3	35.4	7.7%	17.1
CHARTER TRANSPORT	1,710.0	4.3	2.1%	0.3	134.3	51.8%	7.9	138.5	30.0%	8.1
Regular charter transport	170.0	4.0	2.0%	2.4	24.7	9.5%	14.5	28.7	6.2%	16.9
Bus, coach	68.6	4.0	2.0%	5.9	8.5	3.3%	12.4	12.5	2.7%	18.3
Taxi	101.4	0.0	0.0%	0.0	16.1	6.2%	15.9	16.1	3.5%	15.9
Other charter transport	1,540.0	0.3	0.1%	0.0	109.6	42.3%	7.1	109.9	23.8%	7.1
Bus, coach	951.0	0.3	0.1%	0.0	1.1	0.4%	0.1	1.4	0.3%	0.1
Taxi	589.0	0.0	0.0%	0.0	108.5	41.8%	18.4	108.5	23.5%	18.4
PUBLIC TRANSPORT TOTAL	10,753.3	202.5	100.0%	1.9	259.3	100.0%	2.4	461.8	100.0%	4.3
Modes of transport										
Railway	3,282.0	55.8	27.6%	1.7	9.9	3.8%	0.3	65.7	14.2%	2.0
Tram	119.3	6.2	3.1%	5.2	0.1	0.1%	0.1	6.3	1.4%	5.3
Underground	385.3	0.0	0.0%	0.0	0.5	0.2%	0.1	0.5	0.1%	0.1
Bus, coach	4,732.0	137.4	67.9%	2.9	89.9	34.7%	1.9	227.3	49.2%	4.8
Taxi	898.1	1.5	0.8%	0.2	158.5	61.1%	17.6	160.0	34.7%	17.8
Air	1,332.8	0.0	0.0%	0.0	0.4	0.2%	0.0	0.4	0.1%	0.0
Ferry to Suomenlinna Islands	3.8	1.5	0.7%	39.6	0.0	0.0%	0.1	1.5	0.3%	39.8

The statistics only include information on the modes of transport which operated.

- 1) Transport purchases and funding of deficient transport services.
- 2) Reimbursements of tickets and travel expenses for special groups.
- 3) Total funding is the sum of direct funding and reimbursements.

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Domestic passenger transport in Finland

SOURCES OF PUBLIC FUNDS BY FINANCIER

2001 EUR million	Direct funding, EUR Million				Direct funding total EUR million	Reimbursements, Eur Million					State total EUR million	Municipalities total EUR million	Funding total EUR million
	State	1) Share	Municipalities	2) Share		State	3) Share	4) 6)	Municipalities	3) 4) 5) Share			
COLLECTIVE TRANSPORT	72.9	22.6%	125.2	38.7%	198.2	42.7	13.2%	82.4	25.5%	125.1	115.6	207.6	323.2
Long-distance transport	28.9	57.5%	0.0	0.0%	28.9	21.3	42.5%	0.0	0.0%	21.3	50.2	0.0	50.2
Railway	28.8	77.6%	0.0	0.0%	28.8	8.3	22.4%	0.0	0.0%	8.3	37.2	0.0	37.2
<i>of which purchased transport</i>	28.8				28.8						28.8		
Coach	0.0	0.0%	0.0	0.0%	0.0	12.6	100.0%	0.0	0.0%	12.6	12.6	0.0	12.6
<i>of which purchased transport</i>	0.0				0.0						0.0		
Air	0.01	3.2%	0.01	3.2%	0.03	0.4	93.6%	0.0	0.0%	0.4	0.4	0.0	0.4
<i>of which purchased transport</i>	0.01		0.01		0.03						0.0		0.0
Urban transport supported by cities	0.0	0.0%	104.0	97.1%	104.0	0.2	0.2%	2.8	2.7%	3.1	0.2	106.8	107.0
Railway	0.0	0.0%	18.4	98.0%	18.4	0.0	0.0%	0.4	2.0%	0.4	0.0	18.8	18.8
Tram	0.0	0.0%	6.2	97.7%	6.2	0.0	0.0%	0.1	2.3%	0.1	0.0	6.3	6.3
Underground	0.0	0.0%	0.0	0.0%	0.0	0.0	0.0%	0.5	100.0%	0.5	0.0	0.5	0.5
Bus	0.0	0.0%	77.9	97.4%	77.9	0.2	0.3%	1.9	2.3%	2.1	0.2	79.8	80.0
Ferry to Suomenlinna Islands	0.0	0.0%	1.5	99.7%	1.5	0.0	0.0%	0.0	0.3%	0.0	0.0	1.5	1.5
Other local transport within cities	10.3	31.3%	12.3	37.2%	22.6	1.0	3.1%	9.4	28.4%	10.4	11.4	21.7	33.0
Bus	10.3	31.3%	12.3	37.2%	22.6	1.0	3.1%	9.4	28.4%	10.4	11.4	21.7	33.0
Other collective transport	33.7	25.4%	9.0	6.7%	42.7	20.2	15.2%	70.1	52.7%	90.3	53.9	79.1	133.0
Railway	8.6	87.6%	0.0	0.0%	8.6	1.0	10.4%	0.2	2.0%	1.2	9.6	0.2	9.8
Bus, coach	23.6	26.9%	9.0	10.2%	32.6	19.1	21.8%	36.1	41.1%	55.2	42.7	45.0	87.8
<i>of which state purchased</i>	23.6				23.6						23.6		
<i>of which municipal purchased</i>			9.0		9.0							9.0	
Taxi	1.5	4.3%	0.0	0.0%	1.5	0.0	0.0%	33.9	95.7%	33.9	1.5	33.9	35.4
<i>of which state purchased</i>	1.5				1.5						1.5		
<i>of which municipal purchased</i>					0.0								
CHARTER TRANSPORT	4.3	3.1%	0.0	0.0%	4.3	53.4	38.5%	80.9	58.4%	134.3	57.7	80.9	138.5
Regular charter transport	4.0	14.0%	0.0	0.0%	4.0	2.7	9.3%	22.0	76.7%	24.7	6.7	22.0	28.7
Bus, coach	4.0	32.0%	0.0	0.0%	4.0	2.4	19.4%	6.1	48.5%	8.5	6.5	6.1	12.5
Taxi	0.0	0.0%	0.0	0.0%	0.0	0.2	1.4%	15.9	98.6%	16.1	0.2	15.9	16.1
Other charter transport	0.3	0.2%	0.0	0.0%	0.3	50.7	46.2%	58.9	53.6%	109.6	51.0	58.9	109.9
Bus, coach	0.3	19.2%	0.0	0.0%	0.3	0.0	0.0%	1.1	80.8%	1.1	0.3	1.1	1.4
Taxi	0.0	0.0%	0.0	0.0%	0.0	50.7	46.8%	57.7	53.2%	108.5	50.7	57.7	108.5
PUBLIC TRANSPORT TOTAL	77.2	16.7%	125.2	27.1%	202.5	96.1	20.8%	163.3	35.4%	259.3	173.3	288.5	461.8
Modes of transport													
Railway	37.4	56.9%	18.4	28.0%	55.8	9.3	14.2%	0.6	0.9%	9.9	46.8	19.0	65.7
Tram	0.0	0.0%	6.2	97.7%	6.2	0.0	0.0%	0.1	2.3%	0.1	0.0	6.3	6.3
Underground	0.0	0.0%	0.0	0.0%	0.0	0.0	0.0%	0.5	100.0%	0.5	0.0	0.5	0.5
Bus, coach	38.2	16.8%	99.2	43.6%	137.4	35.4	15.6%	54.5	24.0%	89.9	73.6	153.7	227.3
Taxi	1.5	1.0%	0.0	0.0%	1.5	50.9	31.8%	107.5	67.2%	158.5	52.5	107.5	160.0
Air	0.0	3.2%	0.0	3.2%	0.0	0.4	93.6%	0.0	0.0%	0.4	0.4	0.0	0.4
Ferry to Suomenlinna Islands	0.0	0.0%	1.5	99.7%	1.5	0.0	0.0%	0.0	0.3%	0.0	0.0	1.5	1.5

The statistics only includes information on the modes of transport which operated. Shares are calculated of total funding.

