

Public transport performance statistics 2007



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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 17,600 vehicles and 561,900 passenger seats in public transport in 2007 (17,200 and 546,600 respectively in 2005), the total supply being 1.5 (1.4) billion vehicle kilometres, of which 47% (49%) comprised collective services and the remainder charter services. The total number of passengers in public transport was 560 (553) million, and total funding was EUR 696 (629) million, of which collective services received 65% (64%). EUR 266 (244) million was allocated for the direct purchase of transport services, compensations of transport deficits or general funding of fare reductions, while a further EUR 430 (385) million of indirect funding was used for the reimbursement of travel expenses for special population groups, of which 44% (43%) was directed to collective transport services.</p>			
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FOREWORD

Statistics Finland has produced this volume of transport performance figures for the year 2007 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 2005, Ministry of Transport and Communications: Publications 13/2007. Statistics Finland produced respective statistics for 2003, 2001, 1999, 1997, 1995 and 1993 while EP Logistics Oy prepared a preliminary report for 1992.

The steering group members for these transport statistics were Marcus Merin and Harri Uusnäkki, Ministry of Transport and Communications; Marko Vihervuori, Helsinki City Transport; Kimmo Sinisalo, Helsinki Metropolitan Area Council; Laura Merivirta, Finavia; Pekka Aalto, Finnish Local Traffic Association; Juha Pentikäinen, Finnish Taxi Owners Federation; Anne Vierimaa, State Provincial Government of Southern Finland; Mikko Saavola, Finnish Bus and Coach Association; Jukka Rinkinen, VR-Group and Rauno Viita, Statistics Finland; The statistics were compiled by Ossi Nurmi and Sami Kanninen, Statistics Finland.

The statistics cover all passenger transport by rail, bus, taxi and air within Finland. Only the ferry transport between Helsinki and Suomenlinna Island 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 direct and indirect general government funding provided for them to monitor the impact of this funding. The examination of financial inputs is restricted exclusively to transport itself.

Helsinki 30 January 2009

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PUBLIC TRANSPORT PERFORMANCE STATISTICS 2007

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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 (state and municipalities), which are useful as a basis for transport policy decisions. The statistics cover domestic passenger transport by rail, buses and coaches, taxis and air. Only the ferry transport between Helsinki and Suomenlinna Island (SI) is included of waterborne transport. Passenger car transport is included in data describing the market shares of all passenger transport.

The statistics examine 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 measured **performances** 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 **general government (state and municipalities) 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.

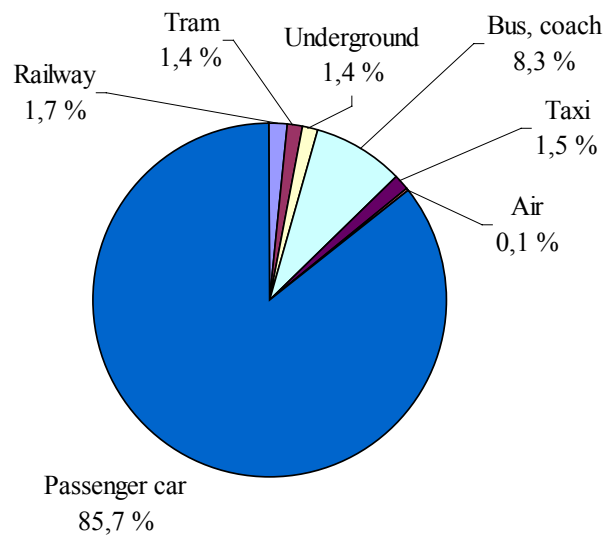
The main statistical results for 2007 and 2005 are indicated in the following table, together with percentage changes between the two. Information is also provided on the proportion of total public transport accounted for by collective transport as opposed to charter transport.

PUBLIC TRANSPORT PERFORMANCE STATISTICS	2007		2005		Change %
		Collective transport		Collective transport	
CAPACITY, number					
Vehicles	17,600	34 %	17,200	36 %	2.3 %
Passenger seats	459,100	68 %	450,800	70 %	1.8 %
Passenger places	561,900	74 %	546,600	76 %	2.8 %
PERFORMANCES, million					
Vehicle kilometres	1,485	47 %	1,427	49 %	4.1 %
Place kilometres	46,581	83 %	45,177	84 %	3.1 %
Number of passengers	560	89 %	553	90 %	1.3 %
Passenger kilometres	11,495	82 %	10,846	83 %	6.0 %
FUNDING, EUR million					
Direct funding, purchases	238	98 %	219	98 %	8.6 %
Direct funding, ticket subsidies	28	100 %	26	100 %	11.4 %
Reimbursement of travel expenses	430	44 %	385	43 %	11.9 %
Total	696	65 %	629	64 %	10.7 %

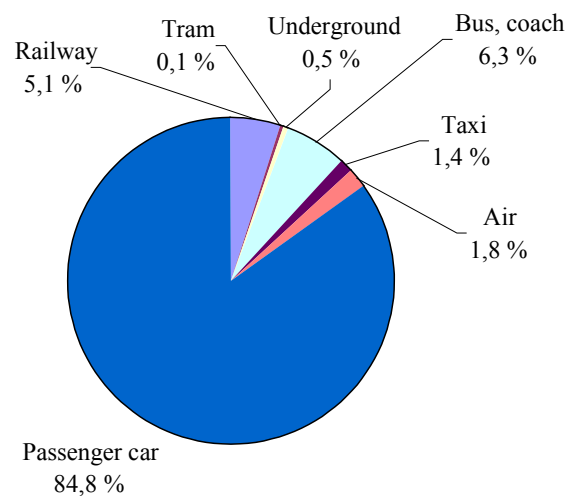
1 MARKET SHARES OF PASSENGER TRANSPORT

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, for which information on passenger numbers is based on the 2004-2005 National Passenger Transport Survey¹ and passenger kilometres have been estimated as the mean of the data from the National Passenger Transport Survey and from the Finnish Road Administration.

Market shares of passenger numbers 2007



Market shares of passenger kilometres 2007



¹ Passenger Transport Survey 2004-2005 (www.hlt.fi) and Passenger Transport Survey 1998-1999, Publications of the Ministry of Transport and Communications 43/99.

Passenger numbers and passenger kilometres according to public transport performance statistics of 2007 and 2005.

Million	Railway	Tram	Under-ground	Bus, coach	Taxi	Air	Ferry to SI	Passenger car	TOTAL	Of which public transport (%)
Passengers 2007	66.7	52.7	56.2	323.1	57.0	2.7	1.5	3,342.2	3,902.2	14.4
Passenger km 2007	3,819.7	109.7	410.5	4,754.5	1,059.1	1,337.6	4.0	64,111.3	75,606.4	15.2
Passengers 2005	63.5	55.6	56.0	320.7	53.0	2.7	1.4	3,233.9	3,786.9	14.6
Passenger km 2005	3,477.7	116.7	409.1	4,564.6	985.1	1,288.7	3.8	62,046.9	72,892.5	14.9
Change 2007-2005, per cent										
Passengers	5.0	-5.1	0.3	0.8	7.6	0.8	7.1	3.3	3.0	
Passenger km	9.8	-6.0	0.3	4.2	7.5	3.8	5.3	3.3	3.7	

In the performances of passenger cars, the data on vehicle kilometres are based on the figures of the Finnish Road Administration and the data on passenger numbers on the National Passenger Transport Survey while the data on passenger kilometres are calculated as means of the figures of the Finnish Road Administration and the National Passenger Transport Survey. The time series of passenger car performances has been calculated with data from the 1998-1999 and 2004-2005 National Passenger Transport Surveys, which have been raised to the annual level by using the total population of Finland as the coefficient.

Passenger car performances:

Million	1995	1997	1999	2001	2002	2003	2004	2005	2006	2007
Vehicle km	35,760	36,790	39,190	40,680	41,675	42,565	43,530	44,220	44,610	45,560
Passenger km	51,075	52,917	55,522	57,545	58,681	59,827	61,024	62,047	62,880	64,111
Trips	2,741	2,835	2,946	3,039	3,085	3,132	3,182	3,234	3,289	3,342

The 2004-2005 National Passenger Transport Survey examined the market shares of all passenger transport inclusive of non-motorised transport. To allow comparisons the results from the Survey are presented below. According to the Survey the market shares of passenger transport were as follows:

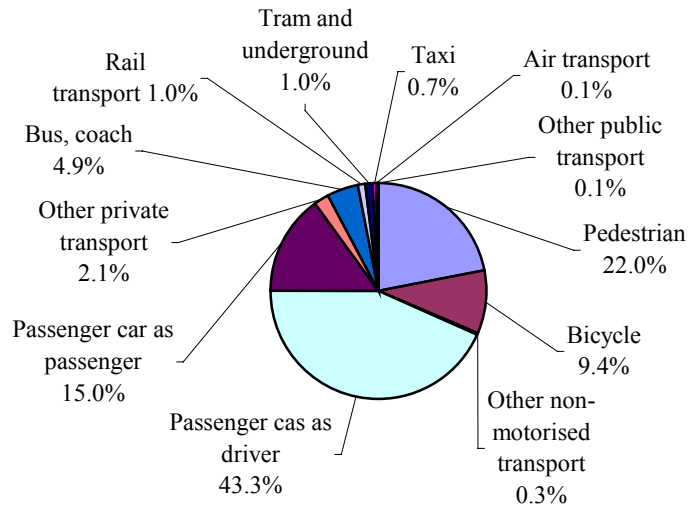
Daily trips and travelled kilometres according to the 2004-2005 National Passenger Transport Survey

Mode of travel	On foot	Bi-cycle	Other non-motorised transport	Driver of passenger car	Passenger of passenger car	Other private transport	Bus, coach	Train	Tram, underground	Taxi	Air transport	Other public transport	Total
Trips /person/d	0.63	0.27	0.01	1.24	0.43	0.06	0.14	0.03	0.03	0.02	0.002	0.002	2.86
km /person/d	1.18	0.81	0.11	21.50	10.47	1.69	2.93	1.76	0.24	0.27	0.92	0.14	42.02

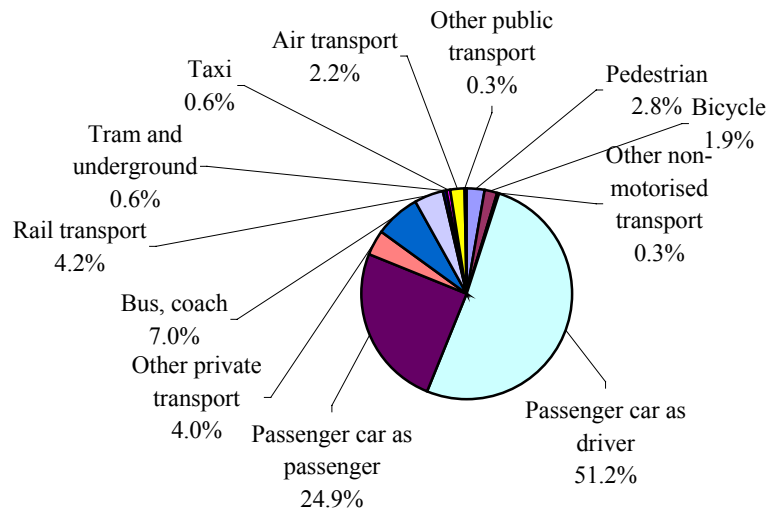
The share of public transport was 0.22 trips/person, or 7.8 per cent, of daily trips and 6.26 kilometres/person, or 14.9 per cent of daily

performance, which is practice is the same figure as in these statistics on transport performances (15.2%).

Average distribution of journeys as daily numbers of trips according to the 2004-2005 National Passenger Transport Survey:



Average distribution of journeys as daily travelled kilometres according to the 2004-2005 National Passenger Transport Survey:



2 MODES AND TYPES OF TRANSPORT AND SOURCES OF PUBLIC FUNDING

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.

	MODE OF TRANSPORT				
PUBLIC TRANSPORT	Railway	Tram, under-ground	Bus, coach	Taxi	Air
COLLECTIVE TRANSPORT					
Long-distance transport					
- fare-based	Long-distance transport		Express coaches		Regular flights
- purchased	Purchased long-distance transport				Purchase of flights by Ministry of Transport and Communications
Local transport					
Transport departments, Contract transport					
Transport of major cities (Helsinki, Espoo and Kauniainen, Vantaa, Tampere, Turku)	Local transport in area of Helsinki Metropolitan Area Council	Helsinki City Transport	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 outside area of Helsinki Metropolitan Area Council		Scheduled transport		
- purchased	Purchased short-distance transport		Purchases of basic transport and local transport	Purchase of route and basic transport	
CHARTER TRANSPORT					
Regular charter transport			School buses, leave transport for conscripts	School taxis	Charter flights
Other charter transport	Chartered trains		Tourist buses and coaches, etc.	Typical taxi transport	Commercial flights

The focus when examining the performance statistics for transport systems is on the services provided and their public 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 Metropolitan Area Council.

The purchase of transport services by the central and local governments and municipalities directly increases the supply of public transport and reduces the price level. Reimbursements of the travel expenses of special population groups are regarded as indirect funding. The structure of public funding is illustrated in the following table.

	Funding influencing supply	Funding influencing demand
Ministry of Transport and Communications	Purchase of rail transport, purchase of air transport	State subsidised youth fares and purchase of fare reductions
Provincial governments	Purchase of basic transport, state subsidy of local transport	State subsidy of fare reductions
Education	School transport subsidy, secondary level education institutes	School pupil and student tickets
Health and social services		Reimbursements of travel expenses
Ministry of Defence	Chartered transport for conscripts and reserve forces	Reimbursements of travel expenses of conscripts and reserve forces
Ministry of Labour		Reimbursements of travel expenses of performers of non-military service
Major cities (Helsinki, Espoo and Kauniainen, Vantaa, Tampere, Turku)	City transport deficit support, contract transport	Reductions granted for special groups, tariff support ²
Other municipalities	Purchase of transport services, deficit support for specific routes or companies	Reductions granted on social grounds, purchase of fare reductions

The statistics on public funding 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 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.

3 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.

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.

3.1 Types of transport

The statistical classification employed here sets out from the notion of purpose and mode of transport. The types of collective 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 on the net cost principle, whereby the contractor assumes the risk attached to the collection of fares.

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

* **Transport of major cities** covers the Capital Region (Helsinki, Vantaa, Espoo and Kauniainen), as well as Tampere and Turku. The transport is contract transport, provided by means of purchased contracts. 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 could also be called transport purchased on the gross cost principle.

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

The division of figures between the types of other urban transport and other collective transport is made as follows: data on capacity by type of transport are received from the Finnish Bus and Coach Association (LAL), the number of buses and coaches is calculated by dividing the total performance for each type of transport by realised average performance per bus/coach. After this the LAL estimates the number of bus/coach places using the information available on the typical equipment used in each type of transport. The data on the division of performances are derived from the distribution of performances transport contractors report for the financial statements statistics on bus and coach transport that are compiled by Statistics Finland.

As regards funding, data on the funding of transport of major cities, comprising Helsinki, Espoo, Kauniainen, Vantaa, Tampere and Turku, are first drawn from the "Seitti" information system maintained by provincial governments. The rest of the funding is divided between other urban transport and other collective transport so that transport in towns with licensing authorities (Decree on licensed passenger transport by road 15, July 1994/666) is classified as other urban transport and transport in other municipalities as other collective transport. All figures describing public funding are presented as net amounts. In contract transport of major cities and in provincial governments' purchase of basic transport, fare revenues have been deducted from public funding.

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. Service transport is already included in the performances of major cities. Elsewhere, the performances of service transport are included in other urban transport. Because service transport only accounts for less than one per cent of the total transport performance and basing on the data in the "Seitti" system most of the municipalities offering service transport are urban municipalities, this calculation method is unlikely to cause any inaccuracy. The data in the "Seitti" system allow the funding of service transport to be divided by type of transport. The performances and funding of the service transport purchased by provinces are presented separately in Section 5.4.