1) Purchases of long-distance transport services, basic regional and local city transport services as well as tariff reductions and charter transport purchases of the Defence Forces.

2) Coverage of differences between the transport remunerations and ticket income of city transport departments and transport contractors and compensations for deficits.

3) School transport services and tickets. Distribution by mode of transport partly estimated.

4) Reimbursements of travel expenses by social services and according to the Sickness Insurance Act. The division into types of transport is based on estimates. Data on travel expenses of municipalities' social and health care services can be obtained only by special surveys as no regular statistics are produced on them.

5) Expenses obtained by a special survey for 1995 (Ministry of Transport and Communications 40/97) had to be used for travel expenses of municipalities (other municipal sectors) as no separate statistics are produced on those data. The division into types of transport is based on estimates.

6) Reimbursements by the Ministries of Defence and Labour for leave trips made by conscripts and non-military servicemen. Distribution by mode of transport estimated.

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Domestic passenger transport in Finland

SOURCES OF REIMBURSEMENTS OF TRAVEL COSTS

2001 EUR million	Reimbursements of travel costs, Eur Million										Total EUR million
	Education	3) Share	Social and health	4) Share	Other munic. Sectors	5) Share	Ministry of Defence	6) Share	Ministry of Labour	6) Share	
COLLECTIVE TRANSPORT	97.6	78.0%	16.2	13.0%	0.4	0.4%	9.7	7.7%	1.2	0.9%	125.1
Long-distance transport	0.9	4.0%	10.7	50.2%	0.0	0.0%	8.6	40.4%	1.2	5.4%	21.3
Railway	0.0	0.0%	5.4	64.3%	0.0	0.0%	2.3	27.1%	0.7	8.6%	8.3
Coach	0.9	6.8%	5.4	42.6%	0.0	0.0%	6.0	47.6%	0.4	3.1%	12.6
Air	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.4	88.4%	0.0	11.6%	0.4
Urban transport supported by cities	2.6	86.4%	0.4	12.2%	0.0	1.4%	0.0	0.0%	0.0	0.0%	3.1
Railway	0.4	100.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.4
Tram	0.1	100.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.1
Underground	0.5	100.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.5
Bus	1.7	79.9%	0.4	18.0%	0.0	2.1%	0.0	0.0%	0.0	0.0%	2.1
Ferry to Suomenlinna Islands	0.0	100.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0
Other local transport within cities	9.1	87.1%	0.9	8.6%	0.1	1.0%	0.4	3.4%	0.0	0.0%	10.4
Bus	9.1	87.1%	0.9	8.6%	0.1	1.0%	0.4	3.4%	0.0	0.0%	10.4
Other collective transport	85.0	94.2%	4.3	4.7%	0.3	0.3%	0.7	0.8%	0.0	0.0%	90.3
Railway	0.8	64.6%	0.4	34.7%	0.0	0.7%	0.0	0.0%	0.0	0.0%	1.2
Bus, coach	51.7	93.6%	2.6	4.6%	0.3	0.5%	0.7	1.3%	0.0	0.0%	55.2
Taxi	32.6	96.1%	1.3	3.8%	0.0	0.1%	0.0	0.0%	0.0	0.0%	33.9
CHARTER TRANSPORT	24.7	18.4%	109.4	81.5%	0.2	0.1%	0.0	0.0%	0.0	0.0%	134.3
Regular charter transport	24.7	100.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	24.7
Bus, coach	8.5	100.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	8.5
Taxi	16.1	100.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	16.1
Other charter transport	0.0	0.0%	109.4	99.9%	0.2	0.1%	0.0	0.0%	0.0	0.0%	109.6
Bus, coach	0.0	0.0%	1.1	97.8%	0.0	2.2%	0.0	0.0%	0.0	0.0%	1.1
Taxi	0.0	0.0%	108.3	99.9%	0.1	0.1%	0.0	0.0%	0.0	0.0%	108.5
PUBLIC TRANSPORT TOTAL	122.2	47.1%	125.7	48.5%	0.6	0.2%	9.7	3.7%	1.2	0.4%	259.3
Modes of transport											
Railway	1.2	11.8%	5.8	58.2%	0.0	0.1%	2.3	22.7%	0.7	7.2%	9.9
Tram	0.1	100.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.1
Underground	0.5	100.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.5
Bus, coach	71.7	79.8%	10.3	11.5%	0.4	0.5%	7.0	7.8%	0.4	0.4%	89.9
Taxi	48.7	30.7%	109.6	69.2%	0.2	0.1%	0.0	0.0%	0.0	0.0%	158.5
Air	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.4	88.4%	0.0	11.6%	0.4
Ferry to Suomenlinna Islands	0.0	100.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0

The statistics only includes information on the modes of transport which operated. Shares are calculated of total funding.

3) School transport services and tickets. Distribution by mode of transport partly estimated.

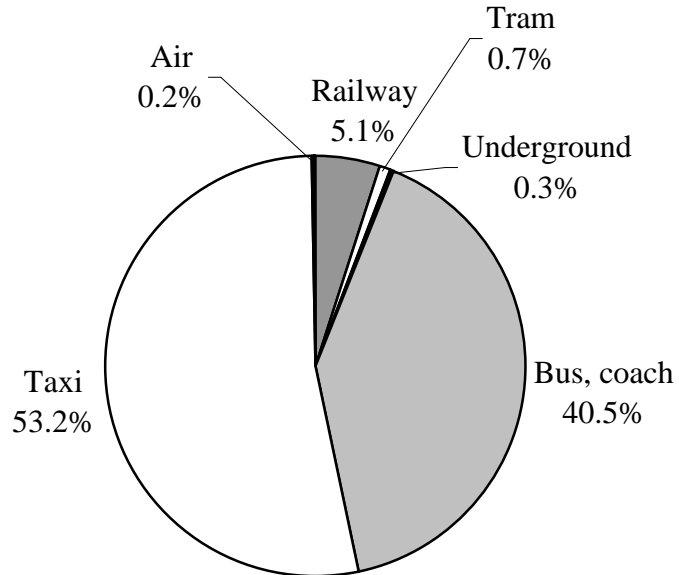
4) Reimbursements of travel expenses by social services and according to the Sickness Insurance Act. The division into types of transport is based on estimates. Data on travel expenses of municipalities' social and health care services can be obtained only by special surveys as no regular statistics are produced on them.

5) Expenses obtained by a special survey for 1995 (Ministry of Transport and Communications 40/97) had to be used for travel expenses of municipalities (other municipal sectors) as no separate statistics are produced on those data. The division into types of transport is based on estimates.

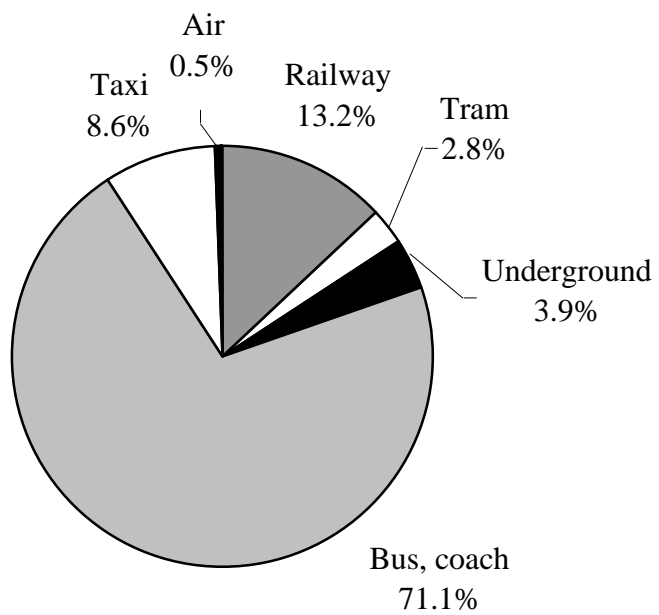
6) Reimbursements by the Ministries of Defence and Labour for leave trips made by conscripts and non-military servicemen.

Distribution by mode of transport estimated.

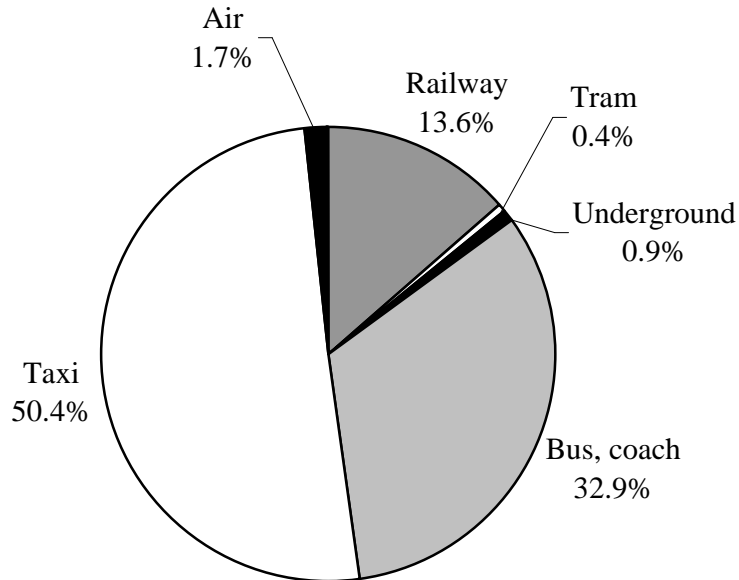
CAPACITY 31.12.2003
Vehicle capacity



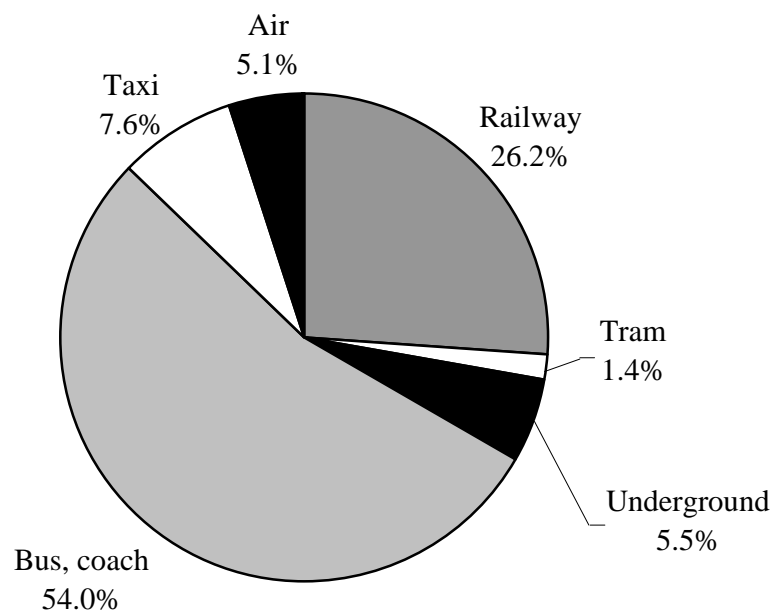
Place capacity (including standing places)



PERFORMANCE 2003
Vehicle kilometres



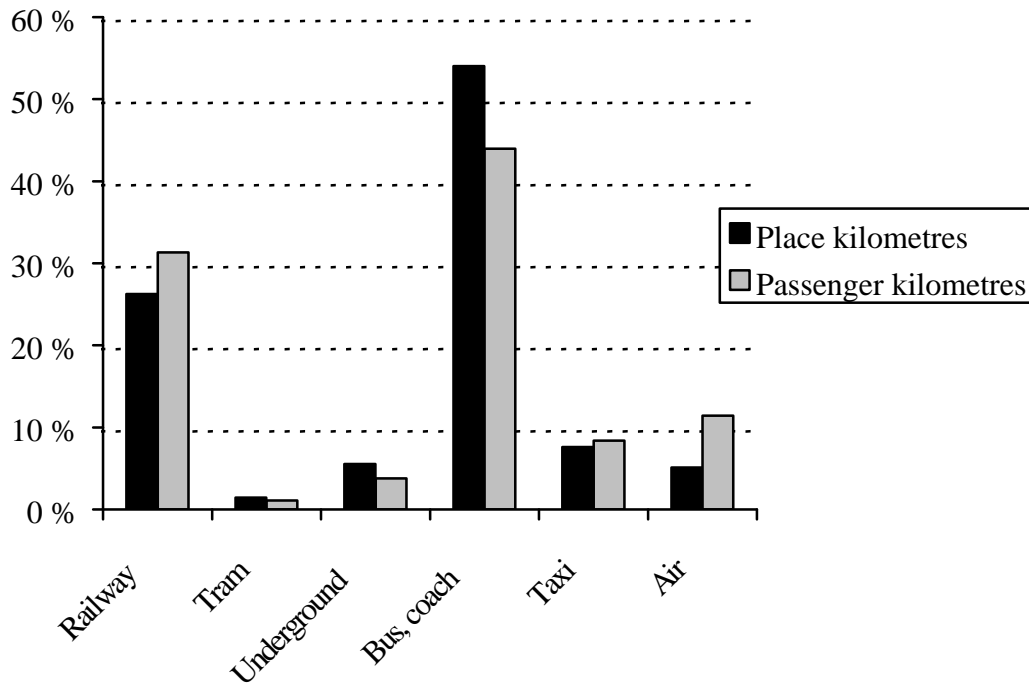
Place kilometres (including standing places)