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 which are usually subject to an agreement and continue for fairly long periods of time. This category contains school transport and leave transport for conscripts, for example.

* **Other charter transport** has individually agreed routes and timetables. Journeys are infrequent and occupy a fairly short period of time. The category includes tourist coaches and typical taxi services, for example.

3.2 Modes of transport

These statistics on the performances of public transport cover transport by rail, trams, underground trains, buses and coaches, taxis and air, but exclude private passenger transport and waterborne transport, 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 of major cities	60100 Railway services	60211 Tram and underground services	60212 Regular bus services		
Other urban transport			60212 Regular bus services		
Other collective 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 typical taxi transport, which is regarded in Finland as charter transport while services run only with

taxis and ticket products 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.

3.3 Performances and public funding statistics

3.3.1 Capacity

Capacity is determined according to the situation at the end of each calendar year. 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 number of seats or total number of passenger places. There are also sleeping places (berths) on railways which in these statistics are included in seats.

For railway and tram transport, **vehicle capacity** is reported at number of railway passenger carriages, for underground trains as pairs of carriages, for bus and taxi transport as number of vehicles and for air transport as number of registered 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, inclusive of any possible standing spaces, in the case of railways, trams, underground trains and buses (sleeping berths on railways are included in seats).

3.3.2 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 total supply by each mode of transport. **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 place and total place kilometres, which include all places, i.e. also possible standing places (sleeping berths on railways are counted as seats in these statistics).

Two measures are used for describing **degree of utilisation**: the utilisation of seating, i.e. the ratio of the number of paid passenger kilometres to the number of seat place kilometres offered, expressed as a percentage. The other calculated measure is total utilisation, i.e. the ratio

of the number of paid passenger kilometres to the total place capacity available.

3.3.3 Public funding

All funding figures are exclusive of value-added tax.

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

- purchases of transport services by the government and municipalities
- compensation for contract transport deficits
- purchase of fare reductions, i.e. fare funding.

Indirect public funding is provided through the reimbursement of travel expenses for certain population groups. Figures on funding are presented as net amounts, i.e. if a public body received fare revenues (e.g. in contract transport) they are deducted from the gross amount of public funding in deficit calculation.

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 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:

Public funding promoting supply 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.

Public funding promoting demand covers reimbursements of the travel expenses of special groups and purchases of fare reductions. The funding is indirect and manifests itself in the form of the fare revenues accruing to the 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 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 5.3 should be taken only as indicative of the general trend.

4 COMPILATION AND ACCURACY OF STATISTICS

4.1 Capacity and performance data

The basic data for the public transport performance statistics are derived from sources that already compile statistics on at least some performances. Some of the required additional data are obtained with special surveys. The situation is discussed below for each mode of transport separately.

4.1.1 Railway transport

Data on railway transport exist in the form of statistics maintained by the VR-Group. In the area of the Helsinki Metropolitan Area Council (YTV) passenger kilometres are calculated by multiplying the passenger numbers reported by the VR-Group by the average length of train journey in the area ascertained with a survey of ticket types.

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.

4.1.2 Tram and underground transport

Tram and underground transport services are only available in Helsinki. The data are received direct from Helsinki City Transport (HKL). The data on the performances of trams are based on a sample while those on the performances of metro trains derive from an automatic counting system. The statistics 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. Place kilometres are based on the passenger capacities given in the latest planning guidelines revised by HKL in 2007. The place kilometres of earlier years have been updated in accordance with these capacities in order to maintain the coherence of the time series.

4.1.3 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 with turnover data obtainable from taxation files 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. Capacity data for 2005 for non-members of the Finnish Bus and Coach Association have been updated against revised data. 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 this method was that nowhere near all companies respond to the inquiry (this problem has become increasingly difficult in recent years) 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 Metropolitan Area Council (regional transport in the capital region and local transport in Espoo, Kauniainen and Vantaa) 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 the respect of contract transport on the data provided by the said major cities and the Helsinki Metropolitan Area Council.

Good statistics are available on the contract transport of major cities and the data are obtained direct from the purchasers of transport. Place kilometres for Helsinki are based on the passenger capacities given in the planning guidelines revised by HKL in 2007.

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 on 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. Basing on a study conducted with the data of

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

Matkahuolto in 2006, it seems that at least as far as other collective transport is concerned the data from this survey are still reliable. The data on other types of transport should still be verified against those of Matkahuolto before embarking on a new extensive survey.

The accuracy of the passenger kilometre 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.

4.1.4 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. Data on vehicle kilometres are not available from the financial statements data of taxis. Taxi performance for other collective transport and regular charter transport has been assessed by means of the change 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 them by the average number of passenger seats per taxi. 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).

4.1.5 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 the tables supplementing them. The time series on air transport covers all notable operators of domestic flights. No separate statistics are compiled on domestic air charter transport, which is therefore included in the data on regular air transport. General aviation, mainly comprised of amateur aviation, is not included in these statistics and the data on air taxi transport are based on the assessments of the Finnish Aviation Administration. Air taxi transport carries a very small number 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 kilometre performance are based on current statistical methods and can be regarded as highly accurate.

4.1.6 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.

A certain portion of the data of these statistics is updated every year, so the figures in the previous printed publication are no longer quite correct. For example, the planning guidelines for passenger capacities were revised in Helsinki in 2007. The place kilometres of earlier years have been updated in accordance with these capacities in order to maintain the coherence of the time series.

4.2 Public funding data

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

Funding body	Funding affecting supply	Funding affecting demand
Ministry of Transport and Communications	Own statistics	
Provincial governments	Own statistics	Own statistics
Education	Municipal statistics, special surveys	Statistics of the Social Insurance Institution
Health and Social Services	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 Metropolitan Area Council, Tampere Public Transport, Turku Collective Transport Board	Helsinki City Transport, Helsinki Metropolitan Area Council, Tampere Public Transport, Turku Collective Transport Board
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 for local, urban, regional, commuter and service transport.

In 1995-2001, the funding of public transport purchased by **municipalities** was determined from figures in the statistics produced by Statistics Finland on the finances and activities of municipalities and since 2003 from those in the “Seitti” system. Municipalities do not finance basic transport by taxis, so they only purchase bus and coach transport. In 1995-2001, the allocation of funds for types and modes of transport in municipalities’ reimbursements of travel expenses had to be determined according to the distributions of a special survey⁴ in 1995, which means that the distributions for 1997-2001 are partly estimated. For the 2001 statistics, health and social services’ reimbursements of travel expenses for 2000 were determined from a special survey⁵. For 1999 and 1997 reimbursements for travel expenses in health and social services were interpolated using figures from the special survey of 1995 and the 2001 statistics with the assumption that the growth of funding followed a straightforward pattern between 1995 and 2001. For the statistics of 2001 and earlier, data on reimbursements of travels

⁴ Municipalities’ passenger transport costs, Publications of the Ministry of Transport 40/97.

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

expenses in education were received annually. For municipal sectors other than education, and health and social services, transport costs for the statistics of 2001 and earlier were determined from the transport costs studied with a special survey in 1995, and in consequence of this errors in them are minor because reimbursements of travel expenses in the other municipal sectors are very small compared to the two aforementioned ones. Municipalities' reimbursements of travel expenses are distributed to all modes and types of transport with the exception of long-distance transport.

State subsidies for purchases of local transport and service transport have been treated as purchases. The state pays fare subsidies for urban, regional and commuter tickets. The state's share of the aforementioned is no more than half and municipalities pay the remainder. Allocation of all state subsidies on fares had to be estimated for the 1997-2001 period and this was done by assigning equal proportions to other collective transport and municipalities, and the rest to other urban transport. At most, the state's pays as much of the fare subsidies as municipalities do, but municipalities may also pay fare subsidies without state subsidies. For the years between 1997 and 2001, the division between types of transport has been done according to type of municipality using the statistics on the finances and activities of municipalities as the data source (activity category public transport, i.e. 630). From 2003 onwards, the data have been derived from the "Seitti" system. The data in the "Seitti" system have been somewhat deficient also in this respect, so the division between types of transport has been estimated to some extent. However, the effect from these deficiencies is minor. If the figure on state's purchases and fare subsidies in the "Seitti" system has differed from the figure supplied by the Ministry of Transport and Communications, the latter figure has been used with the exception that the figure in the "Seitti" system has been used for service transport purchases.

Funding has been divided between types of transport so that the funding of urban transport of major cities, comprising Helsinki, Espoo, Kauniainen, Vantaa, Tampere and Turku, are first drawn from the "Seitti" system. The remaining funding is divided between other urban transport and other collective transport so that transport in towns with licensing authorities (Decree on licensed passenger transport by road 15, July 1994/666), except for the type of transport concerned in major cities, is classified as other urban transport, while transport in other municipalities is regarded as other collective transport.

Data in the "Seitti" system start from 2003, so there is a break between 2001 and 2003 in the time series of these statistics due to the different calculation methods. The time series have been harmonised by applying to the older figures (relating to the 1995 to 2001 period) the same public transport's share of overall compensations as indicated in the "Seitti" system. In 2003 and 2005, public transport's share of overall compensations was smaller according to the 1995 special survey than according to the "Seitti" system, therefore the figures presented in these

statistics deviate considerably from those in the 2003 statistics (Ministry of Transport and Communications publications 9/2005).

As regards the year 2007, over 75 per cent of municipalities had supplied their data to provincial governments by December 2008. Data on 2007 were missing altogether from five provinces. The missing data have been primarily substituted with the data municipalities reported in 2006. If a municipality had not reported data in 2006, the missing data have been substituted with data from 2005. Where data were still missing from a municipality even after this, efforts were made to find another municipality with as closely matching population density as possible and the missing data were substituted with the data of that municipality. There were fewer than 20 such municipalities and they are all located in the region of Lapland. In 2005, data were missing from around six per cent of municipalities and the substitution procedure was temporally reversed from the one described above for 2007. Use of the data from the system also has the problem that municipalities may not allocate funds in a uniform manner, so the division of funding may contain inaccuracies. Nevertheless, this has no bearing on the total sums of funding.

All goods transport, such as transport of freight, meals and supplies, and costs relating to home services provided by social services are excluded from the figures. Except for Helsinki regional transport, joint municipal boards do not purchase transport. Reimbursements of travel expenses joint municipal boards may have paid form a very small proportion of the contributions municipalities pay to them, and separate statistics are not compiled on them, therefore they could only be identified in the operating costs of joint municipal boards by going through their bookkeeping invoice by invoice. Thus, obtaining this information is in practice impossible and according to the estimate of the Association of Finnish Local and Regional Authorities the role of these funds is marginal compared to the compensations paid by municipalities, so this is not a significant deficiency in the funding figures.

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 providing education leading to a qualification. Data on reimbursements of travel expenses paid by municipal education services have been obtained from the “Seitti” system of provincial governments since 2003.

Health 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 reimbursements of travel expenses paid by municipal health and social services have been obtained from the “Seitti” system of provincial governments since 2003.

Since 2003, data on the transport costs of **other municipal sectors** (than the education, and health and social services sectors) derive from the category of “Taxi transport open to all” under reimbursements of travel expenses in the “Seitti” system.

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. The data on the funding of the Ministry of Defence are estimates, because the Finnish Defence Staff does not monitor funds spent on transport costs with sufficient accuracy for statistics. The estimate of the funding of the Ministry of Defence in 2005 that was included in the previous statistics has in these statistics been replaced with accurate figures.

Information on purchases of contract transport by **major cities** has been obtained direct from the cities.

4.3 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.

4.3.1 Capacity and performance data

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

The table below 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
2003	10,358	8,952	6,992	1,960
2005	10,921	9,266	6,876	2,390
2007	11,543	9,610	7,065	2,545

Vehicles missing from the statistics mainly operate in the charter market. In the financial statements statistics of bus and coach companies data are divided by main activity and some buses of companies whose main activity is taxi transport are missing from the statistics.

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 Survey 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 group⁶.

Local decision-making requires that the relation between supply and demand in each instance should be examined. As far as improving the regional statistics is concerned, data collection methods should be developed in accordance with the rate at which automatic fare collection systems are introduced.

⁶ Passenger transport performance figures, Ministry of Transport and Communications B 26/2001.

4.3.2 Public funding data

Provincial governments inquire information about municipalities' transport costs annually with their data collection for the "Seitti" system. Provincial governments must make sure that they receive data on transport costs from all municipalities. 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 "Seitti" data collection should be developed in line with the information needs of public transport performance statistics. The division between types of transport can be done according to type of municipality but the problem is that data could not be retrieved from the system for all municipalities. For example, only about half of the municipalities had reported their 2005 data to the system by December 2006 so that statistical imputation methods had to be used to produce summary data for the whole country. A further problem was that the data in the system do not always give allocation of the funding by mode of transport.

Efforts should, therefore, be made to centralise the collection of public transport performance data and promote the use of databases in order to reduce the number of repetitive inquiries that burden transport companies. In the ideal situation, one body should collect from the companies all the data that are needed for statistics and other users would be able to utilise the results. It has also been suggested that a statistical databank of public transport statistics could be set up in order to eliminate duplicated data collection.

4.3.3 Required special surveys

The latest available data on the length of an average journey dates from 1993 (Average Length of Bus Journeys, Ministry of Transport and Communications Publications 37/94). Lengths of an average journey are used for calculating passenger kilometres from passenger numbers. According to data received from the study of Matkahuolto, at least in other collective transport average journey length has not changed and the Passenger Transport Survey data (fairly small number of observations) indicate that no major changes have taken place in other types of transport, either. As yet, no reliable data are available direct from the automatic fare collection systems on average journey length by type of transport because the necessary reporting tools have not yet been built into them.

The division of performances by type of transport in taxi transport originates from the Survey of Taxi Transport Performances (June 1996), Ministry of Transport. The survey data give the proportion of non-productive vehicle kilometres, average number of passengers, passenger kilometre per journey, and average length of journey per journey and passenger. All these are needed in calculating taxi transport

performances by type of transport from total vehicle kilometres. The survey should be updated.

No fresh survey data are available on disabled taxi transport performances. Funding data are available from the Social Insurance Institution's health care statistics and turnover data from Statistics Finland's data files.

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

4.3.4 Factors delaying the schedule of the statistics

Most of the data cannot be collected until September once annual reports have been completed. Capacity data can still be collected early in the year. Some municipalities report their data on reimbursements of travel expenses to provincial government quite slowly; for instance data concerning 2007 were available from around 75 per cent of municipalities in December 2008. Provincial governments also send their inquiries at different times of the year. They could start collecting the data in the spring following the statistical reference year, send reminders to the municipalities more actively and enter the data promptly into the system. It would be good if all data concerning a certain reference year could be available in November of the following year at the latest. Statistics Finland's financial statements statistics of bus and coach companies and the Business Register data are completed in just under one year from the end of a statistical reference 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.

4.3.5 Production of data by area

When these statistics for 2005 were being compiled the possibility of compiling them by area was considered.

Funding data can easily be compiled by area from 2003 onwards when data by municipality began to be available from the provincial governments' "Seitti" system. Capacity data by area would not be of much interest as, for example, in charter transport the same vehicles can be used in different areas depending of demand and in long-distance transport the same vehicles would become allocated to many areas.

There would be demand for performance data by area. This would mean that data on performances (vehicles kilometres, passenger numbers and passenger kilometres) would first have to be collected by area or connection distance for each mode of transport, and these would then have to be divided between areas, for example, according to the length of transport network in each area. This would entail a large amount of

work especially in long-distance transport and collection of the data would be difficult particularly in bus and coach transport. Some geographic information system would have to be used in the work for allocating performances to Centres for business and industry, transport and the environment, and to Regions. The processing of the data would also quite laborious, at least at the first time.