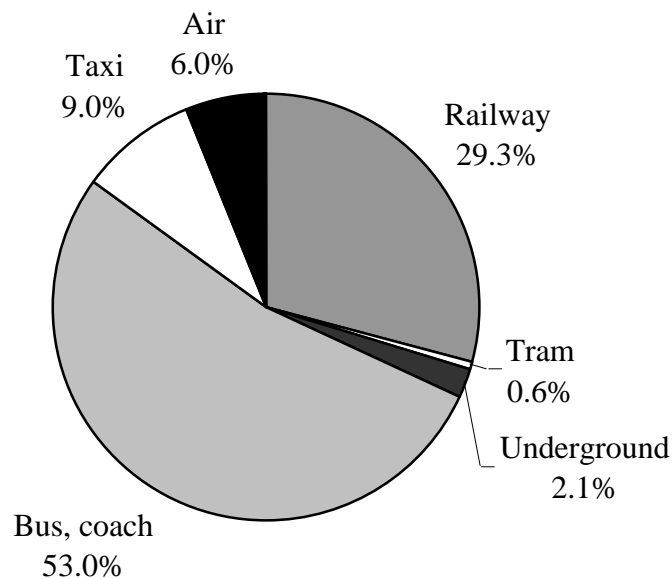
SUPPLY AND DEMAND 2003

Place and passenger kilometres

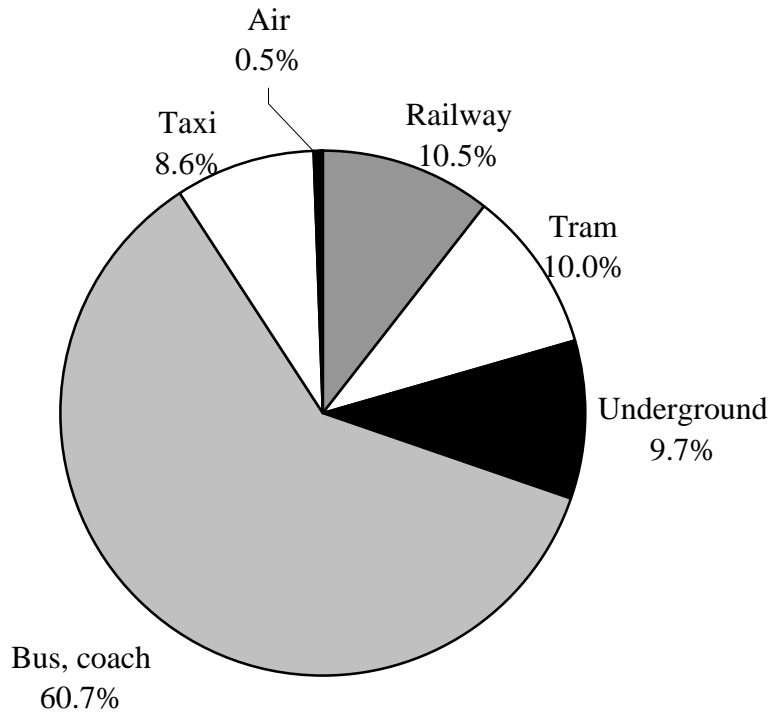
Proportions of all place and passenger kilometres by mode of transport



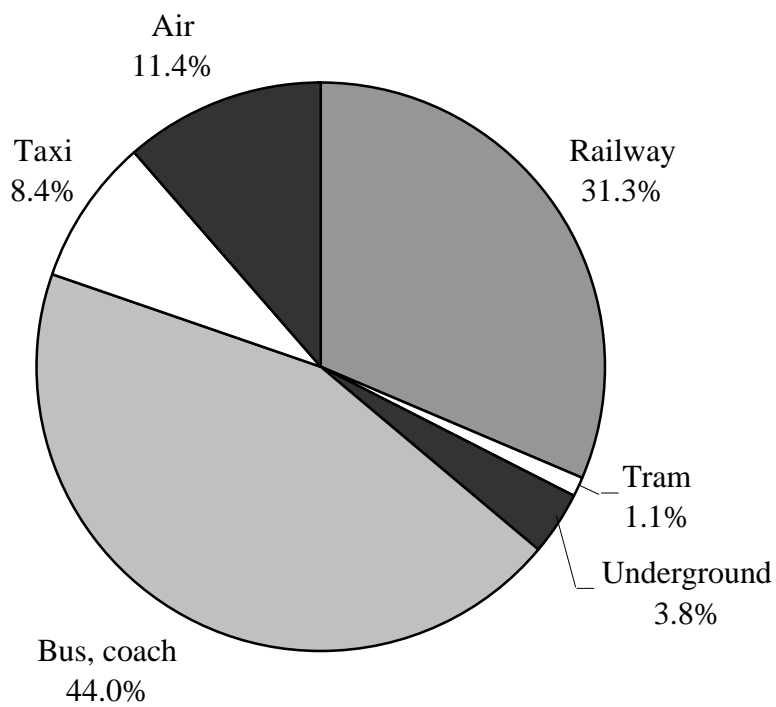
Seat place kilometres (including sleeping places of trains)



PERFORMANCE 2003
Number of passengers

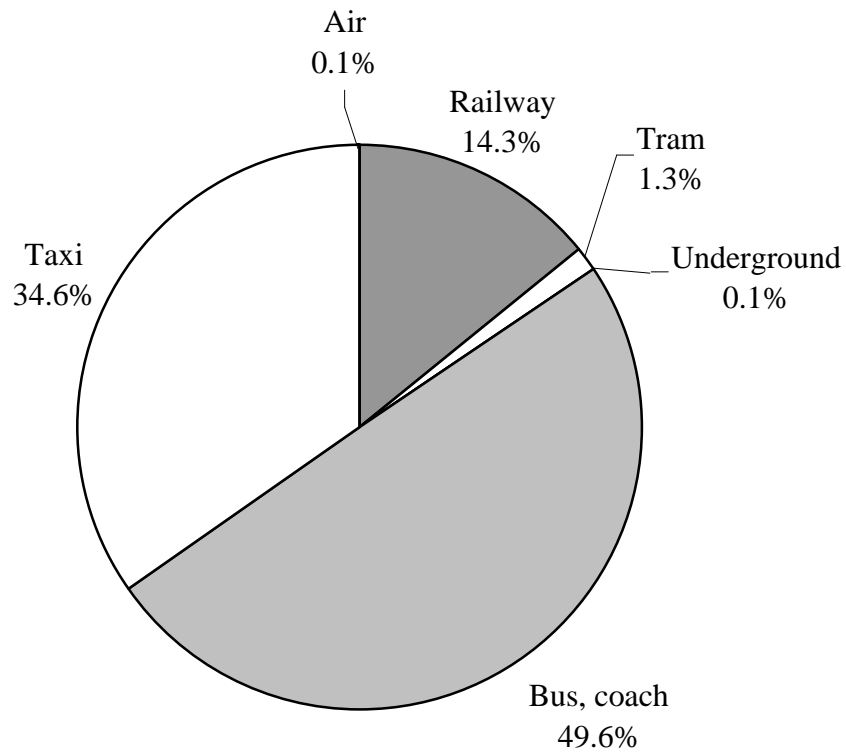


Passenger kilometres

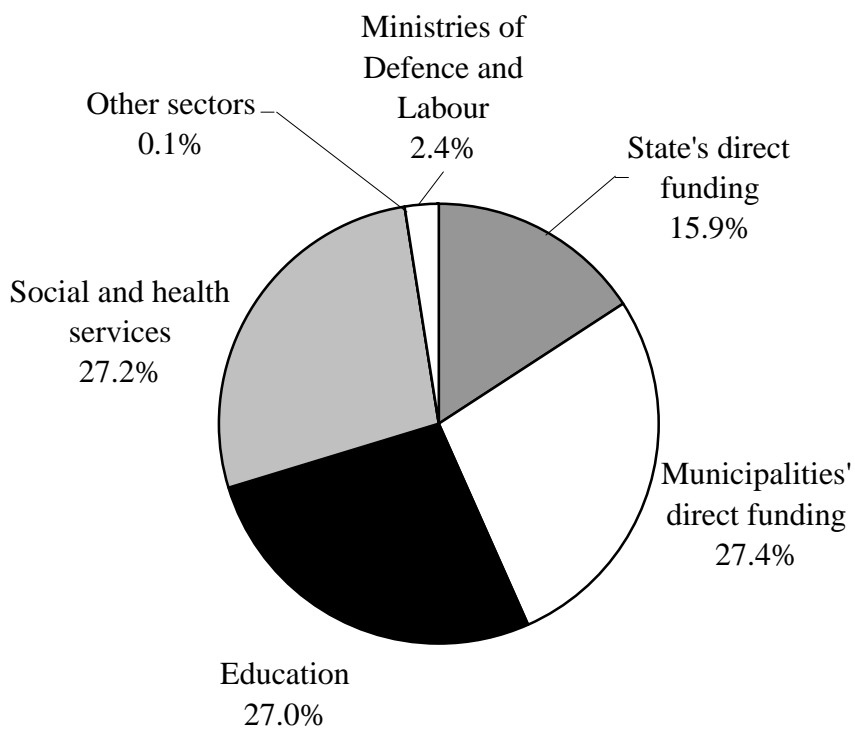


FUNDING 2003

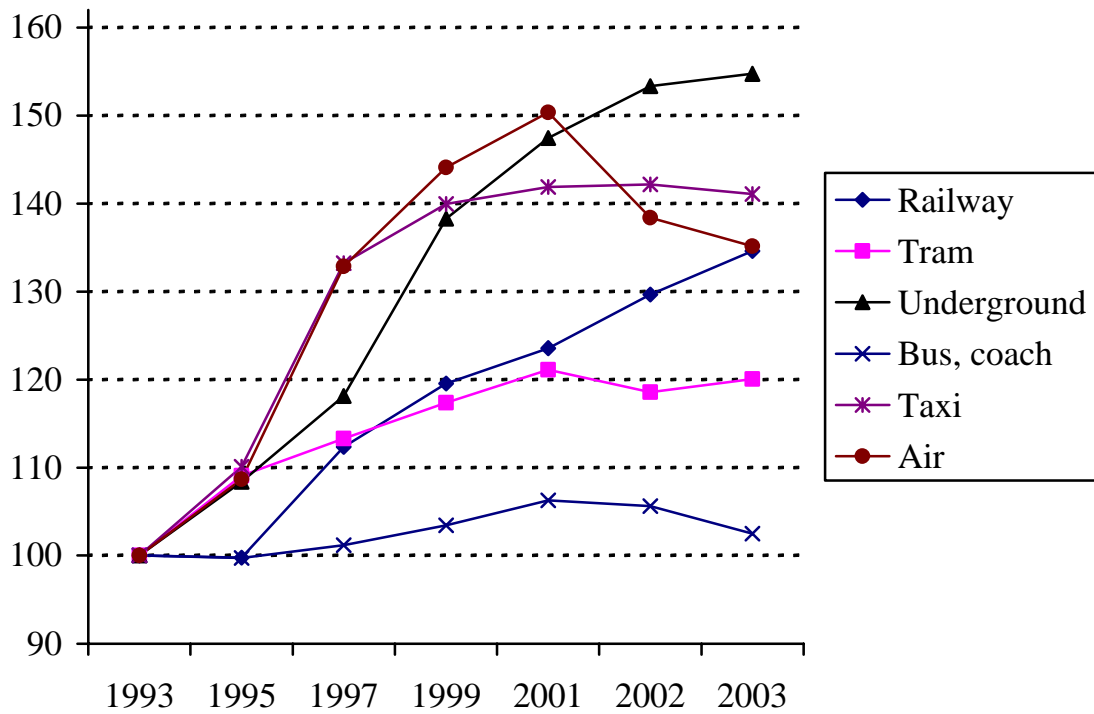
Allocation of total funding



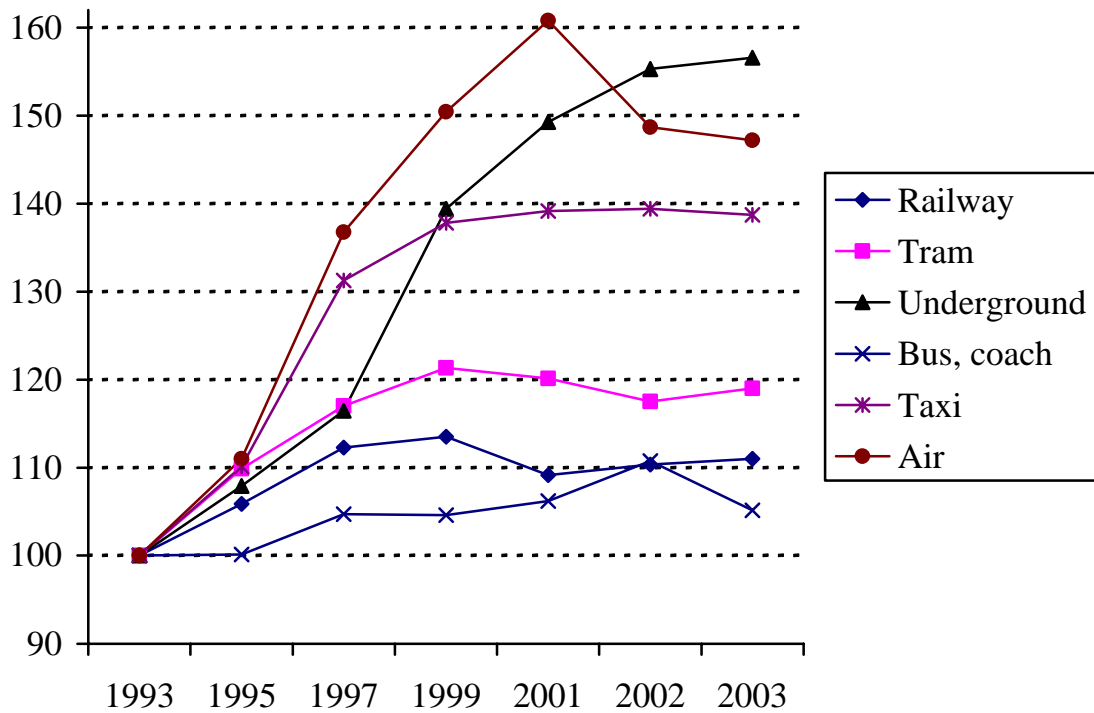