As regards **railway transport**, production of data by area for long-distance transport would be possible by using the VR Group's ticket sales reporting system and some geographic information so that the passenger numbers and passenger kilometres by connection distance obtained from the system would be divided between areas according to the length of railway network in each area. Producing data by area on local transport would be fairly easy: local transport in the Helsinki Metropolitan Area Councils' area is already classified as urban transport of major cities and production of data by area for other local transport in the capital region would not be very difficult.

The situation with **underground trains, trams and the ferry between Helsinki and Suomenlinna** is very clear: their transport only exists in Helsinki.

Production of data by region on **bus and coach transport** would in principle be possible in the same way as with railway transport, but would be extremely difficult due to the variety of operators and fare collection systems. Fare collection systems do not generally recognise geographic boundaries and the necessary reporting tools have not been built into them. Data on urban transport in major cities can be easily produced by area. It is not possible to compile data by area on long-distance transport, other urban transport or other collective transport, because the collected data are not requested as broken down by area. In respect of these types of transport production of data by area would necessitate revisions to the collection of data for the financial statements statistics of bus and coach companies, and this would require a vast amount of extra work from operating companies, which does not seem possible as their data supply burden and non-response rate are already considerable.

In **air transport** division of performances between areas could be successfully done as far as passenger numbers of airports are concerned, but data on flight and passenger kilometres could not be broken down by area as they cannot be divided relative to passenger numbers and there is no other basis for doing it either.

Data by area could possibly be produced by supplementing data from other sources with data from the Passenger Transport Survey. As the data for these statistics on public transport performances mainly derive from sources with aggregated data (annual reports, etc.), the compilation of data by area cannot be successfully done unless the collected data and the data in the source files are already broken down by area.

5 PUBLIC TRANSPORT PERFORMANCES AND FUNDING

This Section presents data from compiled public transport performance statistics. Comprehensive data of these (2007) and the previous (2005) statistics are presented in Appendices 1 and 2. The results should be viewed in the light of the uncertainty factors discussed in Section 3.

The time interval for capacity and funding data is two years because they are only collected in connection with the compilation of these public transport performance statistics. Performance data are also collected for statistics on the market shares of public transport, where the time interval is one year.

5.1 Capacity

Vehicle and seating capacity figures are given in the following tables. From 2003 onwards, the capacity figures for buses and coaches also include all non-member companies of the LAL.

Vehicle capacity, number

	Railway	Tram	Under-ground	Bus, coach	Taxi	Air	Ferry to SI	Total
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
2005	904	131	54	6,876	9,152	32	3	17,152
2007	869	131	54	7,065	9,449	22	3	17,593

Seating capacity, number

	Railway	Tram	Under-ground	Bus, coach	Taxi	Air	Ferry to SI	Total
1997	58,710	3,953	5,460	311,793	48,699	2,174	750	431,539
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	710	442,439
2003	63,940	5,320	6,948	322,658	46,900	2,764	710	449,240
2005	70,441	5,889	6,948	317,511	46,332	2,895	810	450,826
2007	69,607	5,898	6,948	325,426	48,473	1,959	810	459,121

Total place capacity, number

	Railway	Tram	Under-ground	Bus, coach	Taxi	Air	Ferry to SI	Total
1997	67,535	11,946	16,800	372,934	48,699	2,174	1,270	521,358
1999	73,561	11,858	16,800	389,206	50,000	2,044	1,220	544,689
2001	77,628	12,768	21,300	381,304	48,200	2,730	1,000	544,930
2003	71,971	15,087	21,300	387,981	46,900	2,764	1,000	547,003
2005	80,176	16,293	21,300	378,675	46,332	2,895	900	546,571
2007	79,327	16,305	21,300	393,618	48,473	1,959	900	561,882

Sources: VR-Group, Finnish Bus and Coach Association, Helsinki City Transport, Helsinki Metropolitan Area Council, Tampere City Transport Department, Turku Collective Transport Board, Finnish Taxi Association, Finavia, Statistics Finland: Financial statements statistics of bus and coach companies and business register, Suomenlinnan liikenne Ltd., and air transport companies Finnair, Blue1, Finnish Commuter Airlines.

For railway and tram transport, capacity is reported as number of railway carriages, for underground train transport as pairs of carriages, for bus, coach and taxi transport as vehicles and for air transport as number of registered aircraft in so far as they are used for domestic transport.

5.2 Performances

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.

Place kilometres for HKL are based on the passenger capacities given in the planning guidelines revised in 2007. The place kilometres of earlier years have been updated for HKL according these capacities in order to maintain the coherence of the time series.

The accuracy of the statistics on the passenger numbers and passenger kilometres of the VR-Group has improved since 2006, so the data on 2006 and 2007 are not fully comparable with those on earlier years. The improved accuracy applies to the numbers of journeys recorded with monthly tickets and statistics on the track kilometres between certain connections. Due to this the numbers of passengers and passenger kilometres are slightly lower than in the statistics compiled with the earlier method but the difference is, however, less than two per cent

The more accurate length of average journey used since 2006 in the calculation of passenger kilometres in rail transport in the YTV area is based on a survey of ticket types. In the years prior to this the data on passenger kilometres were obtained direct from the VR-Group. For this reason the more accurate data in these statistics on passenger kilometres in the YTV area in 2006 and 2007 cannot be compared direct with data in other statistical publications on the topic, such as Statistics Finland's Yearbook of Transport Statistics.

Vehicle kilometres, million

	Railway	Tram	Under-ground	Bus, coach	Taxi	Air	Ferry to SI	Total
1997	175.4	5.4	8.9	433.9	655.4	20.5	0.1	1,299.6
1999	178.1	5.3	11.1	443.2	689.7	22.1	0.1	1,349.6
2001	178.1	5.5	11.7	455.6	703.1	23.3	0.1	1,377.4
2002	183.7	5.5	12.9	485.7	703.1	21.7	0.1	1,412.7
2003	188.4	5.5	12.9	455.0	696.7	22.3	0.1	1,380.9
2004	184.8	5.3	13.0	459.8	704.6	23.3	0.1	1,390.8
2005	183.3	5.3	13.2	458.2	742.6	24.4	0.1	1,426.9
2006	180.5	5.2	13.1	455.4	787.2	24.2	0.1	1,465.7
2007	182.5	5.2	13.5	461.3	800.0	22.7	0.1	1,485.2

Seat kilometres, million

	Railway	Tram	Under-ground	Bus, coach	Taxi	Air	Ferry to SI	Total
1997	10,067	213	560	20,485	3,297	2,025	24	36,671
1999	10,469	211	727	20,439	3,555	2,300	24	37,725
2001	10,885	219	765	21,028	3,655	2,435	18	39,005
2003	11,563	218	842	20,957	3,557	2,374	18	39,529
2004	11,141	233	840	21,182	3,611	2,410	19	39,435
2005	11,039	227	850	21,035	3,805	2,361	20	39,337
2006	11,329	223	845	20,859	4,038	2,378	21	39,693
2007	11,776	220	871	21,021	4,104	2,245	22	40,258

Place kilometres, million

	Railway	Tram	Under-ground	Bus, coach	Taxi	Air	Ferry to SI	Total
1997	11,179	636	1,789	24,261	3,297	2,025	41	43,228
1999	11,623	631	2,227	24,948	3,555	2,300	41	45,326
2001	12,095	658	2,345	25,927	3,655	2,435	23	47,138
2003	12,238	676	2,581	25,203	3,557	2,374	24	46,651
2004	11,841	489	1,871	24,964	3,611	2,410	22	45,208
2005	11,716	485	1,891	24,897	3,805	2,361	21	45,177
2006	12,252	478	1,876	24,637	4,038	2,378	22	45,681
2007	12,793	476	1,941	24,999	4,104	2,245	23	46,581

Passenger numbers, million

	Railway	Tram	Under-ground	Bus, coach	Taxi	Air	Ferry to SI	Total
1997	50.0	53.6	42.3	330.1	46.9	2.6	1.2	526.7
1999	53.2	55.5	49.5	338.1	49.3	2.8	1.4	549.8
2001	55.0	57.3	52.8	347.5	50.2	2.9	1.4	567.1
2002	57.7	56.1	54.9	345.4	50.2	2.7	1.5	568.5
2003	59.9	56.8	55.4	335.4	49.8	2.6	1.3	561.2
2004	60.1	56.6	55.4	326.8	50.4	2.8	1.4	553.5
2005	63.5	55.6	56.0	320.7	53.0	2.7	1.4	553.0
2006	63.8	52.8	56.8	322.2	56.1	2.8	1.4	555.9
2007	66.7	52.7	56.2	323.1	57.0	2.7	1.5	560.0

Passenger kilometres, million

	Railway	Tram	Under-ground	Bus, coach	Taxi	Air	Ferry to SI	Total
1997	3,376.0	116.2	300.6	4,600.2	872.1	1,133.4	3.3	10,401.9
1999	3,414.0	120.5	359.8	4,608.1	915.5	1,244.6	3.7	10,666.2
2001	3,282.0	119.3	385.3	4,684.6	933.0	1,319.2	3.8	10,727.3
2002	3,318.0	116.7	400.8	4,888.2	933.4	1,216.9	4.1	10,878.1
2003	3,337.6	118.2	404.1	4,642.0	925.8	1,206.2	3.6	10,637.4
2004	3,352.0	118.9	404.4	4,662.9	936.5	1,307.7	3.8	10,786.2
2005	3,477.7	116.7	409.1	4,564.6	985.1	1,288.7	3.8	10,845.6
2006	3,573.6	109.7	414.4	4,728.0	1,041.8	1,344.0	3.9	11,215.4
2007	3,819.7	109.7	410.5	4,754.5	1,059.1	1,337.6	4.0	11,495.1

Sources: VR-Group, Finnish Bus and Coach Association; Helsinki City Transport; Helsinki Metropolitan Area Council; Tampere City Transport Department; Turku Collective Transport Board; Finnish Taxi Association; Finavia; Statistics Finland: Financial statements statistics of bus and coach companies, Suomenlinnan liikenne Ltd.

Regional transport refers to inter-municipal 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. Numbers of journeys made have been used as numbers of passengers.

The data on passenger numbers in regional transport have been collected from the YTV and from the "Seitti" system of provincial governments. The data contained a small number of municipalities with deficient data on passenger numbers. Passenger numbers for these municipalities have been estimated by first comparing state subsidies for regional tickets in 2005 and 2007 and then multiplying the difference between the subsidies by the number of passengers in 2005. In addition to numbers of passengers, provincial governments have given an estimate of 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 Metropolitan Area Council's area has also been classified as regional transport. The table shows regional transport in the Helsinki Metropolitan Area Council'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 2007, bus and coach transport

Province	HMAC (regional)	Southern Finland	Western Finland	Eastern Finland	Oulu	Lapland	Total
Passengers, million	48.0	2.9	7.3	1.0	0.6	0.3	60
Average journey length, km	10	25	10	29	22	27	11
Passenger km, million	485	42	73	29	14	7	650

Sources: Helsinki Metropolitan Area Council, Provincial governments.

Regional transport data 2005, bus and coach transport

Province	HMAC (regional)	Southern Finland	Western Finland	Eastern Finland	Oulu	Lapland	Total
Passengers, million	45.1	2.7	6.7	1.0	0.7	0.3	57
Average journey length, km	10	25	10	29	22	27	11
Passenger km, million	456	41	67	30	16	7	618

Sources: Helsinki Metropolitan Area Council, Provincial governments.

5.3 Public funding

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

The method for calculating funding has varied dependent of the available data. In respect of reimbursements of travel expenses data for these statistics were derived from the "Seitti" system of provincial governments and these were used to calculate data on local government funding for 2003-2007. Because data for 2001 and earlier were calculated with a different method, the data for 2003 and 2001 on local government funding are not fully comparable.

Funding is distributed between direct funding, i.e. purchases of transport services by central and local governments, fare subsidies, i.e. purchases of fare reductions and compensation for deficits in contract transport, and reimbursements of travel expenses according to the following tables. Appendix 5 contains a more detailed breakdown of purchases and fare subsidies. Compensations of deficits in contract transport are regarded as purchases in these statistics. Calculated surplus of underground transport (only mode of transport showing surplus) is

regarded as depreciation on investments, and is given as zero in all tables.

The accuracy of the data on funding in 2005 has improved from the previous publication. In December 2008, funding data were available in the "Seitti" system from 95 per cent municipalities whereas the respective data were only available from approximately one municipality in two when these performance statistics were compiled in 2005.

Sources of funding total, EUR million

	Central government			Local government			Total		
	Direct funding	Reimb. of travel exp.	Total	Direct funding	Reimb. of travel exp.	Total	Direct funding	Reimb. of travel exp.	Total
1997	77.5	68.6	146.1	122.5	167.8	290.3	200.1	236.3	436.4
1999	75.5	85.8	161.3	122.3	182.0	304.2	197.7	267.8	465.5
2001	77.2	96.1	173.3	140.3	200.3	340.6	217.5	296.4	513.9
2003	77.7	104.1	181.7	158.2	251.4	409.6	235.9	355.5	591.3
2005	83.4	105.6	189.0	161.0	279.1	440.1	244.4	384.7	629.1
2007	82.1	124.6	206.8	183.9	305.8	489.7	266.1	430.4	696.5

Sources of funding for collective transport, EUR million

	Central government			Local government			Total		
	Direct funding	Reimb. of travel exp.	Total	Direct funding	Reimb. of travel exp.	Total	Direct funding	Reimb. of travel exp.	Total
1997	73.0	29.2	102.2	122.5	81.3	203.8	195.5	110.5	306.0
1999	70.4	37.3	107.7	122.3	82.6	204.8	192.7	119.9	312.6
2001	72.9	42.7	115.6	140.3	86.7	227.0	213.2	129.4	342.7
2003	77.3	47.0	124.3	158.2	117.7	275.9	235.5	164.7	400.2
2005	80.0	33.3	113.3	161.0	130.7	291.7	241.0	164.0	405.0
2007	78.6	34.6	113.2	183.9	153.7	337.7	262.5	188.4	450.9

Sources of funding for charter transport, EUR million

	Central government			Local government			Total		
	Direct funding	Reimb. of travel exp.	Total	Direct funding	Reimb. of travel exp.	Total	Direct funding	Reimb. of travel exp.	Total
1997	4.6	39.4	43.9	0.0	86.4	86.4	4.6	125.8	130.4
1999	5.0	48.5	53.5	0.0	99.4	99.4	5.0	147.9	152.9
2001	4.3	53.4	57.7	0.0	113.6	113.6	4.3	167.0	171.3
2003	0.4	57.1	57.5	0.0	133.7	133.7	0.4	190.8	191.2
2005	3.4	72.3	75.7	0.0	148.4	148.4	3.4	220.7	224.1
2007	3.6	90.0	93.6	0.0	152.0	152.0	3.6	242.1	245.6

Allocation of total funding by type of transport, EUR million

	Long-distance transport	Urban transport of major cities*)	Other urban transport	Other collective transport	Regular charter transport	Other charter transport	Total
1997	48.5	102.2	29.8	125.5	25.1	105.2	436.4
1999	47.9	100.1	31.6	133.0	26.2	126.7	465.5
2001	50.2	108.7	38.6	145.2	26.1	145.2	513.9
2003	54.9	118.6	42.4	184.3	45.8	145.4	591.3
2005	43.0	121.0	47.9	193.1	55.3	168.8	629.1
2007	38.1	135.2	56.9	220.7	56.4	189.2	696.5