Sources of total funding



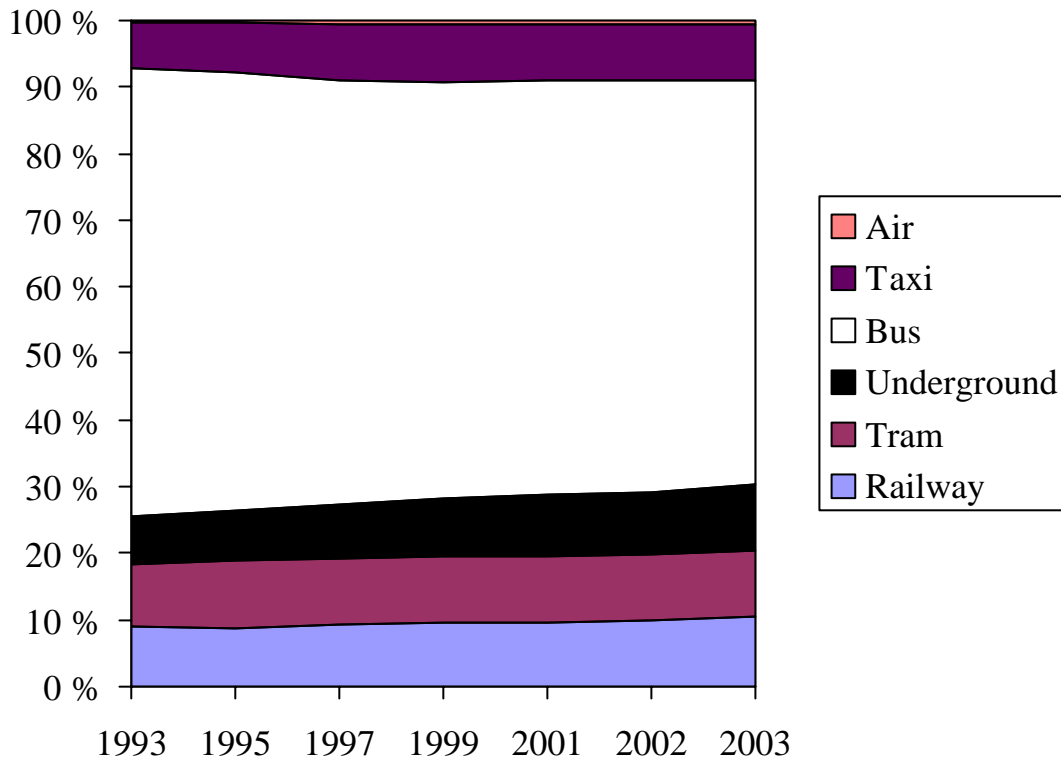
Numbers of passengers
Index 1993 = 100



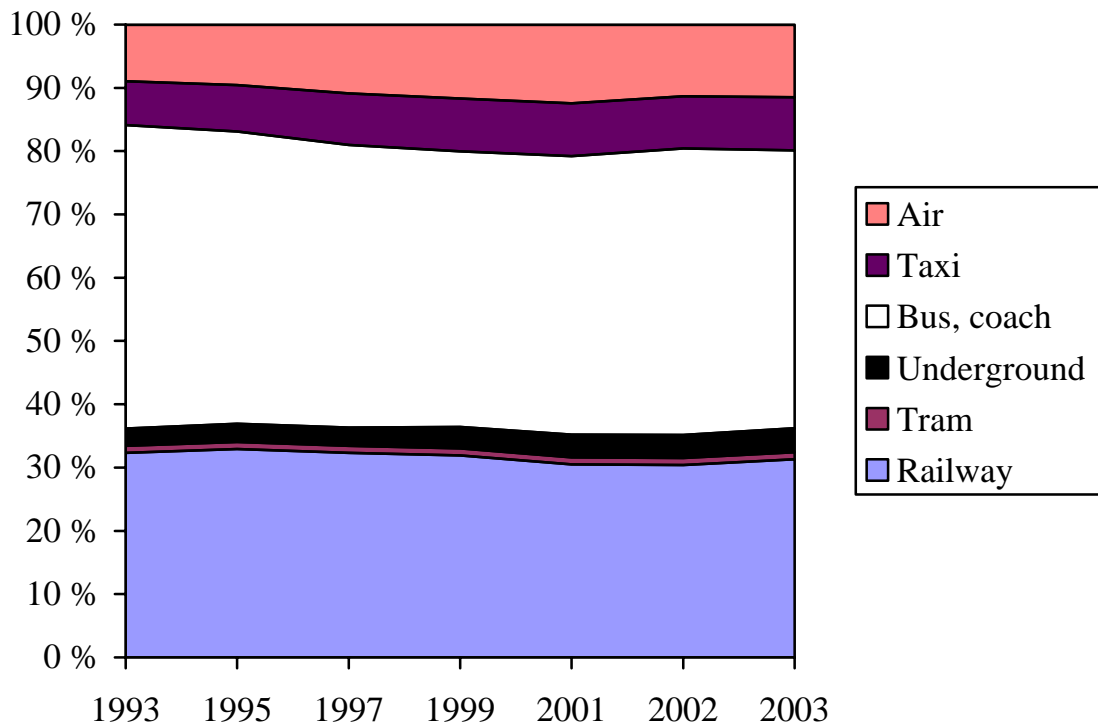
Passenger kilometres
Index 1993 = 100



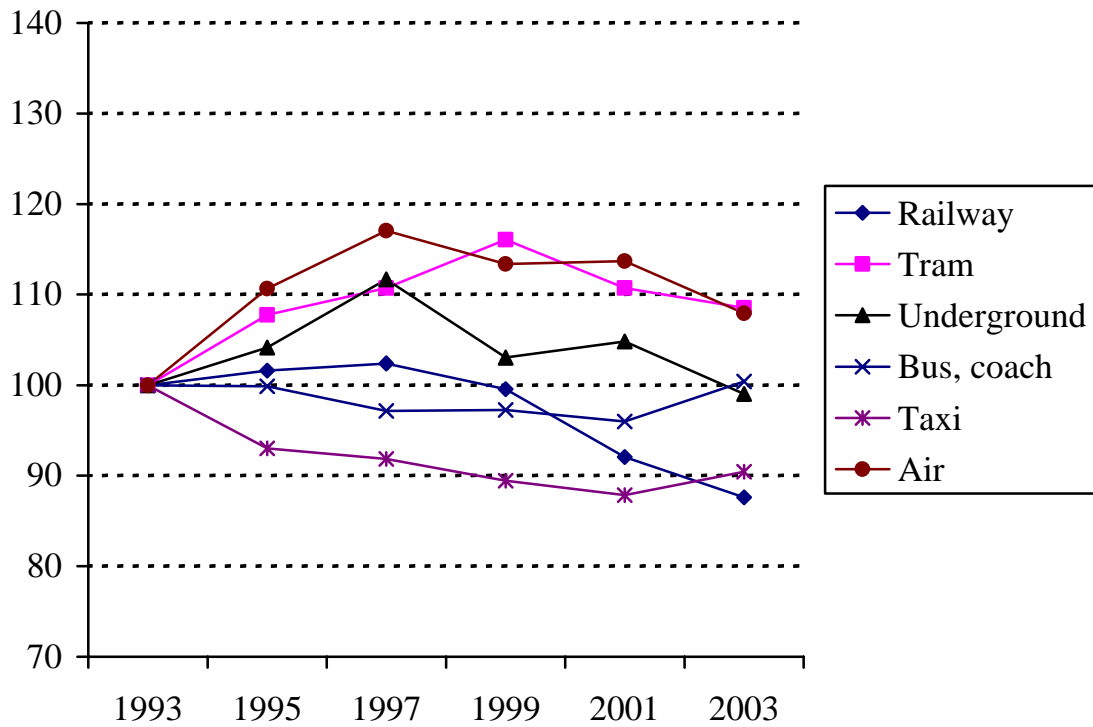
Numbers of passengers
Market shares of public transport



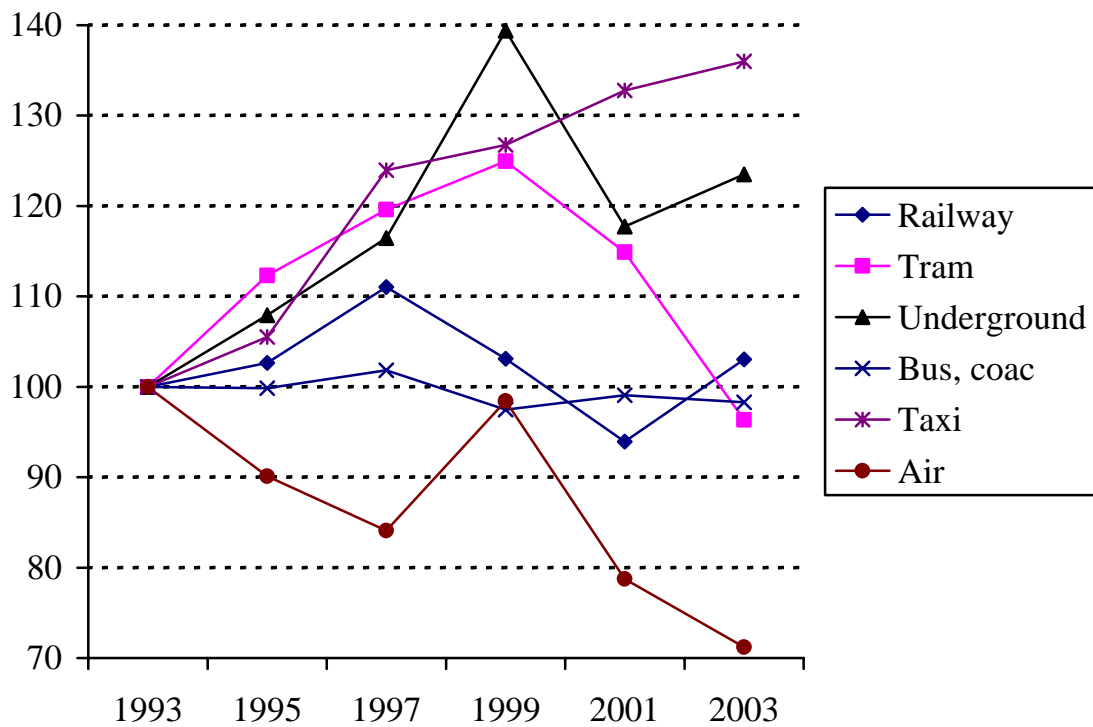
Passenger kilometres
Market shares of public transport



Capacity utilisation: passenger kilometres / passenger seat kilometres (incl. Sleeping places of trains)
Index 1993 = 100

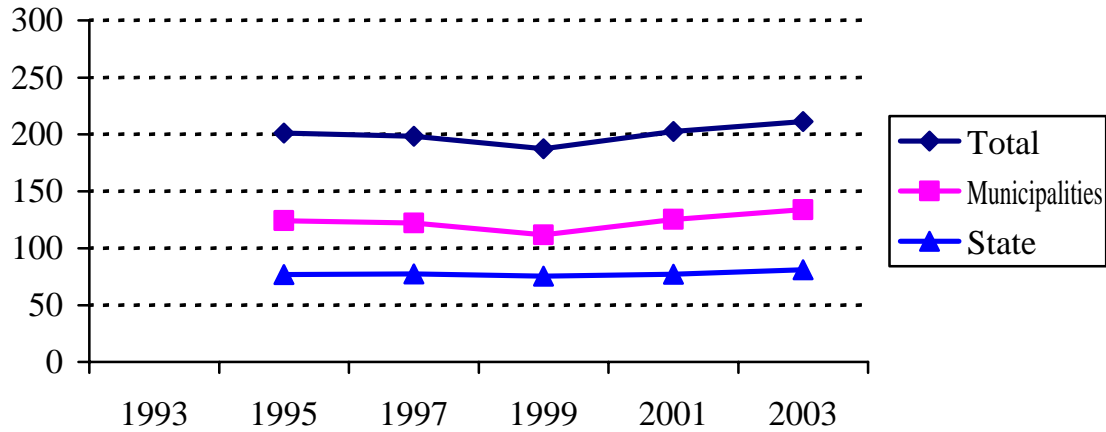


Passenger kilometres / passenger places available
Index 1993 = 100

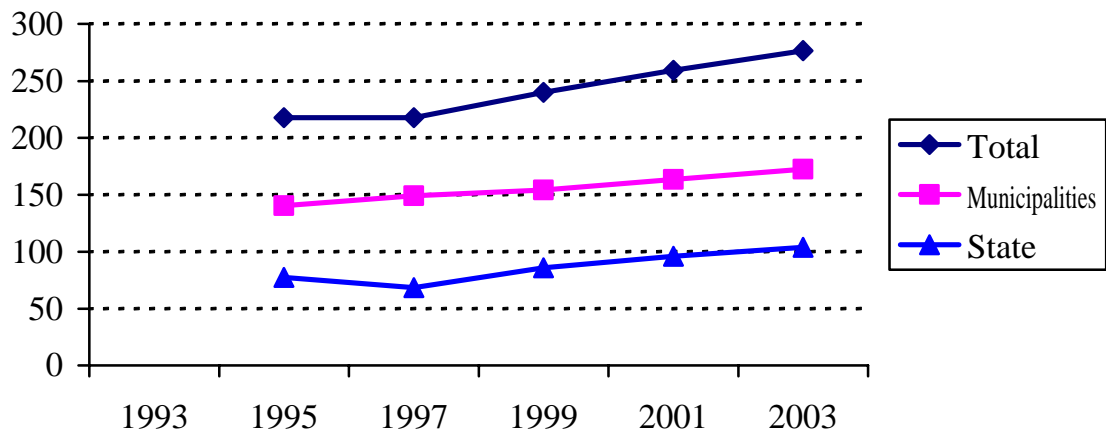


Public funding for transport, EUR million

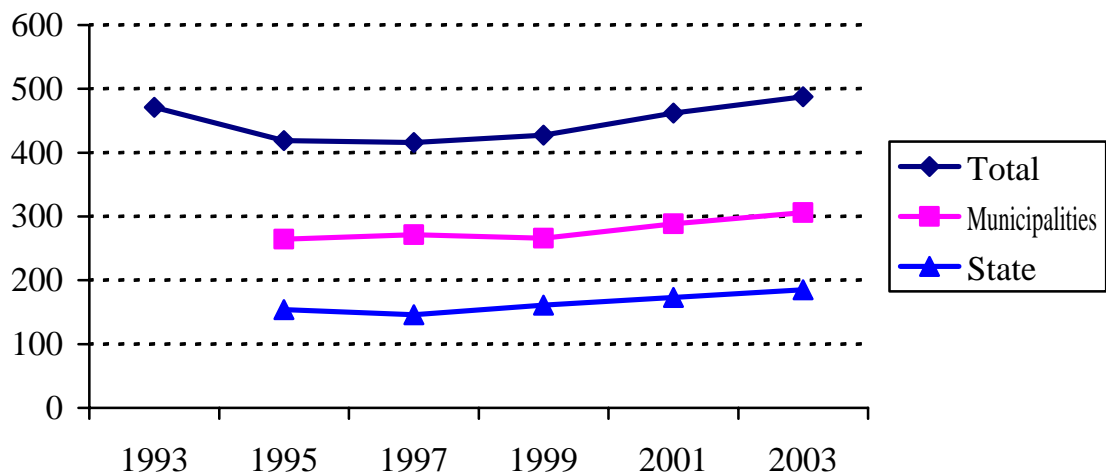
Direct funding (transport purchases, state subsidies and funding of loss-making transport)