*) Helsinki, Espoo and Kauniainen, Vantaa, Tampere and Turku

Allocation of total funding, EUR million

	Railway	Tram	Under-ground	Bus, coach	Taxi	Air	SI ferry	Total
1997	63.5	4.1	0.4	214.1	152.4	0.9	1.0	436.4
1999	62.3	2.1	0.4	224.6	174.6	0.4	1.1	465.5
2001	65.3	5.1	0.5	245.8	195.4	0.4	1.5	513.9
2003	70.8	6.0	1.0	294.7	216.5	0.7	1.6	591.3
2005	62.9	3.9	1.6	311.7	245.3	1.3	2.3	629.1
2007	60.9	4.5	1.9	346.5	279.7	0.5	2.4	696.5

Allocation of direct funding, EUR million

(Purchases of transport by mode of transport, fare subsidies are also allocated to bus and coach transport)

	Railway	Tram	Under-ground	Bus, coach			Taxi	Air	SI ferry	Total
				Total	Purchases	Fare subs.				
1997	55.1	3.9	0.0	138.9	126.2	12.6	0.7	0.5	1.0	200.1
1999	52.5	2.0	0.0	140.9	127.5	13.4	1.2	0.0	1.1	197.7
2001	55.2	5.0	0.0	154.3	137.5	16.8	1.5	0.0	1.5	217.5
2003	56.7	5.0	0.0	170.9	148.3	22.6	1.5	0.2	1.6	235.9
2005	54.5	2.4	0.0	183.2	157.6	25.5	1.3	0.8	2.3	244.4
2007	52.8	2.7	0.0	206.9	178.4	28.5	1.3	0.0 *)	2.3	266.1

*) No publicly financed wilderness flights in 2007 according to State Provincial Office of Lapland

Allocation of reimbursement of travel expenses, EUR million

	Railway	Tram	Under-ground	Bus, coach	Taxi	Air	SI ferry	Total
1997	8.4	0.2	0.4	75.3	151.7	0.4	0.0	236.3
1999	9.8	0.1	0.4	83.7	173.4	0.3	0.0	267.8
2001	10.0	0.1	0.5	91.5	193.9	0.4	0.0	296.4
2003	14.1	1.0	1.0	123.8	215.0	0.5	0.0	355.5
2005	8.4	1.6	1.6	128.6	244.0	0.5	0.0	384.7
2007	8.1	1.8	1.9	139.6	278.4	0.5	0.1	430.4

Sources: Ministry of Transport and Communications; Ministry of Defence; Ministry of Labour; Provincial governments; Social Insurance Institution; Helsinki City Transport; Helsinki Metropolitan Area Council; Tampere Public Transport; Turku Collective Transport Board; Statistics on the Finances and Activities 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 following performance figures (vehicle kilometres) could be determined for purchased transport services:

Purchased transport	2007		2005	
	EUR million	km, million	EUR million	km, million
Purchase of long-distance transport (Ministry of Transport and Com.)				
- railway transport	30.1	6.6	32.1	9.7
- air transport	0	0	0.4	n/a
Purchase of short-distance transport (Ministry of Transport and Com.)				
- railway transport (Korso-Riihimäki, etc.)	9.2	4.4	7.6	3.2
Purchase of basic transport (Provincial governments)	21.2	23.6	21.9	31.2
- buses	19.9	22.1	20.6	29.2
- taxis	1.3	1.5	1.3	2.0

Source: Ministry of Transport and Communications.

5.4. Collective transport funding of provincial governments

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

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

Public transport funding of provincial governments 2007, EUR million

Province	Purchases of basic transport services	State subsidies						State subsidies total.	Total
		For purchases		For ticket subsidies					
		Local transport	Service transport	Urban tickets	Regional tickets	Commuter tickets			
Southern Finland	3.6	2.1	0.8	1.8	0.9	0.9	6.5	10.1	
Western Finland	7.1	1.4	0.5	1.1	2.9	-	5.9	13.0	
Eastern Finland	6.0	0.6	0.4	1.0	0.7	0.0	2.7	8.7	
Oulu	2.4	0.5	0.3	0.7	0.5	0.0	2.0	4.4	
Lapland	2.1	0.4	0.2	0.2	0.1	-	0.9	3.0	
Total	21.2	4.9	2.3	4.8	5.2	0.9	18.0	39.3	

Source: Ministry of Transport and Communications, Provincial governments

Public transport funding of provincial governments 2005, EUR million

Province	Purchases of basic transport services	State subsidies					State subsidies total.	Total
		For purchases		For ticket subsidies				
		Local transport	Service transport	Urban tickets	Regional tickets	Commuter tickets		
Southern Finland	3.6	1.9	0.8	1.7	0.9	1.1	6.4	10.0
Western Finland	7.3	1.7	0.6	1.3	2.8	-	6.4	13.7
Eastern Finland	6.3	0.5	0.4	0.9	0.7	-	2.5	8.8
Oulu	2.6	0.3	0.3	0.8	0.5	0.0	1.9	4.5
Lapland	2.1	0.3	0.2	0.1	0.1	-	0.7	2.8
Total	21.9	4.7	2.3	4.9	5.0	1.1	18.0	39.8

Source: Ministry of Transport and Communications, Provincial governments.

Provincial governments also allocate state subsidies to service transport and its performance figures are included in the other given figures.

State subsidies of provincial governments to service transport and its passenger numbers in 2007

Province	State subsidy, EUR million	Vehicle kilometres	Passenger, numbers	Funding, EUR/passenger
Southern Finland	0.8	1,728,309	531,425	1.5
Western Finland	0.5	750,630	183,220	2.7
Eastern Finland	0.4	711,759	155,984	2.8
Oulu	0.3	430,572	88,704	3.8
Lapland	0.2	315,688	78,948	2.4
Total	2.3	3,936,958	1,038,281	2.2

Source: Ministry of Transport and Communications.

State subsidies of provincial governments to service transport and its passenger numbers in 2005

Province	State subsidy, EUR million	Vehicle kilometres	Passenger, numbers	Funding, EUR/passenger
Southern Finland	0.8	1,128,977	364,654	2.3
Western Finland	0.6	648,209	169,436	2.4
Eastern Finland	0.4	699,806	175,497	2.1
Oulu	0.3	657,305	125,718	3.0
Lapland	0.2	510,823	93,093	2.7
Total	2.3	3,645,120	928,398	2.4

Source: Ministry of Transport and Communications.

5.5 Turnover of public transport

The following tables present the turnover of public transport by type of transport as well as the change between 2007 and 2005. In 2007, public transport was subsidised to the extent of 10.8 per cent including air transport and 12.2 per cent excluding air transport, calculated by dividing direct funding by turnover.

Turnover of public transport 2007, EUR million

Mode of transport, type 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	Sub- sidising rate
Railway transport total	370	39.3	4.1	43.4	13.5	4.0	17.5	52.8	8.1	60.9	16.5 %	14.3 %
Long-distance transport	289	30.1	3.0	33.1	0.0	0.0	0.0	30.1	3.0	33.1	11.4 %	10.4 %
Helsinki regional transport area	49	0.0	0.0	0.0	13.5	1.4	14.9	13.5	1.4	14.9	30.6 %	27.6 %
Other short-distance transport in Helsinki	32	9.2	1.2	10.4	0.0	2.6	2.6	9.2	3.7	12.9	40.3 %	28.6 %
Tram, Underground and SI ferry	56	0.0	0.0	0.0	5.1	3.8	8.9	5.1	3.8	8.9	15.7 %	9.0 %
Bus transport total	967	41.5	32.4	74.0	165.3	107.2	272.5	206.9	139.6	346.5	35.9 %	21.4 %
Bus transport in major cities 1)	258	0.9	0.3	1.1	103.6	6.8	110.3	104.4	7.0	111.5	43.2 %	40.5 %
Bus and coach charter transport 2)	166	3.6	2.4	6.0	0.0	21.9	21.9	3.6	24.4	27.9	16.9 %	2.2 %
Other bus transport 3), of which:	543	37.1	29.7	66.8	61.8	78.5	140.3	98.9	108.2	207.1	38.2 %	18.2 %
Long-distance transport	79	0.0	4.5	4.5	0.0	0.0	0.0	0.0	4.5	4.5	5.7 %	0.0 %
Other route service transport	463	37.1	25.2	62.3	61.8	78.5	140.3	98.9	103.7	202.6	43.7 %	21.3 %
Taxi transport total 4)	793	1.3	87.6	88.9	0.0	190.8	190.8	1.3	278.4	279.7	35.3 %	0.2 %
Air transport	279	0.0	0.5	0.5	0.0	0.0	0.0	0.0	0.5	0.5	0.2 %	0.0 %
Total	2,465	82.1	124.6	206.8	183.9	305.8	489.7	266.1	430.4	696.5	28.3 %	10.8 %

Sources: VR-Group; Finnish Bus and Coach Associations; Helsinki City Transport; Helsinki Metropolitan Area Council; Tampere Public Transport; Turku City Transport Dept.; Finnair Ltd.; Blue1 Ltd; Finnish Commuter Airlines Ltd.; Provincial governments; Statistics Finland.

In 2005, public transport was subsidised to the extent of 11.3 per cent including air transport and 13.0 per cent excluding air transport, calculated by dividing direct funding by turnover.

Turnover of public transport 2005, EUR million

Mode of transport, type 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	Sub- sidising rate
Railway transport total	320	39.7	5.5	45.2	14.8	3.0	17.7	54.5	8.4	62.9	19.6 %	17.0 %
Long-distance transport	252	32.1	4.4	36.5	0.0	0.0	0.0	32.1	4.4	36.5	14.5 %	12.7 %
Helsinki regional transport area	45	0.0	0.0	0.0	14.8	1.2	15.9	14.8	1.2	15.9	35.3 %	32.7 %
Other short-distance transport in Helsinki	23	7.6	1.1	8.7	0.0	1.8	1.8	7.6	2.9	10.5	45.0 %	32.5 %
Tram, Underground and SI ferry	53	0.0	0.0	0.0	4.7	3.2	7.9	4.7	3.2	7.9	14.8 %	8.8 %
Bus transport total	827	42.0	29.7	71.7	141.2	98.8	240.0	183.2	128.6	311.7	37.7 %	22.2 %
Bus transport in major cities 1)	237	0.8	0.3	1.1	90.7	5.5	96.2	91.5	5.7	97.3	41.0 %	38.6 %
Bus and coach charter transport 2)	145	3.4	2.4	5.8	0.0	25.6	25.6	3.4	28.0	31.4	21.6 %	2.3 %
Other bus transport 3), of which:	444	37.8	27.1	64.8	50.5	67.7	118.2	88.3	94.8	183.1	41.2 %	19.9 %
Long-distance transport	79	0.0	5.2	5.2	0.0	0.0	0.0	0.0	5.2	5.2	6.6 %	0.0 %
Other route service transport	365	37.8	21.9	59.6	50.5	67.7	118.2	88.3	89.6	177.9	48.7 %	24.2 %
Taxi transport total 4)	675	1.3	69.9	71.2	0.0	174.1	174.1	1.3	244.0	245.3	36.3 %	0.2 %
Air transport	282	0.4	0.5	0.9	0.4	0.0	0.4	0.8	0.5	1.3	0.5 %	0.3 %
Total	2,158	83.4	105.6	189.0	161.0	279.1	440.1	244.4	384.7	629.1	29.2 %	11.3 %

Sources: VR-Group; Finnish Bus and Coach Associations; Helsinki City Transport; Helsinki Metropolitan Area Council; Tampere City Transport Dept.; Turku City Transport Dept.; Finnair Ltd.; Golden Air Ltd.; Blue1 Ltd.; Flying Finn Ltd.; Provincial governments; Statistics Finland.

Subsidising rate decreased by 0.5 per cent units from 2005. Excluding air transport, the decrease was 0.8 per cent units.

Change in turnover of public transport 2007-2005, EUR million (% indicates per cent units)

Mode of transport, type 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 transport total	50	-0.4	-1.4	-1.8	-1.3	1.0	-0.2	-1.7	-0.3	-2.0	-3.2 %	-2.7 %
Long-distance transport	37	-2.0	-1.4	-3.4	0.0	0.0	0.0	-2.0	-1.4	-3.4	-3.0 %	-2.3 %
Helsinki regional transport area	4	0.0	0.0	0.0	-1.3	0.3	-1.0	-1.3	0.3	-1.0	-4.7 %	-5.1 %
Other short-distance transport in Helsinki	9	1.6	0.1	1.7	0.0	0.8	0.8	1.6	0.8	2.4	-4.8 %	-3.9 %
Tram, Underground and Si ferry	3	0.0	0.0	0.0	0.4	0.6	1.0	0.4	0.6	1.0	0.9 %	0.2 %
Bus transport total	140	-0.5	2.7	2.2	24.2	8.4	32.5	23.7	11.1	34.8	-1.9 %	-0.8 %
Bus transport in major cities 1)	21	0.0	0.0	0.0	12.9	1.3	14.1	12.9	1.3	14.2	2.2 %	1.9 %
Bus and coach charter transport 2)	20	0.2	0.0	0.2	0.0	-3.6	-3.6	0.2	-3.6	-3.4	-4.7 %	-0.2 %
Other bus transport 3), of which:	99	-0.7	2.7	2.0	11.3	10.8	22.0	10.6	13.4	24.0	-3.1 %	-1.7 %
Long-distance transport	0	0.0	-0.7	-0.7	0.0	0.0	0.0	0.0	-0.7	-0.7	-0.9 %	0.0 %
Other route service transport	99	-0.7	3.3	2.7	11.3	10.8	22.0	10.6	14.1	24.7	-5.0 %	-2.9 %
Taxi transport total 4)	118	0.0	17.7	17.7	0.0	16.7	16.7	0.0	34.4	34.4	-1.1 %	0.0 %
Air transport	-3	-0.4	0.0	-0.4	-0.4	0.0	-0.4	-0.8	0.0	-0.9	-0.3 %	-0.3 %
Total	307	-1.2	19.0	17.8	22.9	26.7	49.6	21.6	45.7	67.4	-0.9 %	-0.5 %

1) All contract transport in Helsinki, Espoo, Vantaa, Kauniainen, Tampere and Turku. Costs relating to infrastructure and costs of administrative nature have been deducted from turnovers. Fare revenues have been deducted from the figures on direct funding.

2) Contains all charter transport of buses and coaches, including school bus transport of local government and charter transport of conscripts.

3) Includes all other bus and coach transport except transport in major cities referred to in 1) and charter transport referred to in 2) above. Excludes postal and freight revenues.

4) Contains taxi and disabled taxi transport.

Direct funding refers to purchases of transport by central and local government, state subsidies 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.

Domestic passenger transport in Finland
CAPACITY OF PUBLIC TRANSPORT, AT THE END OF YEAR 2007

Appendix 1
1 (6)

2007	Railway	Tram	Under-ground	Bus, coach	Taxi	Air	SI Ferry	Total
Long-distance transport								
Vehicles	686	0	0	621	0	22	0	1 329
Seats	39 359	0	0	33 008	0	1 959	0	74 326
All places	41 517	0	0	33 008	0	1 959	0	76 484
Urban transport of major cities								
				45	seats / bus or coach			
Vehicles	70	131	54	1 550	0	0	3	1 808
Seats	13 300	5 898	6 948	69 225	0	0	810	96 181
All places	16 625	16 305	21 300	113 099	0	0	900	168 229
Other local transport within cities								
				43	seats / bus or coach			
Vehicles	0	0	0	988	0	0	0	988
Seats	0	0	0	42 438	0	0	0	42 438
All places	0	0	0	64 151	0	0	0	64 151
Other collective transport								
				47	seats / bus or coach			
Vehicles	113	0	0	1 754	0	0	0	1 867
Seats	16 948	0	0	82 147	0	0	0	99 095
All places	21 185	0	0	84 753	0	0	0	105 938
Charter transport								
				46	seats / bus or coach			
Vehicles	0	0	0	2 152	9 449	0	0	11 601
Seats	0	0	0	98 608	48 473	0	0	147 081
All places	0	0	0	98 608	48 473	0	0	147 081
Total								
				46	seats / bus or coach			
Vehicles	869	131	54	7 065	9 449	22	3	17 593
Seats	69 607	5 898	6 948	325 426	48 473	1 959	810	459 121
All places	79 327	16 305	21 300	393 618	48 473	1 959	900	561 882

- 1) Urban transport of major cities refers to all transport in the Helsinki Metropolitan Area Council's area (Helsinki, Espoo, Kauniainen and Vantaa), and in Tampere and Turku.
- 2) Capacity as on the last day of the year.
- 3) 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.
- 4) Long-distance transport on railways also includes Russian transport on the Finnish territory. Seats include sleeping places (berths).
- 5) Charter transport of buses and coaches also includes charter transport abroad with Finnish vehicles.
- 6) Air transport includes all notable operators of domestic flights.
- 7) Railway vehicle capacity is the number of carriages.
- 8) Underground vehicle capacity is the number of pairs of cars.
- 9) Charter transport capacity can only be distinguished from other capacity in the case of buses and coaches.
- 10) Figures on buses and coaches are inclusive on non-member companies of Finnish Bus and Coach Association.

Domestic passenger transport in Finland

PUBLIC TRANSPORT PERFORMANCE 2007

Appendix 1
2 (6)

2007	Supply					Demand					Occupancy rate	
	Vehicle	Share	Seat	Place	Share	Passenger	Share	Pass. km	Share	Seat	Place	
COLLECTIVE TRANSPORT	702,7	47,3%	32 151,4	38 474,1	82,6%	499,7	89,2%	9 412,5	81,9%	29 %	24 %	
Long-distance transport	253,8	17,1%	15 327,7	15 764,7	33,8%	23,1	4,1%	4 964,1	43,2%	32 %	31 %	
Railway 1) 2)	159,6	10,7%	9 451,0	9 888,0	21,2%	12,9	2,3%	2 951,0	25,7%	31 %	30 %	
Coach	71,6	4,8%	3 631,3	3 631,3	7,8%	7,4	1,3%	675,5	5,9%	19 %	19 %	
Air 3)	22,7	1,5%	2 245,4	2 245,4	4,8%	2,7	0,5%	1 337,6	11,6%	60 %	60 %	
Urban transport of major cities	133,2	9,0%	6 745,6	10 722,0	23,0%	350,7	62,6%	2 255,3	19,6%	33 %	21 %	
Railway 1)	9,9	0,7%	988,0	1 234,0	2,6%	42,3	7,5%	443,7	3,9%	45 %	36 %	
Tram 1)	5,2	0,3%	219,7	475,9	1,0%	52,7	9,4%	109,7	1,0%	50 %	23 %	
Underground 1)	13,5	0,9%	870,8	1 941,1	4,2%	56,2	10,0%	410,5	3,6%	47 %	21 %	
Bus	104,6	7,0%	4 645,6	7 048,5	15,1%	198,0	35,4%	1 287,4	11,2%	28 %	18 %	
Ferry to Suomenlinna Islands	0,1	0,0%	21,6	22,5	0,0%	1,5	0,3%	4,0	0,0%	19 %	18 %	
Other local transport within cities	66,5	4,5%	2 861,0	4 324,7	9,3%	55,7	10,0%	401,4	3,5%	14 %	9 %	
Bus	66,5	4,5%	2 861,0	4 324,7	9,3%	55,7	10,0%	401,4	3,5%	14 %	9 %	
Other collective transport	249,2	16,8%	7 217,1	7 662,6	16,5%	70,2	12,5%	1 791,7	15,6%	25 %	23 %	
Railway 1)	13,0	0,9%	1 337,0	1 671,0	3,6%	11,5	2,1%	425,0	3,7%	32 %	25 %	
Bus, coach	111,7	7,5%	5 241,7	5 353,3	11,5%	45,3	8,1%	1 060,8	9,2%	20 %	20 %	
Taxi 4) 5)	124,4	8,4%	638,4	638,4	1,4%	13,4	2,4%	305,9	2,7%	48 %	48 %	
CHARTER TRANSPORT	782,4	52,7%	8 107,1	8 107,1	17,4%	60,3	10,8%	2 082,5	18,1%	26 %	26 %	
Regular charter transport	64,5	4,3%	863,8	863,8	1,9%	9,2	1,6%	188,2	1,6%	22 %	22 %	
Bus, coach	13,6	0,9%	602,7	602,7	1,3%	4,2	0,7%	78,9	0,7%	13 %	13 %	
Taxi 4) 5)	50,9	3,4%	261,0	261,0	0,6%	5,1	0,9%	109,2	1,0%	42 %	42 %	
Other charter transport	717,9	48,3%	7 243,3	7 243,3	15,5%	51,1	9,1%	1 894,4	16,5%	26 %	26 %	
Bus, coach 6)	93,3	6,3%	4 038,8	4 038,8	8,7%	12,5	2,2%	1 250,4	10,9%	31 %	31 %	
Taxi 4) 5)	624,7	42,1%	3 204,6	3 204,6	6,9%	38,6	6,9%	644,0	5,6%	20 %	20 %	
PUBLIC TRANSPORT TOTAL	1 485,2	100,0%	40 258,5	46 581,2	100,0%	560,0	100,0%	11 495,1	100,0%	29 %	25 %	
Modes of transport												
Railway	182,5	12,3%	11 776,0	12 793,0	27,5%	66,7	11,9%	3 819,7	33,2%	32 %	30 %	
Tram	5,2	0,3%	219,7	475,9	1,0%	52,7	9,4%	109,7	1,0%	50 %	23 %	
Underground	13,5	0,9%	870,8	1 941,1	4,2%	56,2	10,0%	410,5	3,6%	47 %	21 %	
Bus, coach	461,3	31,1%	21 021,1	24 999,3	53,7%	323,1	57,7%	4 754,5	41,4%	23 %	19 %	
Taxi	800,0	53,9%	4 104,0	4 104,0	8,8%	57,0	10,2%	1 059,1	9,2%	26 %	26 %	
Air	22,7	1,5%	2 245,4	2 245,4	4,8%	2,7	0,5%	1 337,6	11,6%	60 %	60 %	
Ferry to Suomenlinna Islands	0,1	0,0%	21,6	22,5	0,0%	1,5	0,3%	4,0	0,0%	19 %	18 %	

Vehicle kilometres exclusive of service and transit kilometres (small amounts included in the performance railway transport).

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

Urban transport of major cities refers to all transport in the Helsinki Metropolitan Area Council's area (Helsinki, Espoo, Kauniainen and Vantaa), and in Tampere and Turku. Figures on buses and coaches are inclusive on non-member companies of the LAL.

1) Vehicle supply is carriage kilometres.

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 air taxi transport (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, from which the proportion of regular charter transport is estimated with data on the development of funding for school transport of comprehensive schools and changes in taxi fares. The remainder represents other collective transport and regular charter transport and their respective proportions have been assumed to have remained constant from the previous survey of taxi performances.

5) Long-distance transport include also international charter transport, because part of it takes place in Finnish road network.

Domestic passenger transport in Finland

USE OF PUBLIC FUNDING IN PASSENGER TRANSPORT 2007

2007	Total performance						Total funding 1)					
	Vehicle km	Share	Passengers	Share	Passeng. km	Share	EUR million	Share	Cent/ Veh. km	Cent/ Passeng.	Cent/ pass. km	
COLLECTIVE TRANSPORT	702,7	47,3%	499,7	89,2%	9 412,5	81,9%	450,9	64,7%	64,2	90,2	4,8	
Long-distance transport	253,8	17,1%	23,1	4,1%	4 964,1	43,2%	38,1	5,5%	15,0	164,9	0,8	
Railway (carriage km)	159,6	10,7%	12,9	2,3%	2 951,0	25,7%	33,1	4,7%	20,7	255,4	1,1	
Coach	71,6	4,8%	7,4	1,3%	675,5	5,9%	4,5	0,6%	6,3	61,1	0,7	
Air	22,7	1,5%	2,7	0,5%	1 337,6	11,6%	0,5	0,1%	2,1	17,3	0,0	
Urban transport of major cities	133,2	9,0%	350,7	62,6%	2 255,3	19,6%	135,2	19,4%	101,5	38,6	6,0	
Railway	9,9	0,7%	42,3	7,5%	443,7	3,9%	14,9	2,1%	150,5	35,3	3,4	
Tram	5,2	0,3%	52,7	9,4%	109,7	1,0%	4,5	0,7%	88,3	8,6	4,1	
Underground	13,5	0,9%	56,2	10,0%	410,5	3,6%	1,9	0,3%	14,2	3,4	0,5	
Bus	104,6	7,0%	198,0	35,4%	1 287,4	11,2%	111,5	16,0%	106,6	56,3	8,7	
Ferry to Suomenlinna Islands	0,1	0,0%	1,5	0,3%	4,0	0,0%	2,4	0,3%	3 426,0	159,9	60,0	
Other local transport within cities	66,5	4,5%	55,7	10,0%	401,4	3,5%	56,9	8,2%	85,5	102,0	14,2	
Bus	66,5	4,5%	55,7	10,0%	401,4	3,5%	56,9	8,2%	85,5	102,0	14,2	
Other collective transport	249,2	16,8%	70,2	12,5%	1 791,7	15,6%	220,7	31,7%	88,6	314,4	12,3	
Railway	13,0	0,9%	11,5	2,1%	425,0	3,7%	12,9	1,9%	99,6	112,7	3,0	
Bus, coach	111,7	7,5%	45,3	8,1%	1 060,8	9,2%	145,7	20,9%	130,4	321,4	13,7	
Taxi	124,4	8,4%	13,4	2,4%	305,9	2,7%	62,1	8,9%	49,9	463,8	20,3	
CHARTER TRANSPORT	782,4	52,7%	60,3	10,8%	2 082,5	18,1%	245,6	35,3%	31,4	407,2	11,8	
Regular charter transport	64,5	4,3%	9,2	1,6%	188,2	1,6%	56,4	8,1%	87,5	611,3	30,0	
Bus, coach	13,6	0,9%	4,2	0,7%	78,9	0,7%	27,7	4,0%	203,4	666,9	35,1	
Taxi	50,9	3,4%	5,1	0,9%	109,2	1,0%	28,7	4,1%	56,5	565,9	26,3	
Other charter transport	717,9	48,3%	51,1	9,1%	1 894,4	16,5%	189,2	27,2%	26,4	370,3	10,0	
Bus, coach	93,3	6,3%	12,5	2,2%	1 250,4	10,9%	0,2	0,0%	0,2	1,8	0,0	
Taxi	624,7	42,1%	38,6	6,9%	644,0	5,6%	189,0	27,1%	30,3	489,7	29,3	
PUBLIC TRANSPORT TOTAL	1 485,2	100,0%	560,0	100,0%	11 495,1	100,0%	696,5	100,0%	46,9	124,4	6,1	
Modes of transport												
Railway	182,5	12,3%	66,7	11,9%	3 819,7	33,2%	60,9	8,7%	33,4	91,4	1,6	
Tram	5,2	0,3%	52,7	9,4%	109,7	1,0%	4,5	0,7%	88,3	8,6	4,1	
Underground	13,5	0,9%	56,2	10,0%	410,5	3,6%	1,9	0,3%	14,2	3,4	0,5	
Bus, coach	461,3	31,1%	323,1	57,7%	4 754,5	41,4%	346,5	49,7%	75,1	107,2	7,3	
Taxi	800,0	53,9%	57,0	10,2%	1 059,1	9,2%	279,7	40,2%	35,0	490,4	26,4	
Air	22,7	1,5%	2,7	0,5%	1 337,6	11,6%	0,5	0,1%	2,1	17,3	0,0	
Ferry to Suomenlinna Islands	0,1	0,0%	1,5	0,3%	4,0	0,0%	2,4	0,3%	3 426,0	159,9	60,0	

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.

Domestic passenger transport in Finland
ALLOCATION OF PUBLIC FUNDS 2007

Appendix 1
4 (6)

2007 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	9 412,5	262,5	98,7%	2,8	188,4	43,8%	2,0	450,9	64,7%	4,8
Long-distance transport	4 964,1	30,1	11,3%	0,6	8,0	1,8%	0,2	38,1	5,5%	0,8
Railway	2 951,0	30,1	11,3%	1,0	3,0	0,7%	0,1	33,1	4,7%	1,1
Coach	675,5	0,0	0,0%	0,0	4,5	1,1%	0,7	4,5	0,6%	0,7
Air	1 337,6	0,0	0,0%	0,0	0,5	0,1%	0,0	0,5	0,1%	0,0
Urban transport of major cities	2 255,3	123,0	46,2%	5,5	12,2	2,8%	0,5	135,2	19,4%	6,0
Railway	443,7	13,5	5,1%	3,0	1,4	0,3%	0,3	14,9	2,1%	3,4
Tram	109,7	2,7	1,0%	2,5	1,8	0,4%	1,6	4,5	0,7%	4,1
Underground	410,5	0,0	0,0%	0,0	1,9	0,4%	0,5	1,9	0,3%	0,5
Bus	1 287,4	104,4	39,2%	8,1	7,0	1,6%	0,5	111,5	16,0%	8,7
Ferry to Suomenlinna Islands	4,0	2,3	0,9%	58,7	0,1	0,0%	1,3	2,4	0,3%	60,0
Other local transport within cities	401,4	43,7	16,4%	10,9	13,2	3,1%	3,3	56,9	8,2%	14,2
Bus	401,4	43,7	16,4%	10,9	13,2	3,1%	3,3	56,9	8,2%	14,2
Other collective transport	1 791,7	65,7	24,7%	3,7	154,9	36,0%	8,6	220,7	31,7%	12,3
Railway	425,0	9,2	3,5%	2,2	3,7	0,9%	0,9	12,9	1,9%	3,0
Bus, coach	1 060,8	55,2	20,8%	5,2	90,5	21,0%	8,5	145,7	20,9%	13,7
Taxi	305,9	1,3	0,5%	0,4	60,7	14,1%	19,9	62,1	8,9%	20,3
CHARTER TRANSPORT	2 082,5	3,6	1,3%	0,2	242,1	56,2%	11,6	245,6	35,3%	11,8
Regular charter transport	188,2	3,3	1,3%	1,8	53,1	12,3%	28,2	56,4	8,1%	30,0
Bus, coach	78,9	3,3	1,3%	4,2	24,4	5,7%	30,9	27,7	4,0%	35,1
Taxi	109,2	0,0	0,0%	0,0	28,7	6,7%	26,3	28,7	4,1%	26,3
Other charter transport	1 894,4	0,2	0,1%	0,0	189,0	43,9%	10,0	189,2	27,2%	10,0
Bus, coach	1 250,4	0,2	0,1%	0,0	0,0	0,0%	0,0	0,2	0,0%	0,0
Taxi	644,0	0,0	0,0%	0,0	189,0	43,9%	29,3	189,0	27,1%	29,3
PUBLIC TRANSPORT TOTAL	11 495,1	266,1	100,0%	2,3	430,4	100,0%	3,7	696,5	100,0%	6,1
Modes of transport								0,0		
Railway	3 819,7	52,8	19,8%	1,4	8,1	1,9%	0,2	60,9	8,7%	1,6
Tram	109,7	2,7	1,0%	2,5	1,8	0,4%	1,6	4,5	0,7%	4,1
Underground	410,5	0,0	0,0%	0,0	1,9	0,4%	0,5	1,9	0,3%	0,5
Bus, coach	4 754,5	206,9	77,7%	4,4	139,6	32,4%	2,9	346,5	49,7%	7,3
Taxi	1 059,1	1,3	0,5%	0,1	278,4	64,7%	26,3	279,7	40,2%	26,4
Air	1 337,6	0,0	0,0%	0,0	0,5	0,1%	0,0	0,5	0,1%	0,0
Ferry to Suomenlinna Islands	4,0	2,3	0,9%	58,7	0,1	0,0%	1,3	2,4	0,3%	60,0

- 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.