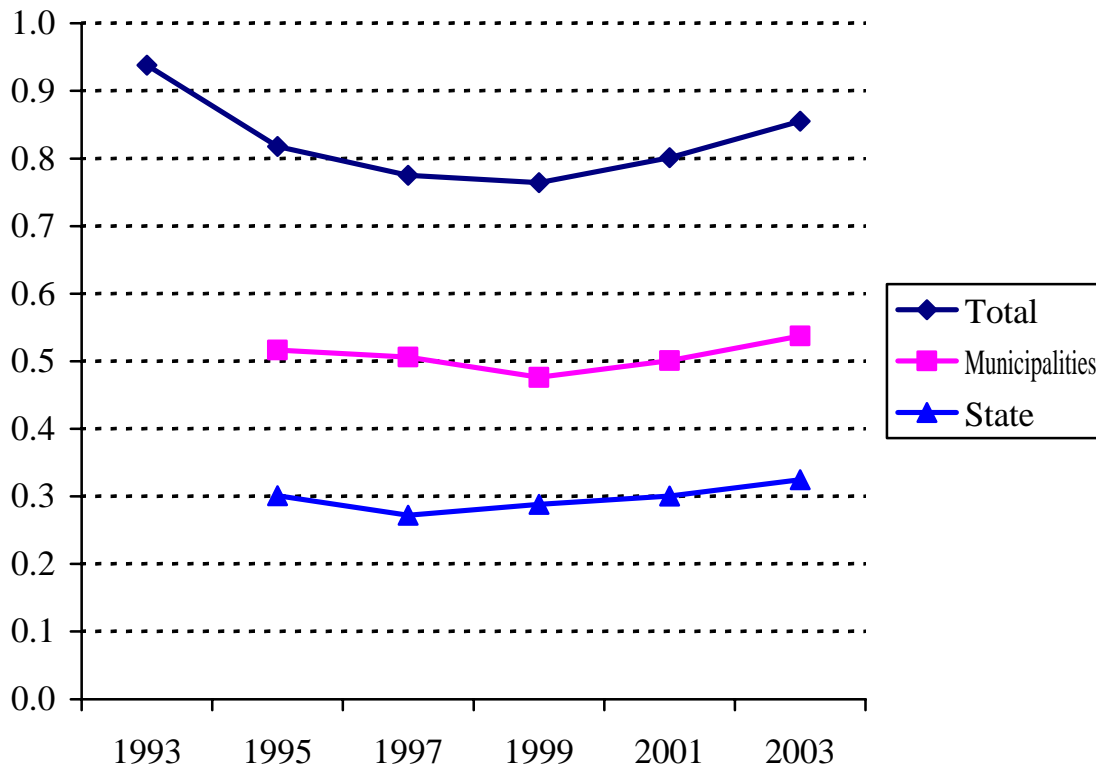
Reimbursements of travel expenses (reductions for special groups and reimbursements of travel expenses)



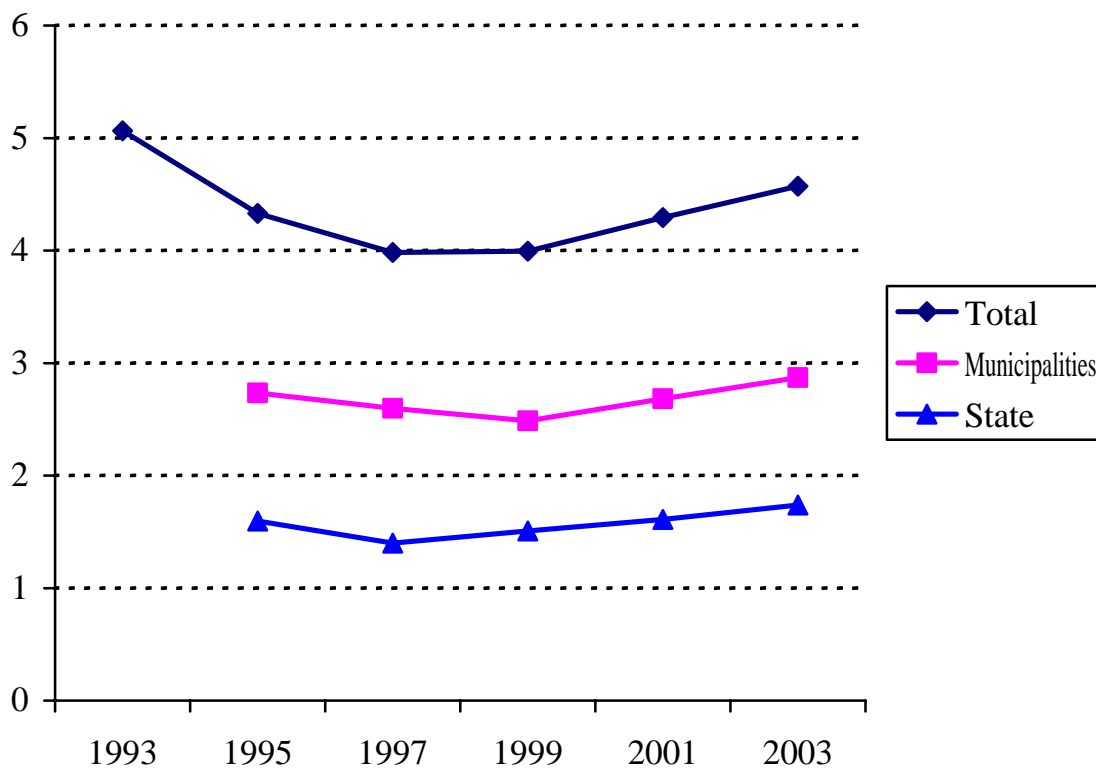
Public funding total (direct funding and reimbursements of travel expenses together)



Total public funding of public transport, EUR / passenger



Total public funding of public transport, Cent / passenger kilometre



Time series of performance as indices
1993 = 100

Vehicle kilometres

	Railway	Tram	Underground	Bus, coach	Taxi	Air	SI Ferry	Total
1993	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1995	103.5	102.0	103.6	100.7	110.1	97.7	100.0	105.3
1997	108.8	105.9	107.2	107.3	136.4	105.9	100.0	120.4
1999	110.5	104.3	134.2	109.6	143.5	114.4	65.0	125.1
2001	110.5	108.2	141.0	112.7	146.3	124.0	64.6	127.7
2002	113.9	107.6	155.5	120.1	146.3	116.3	69.0	131.0
2003	116.8	108.0	155.5	112.5	145.0	120.8	65.3	128.1

Passengers

	Railway	Tram	Underground	Bus, coach	Taxi	Air	SI Ferry	Total
1993	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1995	99.8	109.1	108.4	99.7	110.1	108.7	100.0	102.0
1997	112.4	113.3	118.2	101.2	133.2	132.9	109.1	106.9
1999	119.6	117.4	138.3	103.4	140.0	144.1	128.2	111.4
2001	123.6	121.1	147.5	106.3	141.9	150.4	127.3	114.8
2002	129.7	118.6	153.4	105.6	142.2	138.4	136.4	115.1
2003	134.6	120.1	154.7	102.5	141.1	135.2	118.2	113.6

Passenger kilometres

	Railway	Tram	Underground	Bus, coach	Taxi	Air	SI Ferry	Total
1993	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
1995	105.9	109.9	107.9	100.1	110.1	111.0	100.0	104.0
1997	112.3	117.0	116.5	104.7	131.3	136.8	110.0	112.3
1999	113.5	121.3	139.4	104.6	137.8	150.5	126.9	115.0
2001	109.1	120.1	149.3	106.2	139.2	160.8	126.7	115.7
2002	110.3	117.5	155.3	110.7	139.4	148.7	136.7	117.3
2003	111.0	119.0	156.6	105.2	138.7	147.2	120.0	114.7