Domestic passenger transport in Finland
SOURCES OF PUBLIC FUNDS BY FINANCIER 2007

Appendix 1
5 (6)

2007 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	78,6	17,4%	183,9	40,8%	262,5	34,6	7,7%	153,7	34,1%	188,4	113,2	337,7	450,9
Long-distance transport	30,1	79,1%	0,0	0,0%	30,1	8,0	20,9%	0,0	0,0%	8,0	38,1	0,0	38,1
Railway	30,1	91,0%	0,0	0,0%	30,1	3,0	9,0%	0,0	0,0%	3,0	33,1	0,0	33,1
<i>of which purchased transport</i>	<i>30,1</i>				<i>30,1</i>						<i>30,1</i>		
Coach	0,0	0,0%	0,0	0,0%	0,0	4,5	100,0%	0,0	0,0%	4,5	4,5	0,0	4,5
<i>of which purchased transport</i>	<i>0,0</i>				<i>0,0</i>						<i>0,0</i>		
Air	0,0	0,0%	0,0	0,0%	0,0	0,5	100,0%	0,0	0,0%	0,5	0,5	0,0	0,5
<i>of which purchased transport</i>	<i>0,0</i>		<i>0,0</i>		<i>0,0</i>						<i>0,0</i>		<i>0,0</i>
Urban transport of major cities	0,9	0,6%	122,1	90,3%	123,0	0,3	0,2%	12,0	8,9%	12,2	1,1	134,1	135,2
Railway	0,0	0,0%	13,5	90,3%	13,5	0,0	0,0%	1,4	9,7%	1,4	0,0	14,9	14,9
Tram	0,0	0,0%	2,7	60,4%	2,7	0,0	0,0%	1,8	39,6%	1,8	0,0	4,5	4,5
Underground	0,0	0,0%	0,0	0,0%	0,0	0,0	0,0%	1,9	100,0%	1,9	0,0	1,9	1,9
Bus	0,9	0,8%	103,6	92,9%	104,4	0,3	0,2%	6,8	6,1%	7,0	1,1	110,3	111,5
Ferry to Suomenlinna Islands	0,0	0,0%	2,3	97,9%	2,3	0,0	0,0%	0,1	2,1%	0,1	0,0	2,4	2,4
Other local transport within cities	12,2	21,4%	31,5	55,3%	43,7	0,9	1,7%	12,3	21,6%	13,2	13,1	43,7	56,9
Bus	12,2	21,4%	31,5	55,3%	43,7	0,9	1,7%	12,3	21,6%	13,2	13,1	43,7	56,9
<i>of which state purchased</i>	<i>6,2</i>												
<i>of which municipal purchased</i>			<i>21,0</i>									<i>24,1</i>	
Other collective transport	35,4	16,1%	30,3	13,7%	65,7	25,4	11,5%	129,5	58,7%	154,9	60,9	159,8	220,7
Railway	9,2	71,1%	0,0	0,0%	9,2	1,2	9,1%	2,6	19,8%	3,7	10,4	2,6	12,9
Bus, coach	24,9	17,1%	30,3	20,8%	55,2	24,3	16,7%	66,2	45,5%	90,5	49,2	96,5	145,7
<i>of which state purchased</i>	<i>20,6</i>				<i>20,6</i>							<i>20,6</i>	
<i>of which municipal purchased</i>			<i>24,1</i>		<i>24,1</i>							<i>24,1</i>	
Taxi	1,3	2,1%	0,0	0,0%	1,3	0,0	0,0%	60,7	97,9%	60,7	1,3	60,7	62,1
<i>of which state purchased</i>	<i>1,3</i>				<i>1,3</i>						<i>1,3</i>		
<i>of which municipal purchased</i>					<i>0,0</i>								
CHARTER TRANSPORT	3,6	1,5%	0,0	0,0%	3,6	90,0	36,7%	152,0	61,9%	242,1	93,6	152,0	245,6
Regular charter transport	3,3	5,9%	0,0	0,0%	3,3	2,6	4,7%	50,5	89,4%	53,1	6,0	50,5	56,4
Bus, coach	3,3	12,0%	0,0	0,0%	3,3	2,4	8,8%	21,9	79,2%	24,4	5,8	21,9	27,7
Taxi	0,0	0,0%	0,0	0,0%	0,0	0,2	0,7%	28,5	99,3%	28,7	0,2	28,5	28,7
Other charter transport	0,2	0,1%	0,0	0,0%	0,2	87,4	46,2%	101,6	53,7%	189,0	87,6	101,6	189,2
Bus, coach	0,2	100,0%	0,0	0,0%	0,2	0,0	0,0%	0,0	0,0%	0,0	0,2	0,0	0,2
Taxi	0,0	0,0%	0,0	0,0%	0,0	87,4	46,2%	101,6	53,8%	189,0	87,4	101,6	189,0
PUBLIC TRANSPORT TOTAL	82,1	11,8%	183,9	26,4%	266,1	124,6	17,9%	305,8	43,9%	430,4	206,8	489,7	696,5
Modes of transport													
Railway	39,3	64,5%	13,5	22,1%	52,8	4,1	6,8%	4,0	6,6%	8,1	43,4	17,5	60,9
Tram	0,0	0,0%	2,7	60,4%	2,7	0,0	0,0%	1,8	39,6%	1,8	0,0	4,5	4,5
Underground	0,0	0,0%	0,0	0,0%	0,0	0,0	0,0%	1,9	100,0%	1,9	0,0	1,9	1,9
Bus, coach	41,5	12,0%	165,3	47,7%	206,9	32,4	9,4%	107,2	30,9%	139,6	74,0	272,5	346,5
Taxi	1,3	0,5%	0,0	0,0%	1,3	87,6	31,3%	190,8	68,2%	278,4	88,9	190,8	279,7
Air	0,0	0,0%	0,0	0,0%	0,0	0,5	100,0%	0,0	0,0%	0,5	0,5	0,0	0,5
Ferry to Suomenlinna Islands	0,0	0,0%	2,3	97,9%	2,3	0,0	0,0%	0,1	2,1%	0,1	0,0	2,4	2,4

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

Domestic passenger transport in Finland
SOURCES OF REIMBURSEMENTS OF TRAVEL COSTS 2007

2007 EUR million	Reimbursements of travel costs, Eur Million										Total EUR million
	Education	1) Share	Social and health	2) Share	Other munic. Sectors	Share	Ministry of Defence	3) Share	Ministry of Labour	3) Share	
COLLECTIVE TRANSPORT	139,9	74,3%	41,1	21,8%	0,0	0,0%	6,4	3,4%	1,0	0,5%	188,4
Long-distance transport	1,1	14,0%	0,0	0,0%	0,0	0,0%	5,9	73,9%	1,0	12,1%	8,0
Railway	0,0	0,0%	0,0	0,0%	0,0	0,0%	2,3	79,4%	0,6	20,6%	3,0
Coach	1,1	24,7%	0,0	0,0%	0,0	0,0%	3,1	68,6%	0,3	6,8%	4,5
Air	0,0	0,0%	0,0	0,0%	0,0	0,0%	0,4	91,0%	0,0	9,0%	0,5
Urban transport of major cities	3,0	24,2%	9,3	75,8%	0,0	0,0%	0,0	0,0%	0,0	0,0%	12,2
Railway	0,4	24,8%	1,1	75,2%	0,0	0,0%	0,0	0,0%	0,0	0,0%	1,4
Tram	0,4	24,8%	1,4	75,2%	0,0	0,0%	0,0	0,0%	0,0	0,0%	1,8
Underground	0,5	24,8%	1,4	75,2%	0,0	0,0%	0,0	0,0%	0,0	0,0%	1,9
Bus	1,7	23,8%	5,4	76,2%	0,0	0,0%	0,0	0,0%	0,0	0,0%	7,0
Ferry to Suomenlinna Islands	0,0	24,8%	0,0	75,2%	0,0	0,0%	0,0	0,0%	0,0	0,0%	0,1
Other local transport within cities	5,6	42,1%	7,5	56,5%	0,0	0,0%	0,2	1,4%	0,0	0,0%	13,2
Bus	5,6	42,1%	7,5	56,5%	0,0	0,0%	0,2	1,4%	0,0	0,0%	13,2
Other collective transport	130,3	84,1%	24,3	15,7%	0,0	0,0%	0,4	0,2%	0,0	0,0%	154,9
Railway	0,8	22,1%	2,9	77,9%	0,0	0,0%	0,0	0,0%	0,0	0,0%	3,7
Bus, coach	71,0	78,5%	19,1	21,1%	0,0	0,0%	0,4	0,4%	0,0	0,0%	90,5
Taxi	58,4	96,2%	2,3	3,8%	0,0	0,0%	0,0	0,0%	0,0	0,0%	60,7
CHARTER TRANSPORT	50,9	21,0%	189,4	78,2%	1,8	0,8%	0,0	0,0%	0,0	0,0%	242,1
Regular charter transport	50,9	95,8%	2,2	4,2%	0,0	0,0%	0,0	0,0%	0,0	0,0%	53,1
Bus, coach	22,1	90,8%	2,2	9,2%	0,0	0,0%	0,0	0,0%	0,0	0,0%	24,4
Taxi	28,7	100,0%	0,0	0,0%	0,0	0,0%	0,0	0,0%	0,0	0,0%	28,7
Other charter transport	0,0	0,0%	187,1	99,0%	1,8	1,0%	0,0	0,0%	0,0	0,0%	189,0
Bus, coach	0,0	0,0%	0,0	0,0%	0,0	0,0%	0,0	0,0%	0,0	0,0%	0,0
Taxi	0,0	0,0%	187,1	99,0%	1,8	1,0%	0,0	0,0%	0,0	0,0%	189,0
PUBLIC TRANSPORT TOTAL	190,8	44,3%	230,5	53,5%	1,8	0,4%	6,4	1,5%	1,0	0,2%	430,4
Modes of transport											
Railway	1,2	14,5%	4,0	49,1%	0,0	0,0%	2,3	28,8%	0,6	7,5%	8,1
Tram	0,4	24,8%	1,4	75,2%	0,0	0,0%	0,0	0,0%	0,0	0,0%	1,8
Underground	0,5	24,8%	1,4	75,2%	0,0	0,0%	0,0	0,0%	0,0	0,0%	1,9
Bus, coach	101,5	72,7%	34,2	24,5%	0,0	0,0%	3,7	2,6%	0,3	0,2%	139,6
Taxi	87,1	31,3%	189,5	68,0%	1,8	0,7%	0,0	0,0%	0,0	0,0%	278,4
Air	0,0	0,0%	0,0	0,0%	0,0	0,0%	0,4	91,0%	0,0	9,0%	0,5
Ferry to Suomenlinna Islands	0,0	24,8%	0,0	75,2%	0,0	0,0%	0,0	0,0%	0,0	0,0%	0,1

Shares are calculated of total reimbursements of travel costs.

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

2) Reimbursements of travel expenses by social services and according to the Sickness Insurance Act. The division into types of transport is based on estimates.

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

Domestic passenger transport in Finland CAPACITY OF PUBLIC TRANSPORT, AT THE END OF YEAR 2005

Appendix 2
1 (6)

2005	Railway	Tram	Under-ground	Bus, coach	Taxi	Air	SI Ferry	Total
Long-distance transport								
Vehicles	722	0	0	648	0	32	0	1 402
Seats	40 383	0	0	32 831	0	2 895	0	76 109
All places	42 603	0	0	32 831	0	2 895	0	78 329
Urban transport of major cities				44	seats / bus or coach			
Vehicles	70	131	54	1 499	0	0	3	1 757
Seats	13 300	5 889	6 948	66 250	0	0	810	93 197
All places	16 625	16 293	21 300	104 289	0	0	900	159 407
Other local transport within cities				43	seats / bus or coach			
Vehicles	0	0	0	964	0	0	0	964
Seats	0	0	0	41 475	0	0	0	41 475
All places	0	0	0	62 693	0	0	0	62 693
Other collective transport				47	seats / bus or coach			
Vehicles	112	0	0	1 914	0	0	0	2 026
Seats	16 758	0	0	89 774	0	0	0	106 532
All places	20 948	0	0	91 681	0	0	0	112 629
Charter transport				47	seats / bus or coach			
Vehicles	0	0	0	1 851	9 152	0	0	11 003
Seats	0	0	0	87 181	46 332	0	0	133 513
All places	0	0	0	87 181	46 332	0	0	133 513
Total				46	seats / bus or coach			
Vehicles	904	131	54	6 876	9 152	32	3	17 152
Seats	70 441	5 889	6 948	317 511	46 332	2 895	810	450 826
All places	80 176	16 293	21 300	378 675	46 332	2 895	900	546 571

- 1) Urban transport of major cities refers to all transport in the Helsinki Metropolitan Area Council's area (Helsinki, Espoo, Kauniainen and Vantaa), and in Tampere and Turku.
- 2) Capacity as on the last day of the year.
- 3) 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.
- 4) Long-distance transport on railways also includes Russian transport on the Finnish territory. Seats include sleeping places (berths).
- 5) Charter transport of buses and coaches also includes charter transport abroad with Finnish vehicles.
- 6) Air transport includes all notable operators of domestic flights.
- 7) Railway vehicle capacity is the number of carriages.
- 8) Underground vehicle capacity is the number of pairs of cars.
- 9) Charter transport capacity can only be distinguished from other capacity in the case of buses and coaches.
- 10) Figures on buses and coaches are inclusive on non-member companies of Finnish Bus and Coach Association.

Domestic passenger transport in Finland

PUBLIC TRANSPORT PERFORMANCE 2005

2005	Supply					Demand					Occupancy rate	
	Vehicle	Share	Seat	Place	Share	Passenger	Share	Pass. km	Share	Seat	Place	
COLLECTIVE TRANSPORT	706,3	49,5%	31 944,4	37 784,2	83,6%	498,3	90,1%	9 040,7	83,4%	28 %	24 %	
Long-distance transport	256,9	18,0%	14 950,4	15 115,4	33,5%	22,7	4,1%	4 716,0	43,5%	32 %	31 %	
Railway 1) 2)	161,8	11,3%	8 993,0	9 158,0	20,3%	12,5	2,3%	2 743,7	25,3%	31 %	30 %	
Coach	70,8	5,0%	3 596,3	3 596,3	8,0%	7,5	1,4%	683,6	6,3%	19 %	19 %	
Air 3)	24,4	1,7%	2 361,1	2 361,1	5,2%	2,7	0,5%	1 288,7	11,9%	55 %	55 %	
Urban transport of major cities	132,8	9,3%	6 668,1	10 425,7	23,1%	347,8	62,9%	2 171,6	20,0%	33 %	21 %	
Railway 1)	10,0	0,7%	946,0	1 183,0	2,6%	40,9	7,4%	388,4	3,6%	41 %	33 %	
Tram 1)	5,3	0,4%	226,5	485,1	1,1%	55,6	10,0%	116,7	1,1%	52 %	24 %	
Underground 1)	13,2	0,9%	850,1	1 891,1	4,2%	56,0	10,1%	409,1	3,8%	48 %	22 %	
Bus	104,4	7,3%	4 625,2	6 845,2	15,2%	193,9	35,1%	1 253,7	11,6%	27 %	18 %	
Ferry to Suomenlinna Islands	0,1	0,0%	20,3	21,2	0,0%	1,4	0,3%	3,8	0,0%	19 %	18 %	
Other local transport within cities	69,1	4,8%	2 974,4	4 496,2	10,0%	58,1	10,5%	418,0	3,9%	14 %	9 %	
Bus	69,1	4,8%	2 974,4	4 496,2	10,0%	58,1	10,5%	418,0	3,9%	14 %	9 %	
Other collective transport	247,4	17,3%	7 351,5	7 747,0	17,1%	69,8	12,6%	1 735,2	16,0%	24 %	22 %	
Railway 1)	11,5	0,8%	1 100,0	1 375,0	3,0%	10,1	1,8%	345,6	3,2%	31 %	25 %	
Bus, coach	120,8	8,5%	5 661,5	5 781,9	12,8%	47,3	8,6%	1 106,5	10,2%	20 %	19 %	
Taxi 4) 5)	115,1	8,1%	590,0	590,0	1,3%	12,4	2,2%	283,0	2,6%	48 %	48 %	
CHARTER TRANSPORT	720,6	50,5%	7 392,9	7 392,9	16,4%	54,6	9,9%	1 804,9	16,6%	24 %	24 %	
Regular charter transport	59,4	4,2%	675,6	675,6	1,5%	8,6	1,6%	176,1	1,6%	26 %	26 %	
Bus, coach	9,8	0,7%	421,8	421,8	0,9%	3,7	0,7%	69,8	0,6%	17 %	17 %	
Taxi 4) 5)	49,5	3,5%	253,8	253,8	0,6%	4,9	0,9%	106,3	1,0%	42 %	42 %	
Other charter transport	661,3	46,3%	6 717,3	6 717,3	14,9%	46,0	8,3%	1 628,7	15,0%	24 %	24 %	
Bus, coach 6)	83,3	5,8%	3 755,6	3 755,6	8,3%	10,3	1,9%	1 032,9	9,5%	28 %	28 %	
Taxi 4) 5)	577,9	40,5%	2 961,7	2 961,7	6,6%	35,7	6,5%	595,8	5,5%	20 %	20 %	
PUBLIC TRANSPORT TOTAL	1 426,9	100,0%	39 337,3	45 177,1	100,0%	553,0	100,0%	10 845,6	100,0%	28 %	24 %	
Modes of transport												
Railway	183,3	12,8%	11 039,0	11 716,0	25,9%	63,5	11,5%	3 477,7	32,1%	32 %	30 %	
Tram	5,3	0,4%	226,5	485,1	1,1%	55,6	10,0%	116,7	1,1%	52 %	24 %	
Underground	13,2	0,9%	850,1	1 891,1	4,2%	56,0	10,1%	409,1	3,8%	48 %	22 %	
Bus, coach	458,2	32,1%	21 034,8	24 897,1	55,1%	320,7	58,0%	4 564,6	42,1%	22 %	18 %	
Taxi	742,6	52,0%	3 805,5	3 805,5	8,4%	53,0	9,6%	985,1	9,1%	26 %	26 %	
Air	24,4	1,7%	2 361,1	2 361,1	5,2%	2,7	0,5%	1 288,7	11,9%	55 %	55 %	
Ferry to Suomenlinna Islands	0,1	0,0%	20,3	21,2	0,0%	1,4	0,3%	3,8	0,0%	19 %	18 %	

Vehicle kilometres exclusive of service and transit kilometres (small amounts included in the performance railway transport).

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

Urban transport of major cities refers to all transport in the Helsinki Metropolitan Area Council's area (Helsinki, Espoo, Kauniainen and Vantaa),

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

1) Vehicle supply is carriage kilometres.

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 air taxi transport (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, from which the proportion of regular charter transport is estimated with data on the development of funding for school transport of comprehensive schools and changes in taxi fares. The remainder represents other collective transport and regular charter transport and their respective proportions have been assumed to have remained constant from the previous survey of taxi performances.

5) Long-distance transport include also international charter transport, because part of it takes place in Finnish road network.

Domestic passenger transport in Finland
USE OF PUBLIC FUNDING IN PASSENGER TRANSPORT 2005

2005	Total performance						Total funding 1)				
	Vehicle km	Share	Passengers	Share	Passeng. km	Share	EUR million	Share	Cent/ Veh. km	Cent/ Passeng.	Cent/ pass. km
COLLECTIVE TRANSPORT	706,3	49,5%	498,3	90,1%	9 040,7	83,4%	405,0	64,4%	57,3	81,3	4,5
Long-distance transport	256,9	18,0%	22,7	4,1%	4 716,0	43,5%	43,0	6,8%	16,7	189,4	0,9
Railway (carriage km)	161,8	11,3%	12,5	2,3%	2 743,7	25,3%	36,5	5,8%	22,5	291,7	1,3
Coach	70,8	5,0%	7,5	1,4%	683,6	6,3%	5,2	0,8%	7,4	69,5	0,8
Air	24,4	1,7%	2,7	0,5%	1 288,7	11,9%	1,3	0,2%	5,5	49,3	0,1
Urban transport of major cities	132,8	9,3%	347,8	62,9%	2 171,6	20,0%	121,0	19,2%	91,1	34,8	5,6
Railway	10,0	0,7%	40,9	7,4%	388,4	3,6%	15,9	2,5%	159,5	38,9	4,1
Tram	5,3	0,4%	55,6	10,0%	116,7	1,1%	3,9	0,6%	75,1	7,1	3,4
Underground	13,2	0,9%	56,0	10,1%	409,1	3,8%	1,6	0,3%	12,0	2,8	0,4
Bus	104,4	7,3%	193,9	35,1%	1 253,7	11,6%	97,3	15,5%	93,2	50,2	7,8
Ferry to Suomenlinna Islands	0,1	0,0%	1,4	0,3%	3,8	0,0%	2,3	0,4%	3 584,7	167,1	61,6
Other local transport within cities	69,1	4,8%	58,1	10,5%	418,0	3,9%	47,9	7,6%	69,2	82,5	11,5
Bus	69,1	4,8%	58,1	10,5%	418,0	3,9%	47,9	7,6%	69,2	82,5	11,5
Other collective transport	247,4	17,3%	69,8	12,6%	1 735,2	16,0%	193,1	30,7%	78,0	276,8	11,1
Railway	11,5	0,8%	10,1	1,8%	345,6	3,2%	10,5	1,7%	91,1	104,2	3,0
Bus, coach	120,8	8,5%	47,3	8,6%	1 106,5	10,2%	130,0	20,7%	107,6	274,9	11,7
Taxi	115,1	8,1%	12,4	2,2%	283,0	2,6%	52,6	8,4%	45,7	424,9	18,6
CHARTER TRANSPORT	720,6	50,5%	54,6	9,9%	1 804,9	16,6%	224,1	35,6%	31,1	410,0	12,4
Regular charter transport	59,4	4,2%	8,6	1,6%	176,1	1,6%	55,3	8,8%	93,2	642,1	31,4
Bus, coach	9,8	0,7%	3,7	0,7%	69,8	0,6%	31,2	5,0%	316,5	848,0	44,6
Taxi	49,5	3,5%	4,9	0,9%	106,3	1,0%	24,2	3,8%	48,8	488,9	22,7
Other charter transport	661,3	46,3%	46,0	8,3%	1 628,7	15,0%	168,8	26,8%	25,5	366,6	10,4
Bus, coach	83,3	5,8%	10,3	1,9%	1 032,9	9,5%	0,2	0,0%	0,3	2,1	0,0
Taxi	577,9	40,5%	35,7	6,5%	595,8	5,5%	168,5	26,8%	29,2	472,1	28,3
PUBLIC TRANSPORT TOTAL	1 426,9	100,0%	553,0	100,0%	10 845,6	100,0%	629,1	100,0%	44,1	113,8	5,8
Modes of transport											
Railway	183,3	12,8%	63,5	11,5%	3 477,7	32,1%	62,9	10,0%	34,3	99,1	1,8
Tram	5,3	0,4%	55,6	10,0%	116,7	1,1%	3,9	0,6%	75,1	7,1	3,4
Underground	13,2	0,9%	56,0	10,1%	409,1	3,8%	1,6	0,3%	12,0	2,8	0,4
Bus, coach	458,2	32,1%	320,7	58,0%	4 564,6	42,1%	311,7	49,5%	68,0	97,2	6,8
Taxi	742,6	52,0%	53,0	9,6%	985,1	9,1%	245,3	39,0%	33,0	462,6	24,9
Air	24,4	1,7%	2,7	0,5%	1 288,7	11,9%	1,3	0,2%	5,5	49,3	0,1
Ferry to Suomenlinna Islands	0,1	0,0%	1,4	0,3%	3,8	0,0%	2,3	0,4%	3 584,7	167,1	61,6

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.

Domestic passenger transport in Finland

ALLOCATION OF PUBLIC FUNDS 2005

2005 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	9 040,7	241,0	98,6%	2,7	164,0	42,6%	1,8	405,0	64,4%	4,5
Long-distance transport	4 716,0	32,9	13,5%	0,7	10,1	2,6%	0,2	43,0	6,8%	0,9
Railway	2 743,7	32,1	13,1%	1,2	4,4	1,1%	0,2	36,5	5,8%	1,3
Coach	683,6	0,0	0,0%	0,0	5,2	1,4%	0,8	5,2	0,8%	0,8
Air	1 288,7	0,8	0,3%	0,1	0,5	0,1%	0,0	1,3	0,2%	0,1
Urban transport of major cities	2 171,6	111,0	45,4%	5,1	10,1	2,6%	0,5	121,0	19,2%	5,6
Railway	388,4	14,8	6,0%	3,8	1,2	0,3%	0,3	15,9	2,5%	4,1
Tram	116,7	2,4	1,0%	2,0	1,6	0,4%	1,3	3,9	0,6%	3,4
Underground	409,1	0,0	0,0%	0,0	1,6	0,4%	0,4	1,6	0,3%	0,4
Bus	1 253,7	91,5	37,4%	7,3	5,7	1,5%	0,5	97,3	15,5%	7,8
Ferry to Suomenlinna Islands	3,8	2,3	0,9%	60,5	0,0	0,0%	1,0	2,3	0,4%	61,6
Other local transport within cities	418,0	35,9	14,7%	8,6	12,0	3,1%	2,9	47,9	7,6%	11,5
Bus	418,0	35,9	14,7%	8,6	12,0	3,1%	2,9	47,9	7,6%	11,5
Other collective transport	1 735,2	61,3	25,1%	3,5	131,8	34,3%	7,6	193,1	30,7%	11,1
Railway	345,6	7,6	3,1%	2,2	2,9	0,8%	0,8	10,5	1,7%	3,0
Bus, coach	1 106,5	52,4	21,4%	4,7	77,6	20,2%	7,0	130,0	20,7%	11,7
Taxi	283,0	1,3	0,5%	0,5	51,3	13,3%	18,1	52,6	8,4%	18,6
CHARTER TRANSPORT	1 804,9	3,4	1,4%	0,2	220,7	57,4%	12,2	224,1	35,6%	12,4
Regular charter transport	176,1	3,2	1,3%	1,8	52,2	13,6%	29,6	55,3	8,8%	31,4
Bus, coach	69,8	3,2	1,3%	4,5	28,0	7,3%	40,1	31,2	5,0%	44,6
Taxi	106,3	0,0	0,0%	0,0	24,2	6,3%	22,7	24,2	3,8%	22,7
Other charter transport	1 628,7	0,2	0,1%	0,0	168,5	43,8%	10,3	168,8	26,8%	10,4
Bus, coach	1 032,9	0,2	0,1%	0,0	0,0	0,0%	0,0	0,2	0,0%	0,0
Taxi	595,8	0,0	0,0%	0,0	168,5	43,8%	28,3	168,5	26,8%	28,3
PUBLIC TRANSPORT TOTAL	10 845,6	244,4	100,0%	2,3	384,7	100,0%	3,5	629,1	100,0%	5,8
Modes of transport										
Railway	3 477,7	54,5	22,3%	1,6	8,4	2,2%	0,2	62,9	10,0%	1,8
Tram	116,7	2,4	1,0%	2,0	1,6	0,4%	1,3	3,9	0,6%	3,4
Underground	409,1	0,0	0,0%	0,0	1,6	0,4%	0,4	1,6	0,3%	0,4
Bus, coach	4 564,6	183,2	74,9%	4,0	128,6	33,4%	2,8	311,7	49,5%	6,8
Taxi	985,1	1,3	0,5%	0,1	244,0	63,4%	24,8	245,3	39,0%	24,9
Air	1 288,7	0,8	0,3%	0,1	0,5	0,1%	0,0	1,3	0,2%	0,1
Ferry to Suomenlinna Islands	3,8	2,3	0,9%	60,5	0,0	0,0%	1,0	2,3	0,4%	61,6

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.

Domestic passenger transport in Finland

SOURCES OF PUBLIC FUNDS BY FINANCIER 2005

2005 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) 4) 6) Share	Municipalities	3) 4) 5) Share	EUR million			
COLLECTIVE TRANSPORT	80,0	0,2	161,0	0,4	241,0	33,3	0,1	130,7	0,3	164,0	113,3	291,7	405,0
Long-distance transport	32,5	0,8	0,4	0,0	32,9	10,1	0,2	0,0	0,0	10,1	42,6	0,4	43,0
Railway	32,1	0,9	0,0	0,0	32,1	4,4	0,1	0,0	0,0	4,4	36,5	0,0	36,5
<i>of which purchased transport</i>	<i>32,1</i>				<i>32,1</i>						<i>32,1</i>		
Coach	0,0	0,0	0,0	0,0	0,0	5,2	1,0	0,0	0,0	5,2	5,2	0,0	5,2
<i>of which purchased transport</i>	<i>0,0</i>				<i>0,0</i>						<i>0,0</i>		
Air	0,4	0,3	0,4	0,3	0,8	0,5	0,5	0,0	0,0	0,5	0,9	0,4	1,3
<i>of which purchased transport</i>	<i>0,4</i>		<i>0,4</i>		<i>0,8</i>						<i>0,4</i>	<i>0,4</i>	
Urban transport of major cities	0,8	0,0	110,1	0,9	111,0	0,3	0,0	9,8	0,1	10,1	1,1	119,9	121,0
Railway	0,0	0,0	14,8	0,9	14,8	0,0	0,0	1,2	0,1	1,2	0,0	15,9	15,9
Tram	0,0	0,0	2,4	0,6	2,4	0,0	0,0	1,6	0,4	1,6	0,0	3,9	3,9
Underground	0,0	0,0	0,0	0,0	0,0	0,0	0,0	1,6	1,0	1,6	0,0	1,6	1,6
Bus	0,8	0,0	90,7	0,9	91,5	0,3	0,0	5,5	0,1	5,7	1,1	96,2	97,3
Ferry to Suomenlinna Islands	0,0	0,0	2,3	1,0	2,3	0,0	0,0	0,0	0,0	0,0	0,0	2,3	2,3
Other local transport within cities	11,9	0,2	24,0	0,5	35,9	0,9	0,0	11,1	0,2	12,0	12,8	35,1	47,9
Bus	11,9	0,2	24,0	0,5	35,9	0,9	0,0	11,1	0,2	12,0	12,8	35,1	47,9
<i>of which state purchased</i>	<i>5,9</i>												
<i>of which municipal purchased</i>			<i>15,6</i>										
Other collective transport	34,8	0,2	26,5	0,1	61,3	22,1	0,1	109,7	0,6	131,8	56,9	136,2	193,1
Railway	7,6	0,7	0,0	0,0	7,6	1,1	0,1	1,8	0,2	2,9	8,7	1,8	10,5
Bus, coach	25,9	0,2	26,5	0,2	52,4	21,0	0,2	56,6	0,4	77,6	46,9	83,1	130,0
<i>of which state purchased</i>	<i>21,5</i>				<i>21,5</i>						<i>21,5</i>		
<i>of which municipal purchased</i>			<i>20,9</i>		<i>20,9</i>							<i>20,9</i>	
Taxi	1,3	0,0	0,0	0,0	1,3	0,0	0,0	51,3	1,0	51,3	1,3	51,3	52,6
<i>of which state purchased</i>	<i>1,3</i>				<i>1,3</i>						<i>1,3</i>		
<i>of which municipal purchased</i>					<i>0,0</i>								
CHARTER TRANSPORT	3,4	0,0	0,0	0,0	3,4	72,3	0,3	148,4	0,7	220,7	75,7	148,4	224,1
Regular charter transport	3,2	0,1	0,0	0,0	3,2	2,6	0,0	49,5	0,9	52,2	5,8	49,5	55,3
Bus, coach	3,2	0,1	0,0	0,0	3,2	2,4	0,1	25,6	0,8	28,0	5,6	25,6	31,2
Taxi	0,0	0,0	0,0	0,0	0,0	0,2	0,0	23,9	1,0	24,2	0,2	23,9	24,2
Other charter transport	0,2	0,0	0,0	0,0	0,2	69,7	0,4	98,8	0,6	168,5	69,9	98,8	168,8
Bus, coach	0,2	1,0	0,0	0,0	0,2	0,0	0,0	0,0	0,0	0,0	0,2	0,0	0,2
Taxi	0,0	0,0	0,0	0,0	0,0	69,7	0,4	98,8	0,6	168,5	69,7	98,8	168,5
PUBLIC TRANSPORT TOTAL	83,4	0,1	161,0	0,3	244,4	105,6	0,2	279,1	0,4	384,7	189,0	440,1	629,1
Modes of transport													
Railway	39,7	0,6	14,8	0,2	54,5	5,5	0,1	3,0	0,0	8,4	45,2	17,7	62,9
Tram	0,0	0,0	2,4	0,6	2,4	0,0	0,0	1,6	0,4	1,6	0,0	3,9	3,9
Underground	0,0	0,0	0,0	0,0	0,0	0,0	0,0	1,6	1,0	1,6	0,0	1,6	1,6
Bus, coach	42,0	0,1	141,2	0,5	183,2	29,7	0,1	98,8	0,3	128,6	71,7	240,0	311,7
Taxi	1,3	0,0	0,0	0,0	1,3	69,9	0,3	174,1	0,7	244,0	71,2	174,1	245,3
Air	0,4	0,3	0,4	0,3	0,8	0,5	0,5	0,0	0,0	0,5	0,9	0,4	1,3
Ferry to Suomenlinna Islands	0,0	0,0	2,3	1,0	2,3	0,0	0,0	0,0	0,0	0,0	0,0	2,3	2,3

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

Domestic passenger transport in Finland

SOURCES OF REIMBURSEMENTS OF TRAVEL COSTS 2005

2005 EUR million	Reimbursements of travel costs, Eur Million										Total EUR million
	Education	1) Share	Social and health	2) Share	Other munic. Sectors	Share	Ministry of Defence	3) Share	Ministry of Labour	3) Share	
COLLECTIVE TRANSPORT	122,5	74,7%	33,8	20,6%	0,0	0,0%	6,6	4,0%	1,1	0,7%	164,0
Long-distance transport	1,0	9,4%	2,0	19,8%	0,0	0,0%	6,1	60,1%	1,1	10,6%	10,1
Railway	0,0	0,0%	1,0	22,9%	0,0	0,0%	2,6	60,4%	0,7	16,7%	4,4
Coach	1,0	18,2%	1,0	19,2%	0,0	0,0%	2,9	56,4%	0,3	6,1%	5,2
Air	0,0	0,0%	0,0	0,0%	0,0	0,0%	0,5	96,4%	0,0	3,6%	0,5
Urban transport of major cities	3,1	30,5%	7,0	69,5%	0,0	0,0%	0,0	0,0%	0,0	0,0%	10,1
Railway	0,4	31,3%	0,8	68,7%	0,0	0,0%	0,0	0,0%	0,0	0,0%	1,2
Tram	0,5	31,3%	1,1	68,7%	0,0	0,0%	0,0	0,0%	0,0	0,0%	1,6
Underground	0,5	31,3%	1,1	68,7%	0,0	0,0%	0,0	0,0%	0,0	0,0%	1,6
Bus	1,7	29,9%	4,0	70,1%	0,0	0,0%	0,0	0,0%	0,0	0,0%	5,7
Ferry to Suomenlinna Islands	0,0	31,3%	0,0	68,7%	0,0	0,0%	0,0	0,0%	0,0	0,0%	0,0
Other local transport within cities	5,7	47,2%	6,2	51,4%	0,0	0,0%	0,2	1,4%	0,0	0,0%	12,0
Bus	5,7	47,2%	6,2	51,4%	0,0	0,0%	0,2	1,4%	0,0	0,0%	12,0
Other collective transport	112,8	85,6%	18,6	14,1%	0,0	0,0%	0,3	0,3%	0,0	0,0%	131,8
Railway	0,8	26,3%	2,2	73,7%	0,0	0,0%	0,0	0,0%	0,0	0,0%	2,9
Bus, coach	63,0	81,2%	14,2	18,3%	0,0	0,0%	0,3	0,4%	0,0	0,0%	77,6
Taxi	49,0	95,6%	2,3	4,4%	0,0	0,0%	0,0	0,0%	0,0	0,0%	51,3
CHARTER TRANSPORT	46,4	21,0%	172,4	78,1%	1,9	0,9%	0,0	0,0%	0,0	0,0%	220,7
Regular charter transport	46,4	88,9%	5,8	11,1%	0,0	0,0%	0,0	0,0%	0,0	0,0%	52,2
Bus, coach	22,2	79,4%	5,8	20,6%	0,0	0,0%	0,0	0,0%	0,0	0,0%	28,0
Taxi	24,2	100,0%	0,0	0,0%	0,0	0,0%	0,0	0,0%	0,0	0,0%	24,2
Other charter transport	0,0	0,0%	166,6	98,9%	1,9	1,1%	0,0	0,0%	0,0	0,0%	168,5
Bus, coach	0,0	0,0%	0,0	0,0%	0,0	0,0%	0,0	0,0%	0,0	0,0%	0,0
Taxi	0,0	0,0%	166,6	98,9%	1,9	1,1%	0,0	0,0%	0,0	0,0%	168,5
PUBLIC TRANSPORT TOTAL	168,9	43,9%	206,2	53,6%	1,9	0,5%	6,6	1,7%	1,1	0,3%	384,7
Modes of transport											
Railway	1,1	13,4%	3,9	46,7%	0,0	0,0%	2,6	31,2%	0,7	8,7%	8,4
Tram	0,5	31,3%	1,1	68,7%	0,0	0,0%	0,0	0,0%	0,0	0,0%	1,6
Underground	0,5	31,3%	1,1	68,7%	0,0	0,0%	0,0	0,0%	0,0	0,0%	1,6
Bus, coach	93,6	72,8%	31,2	24,3%	0,0	0,0%	3,5	2,7%	0,3	0,2%	128,6
Taxi	73,2	30,0%	168,9	69,2%	1,9	0,8%	0,0	0,0%	0,0	0,0%	244,0
Air	0,0	0,0%	0,0	0,0%	0,0	0,0%	0,5	96,4%	0,0	3,6%	0,5
Ferry to Suomenlinna Islands	0,0	31,3%	0,0	68,7%	0,0	0,0%	0,0	0,0%	0,0	0,0%	0,0

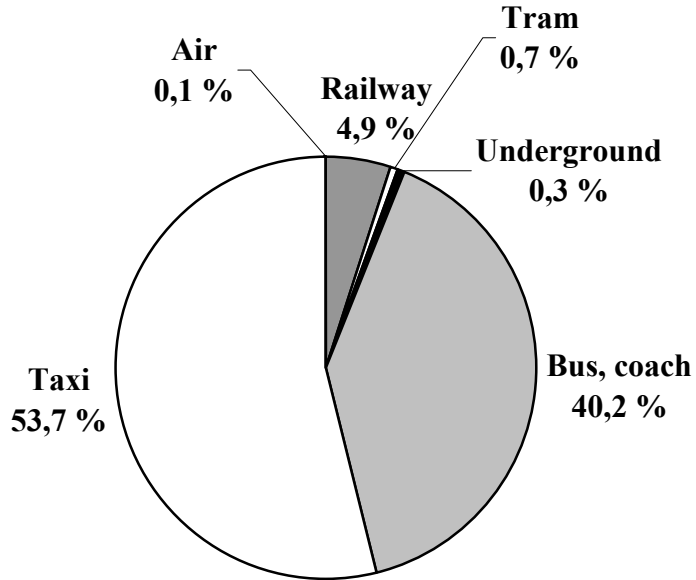
Shares are calculated of total reimbursements of travel costs.

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

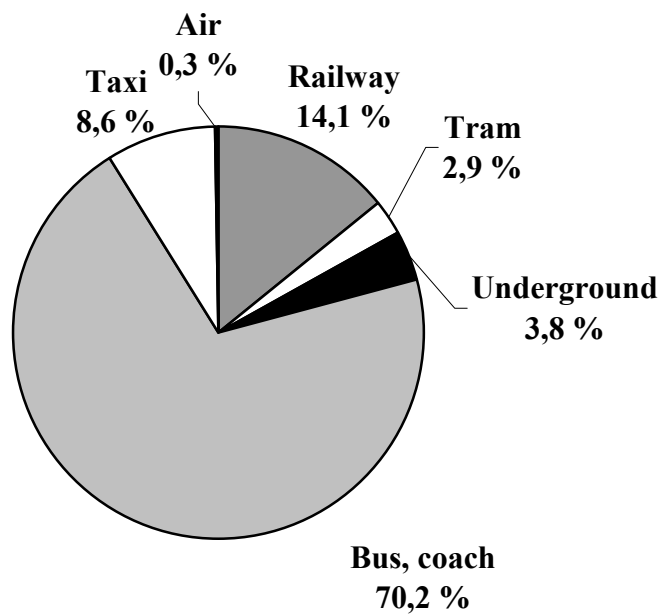
2) Reimbursements of travel expenses by social services and according to the Sickness Insurance Act. The division into types of transport is based on estimates.

3) 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 31.12.2007
Vehicle capacity

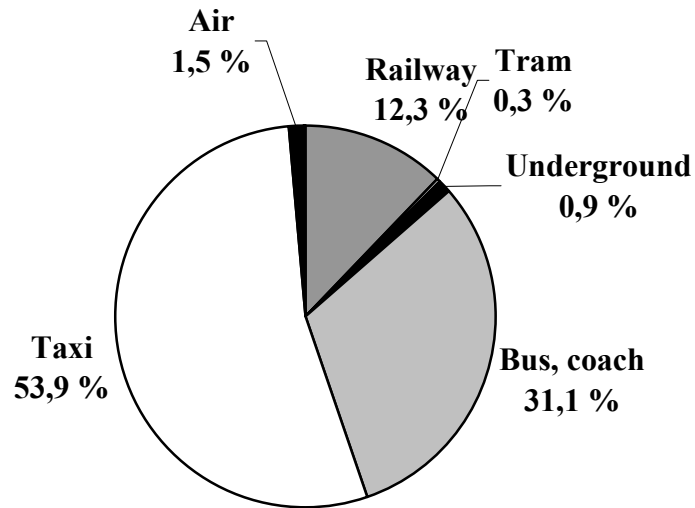


Place capacity (including standing places)

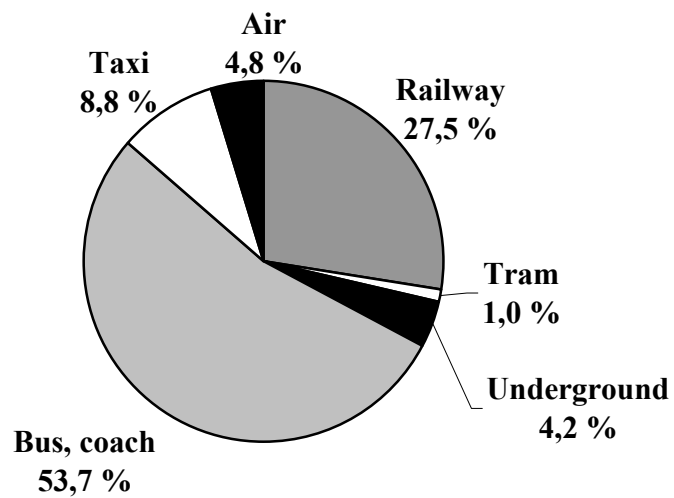


PERFORMANCE 2007

Vehicle kilometres



Place kilometres (including standing places)

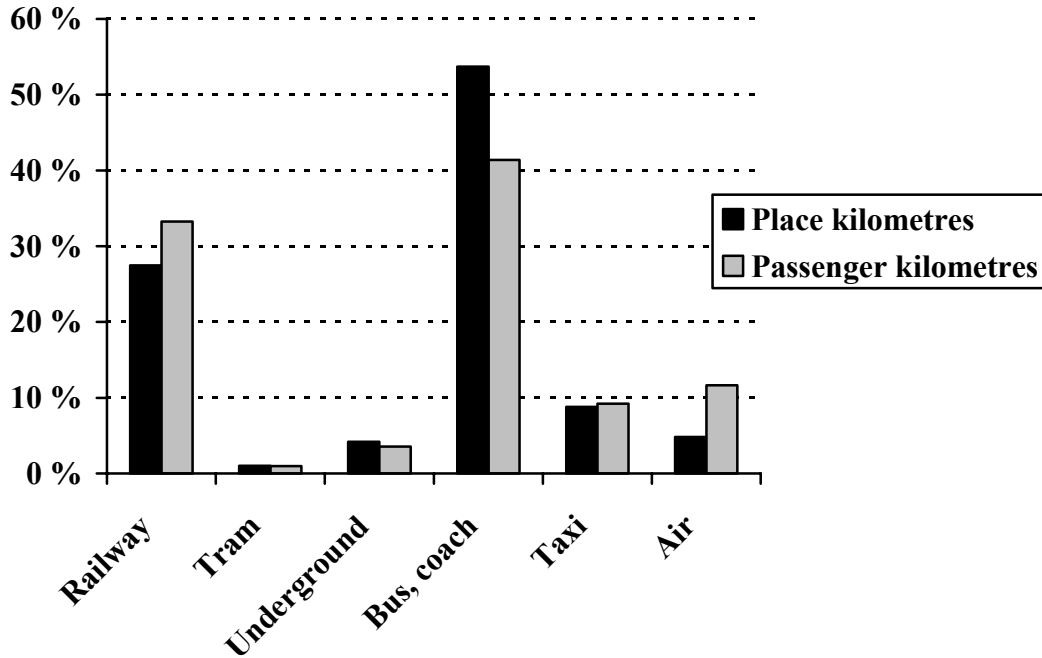


SUPPLY AND DEMAND 2007

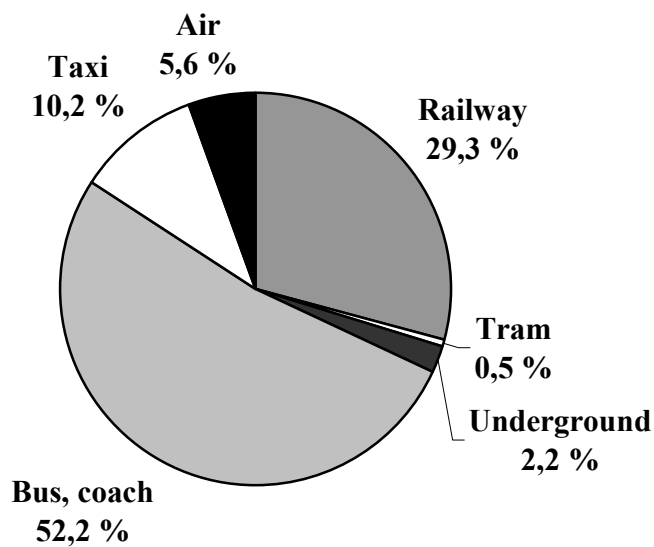
Place and passenger kilometres

Appendix 3
3 (5)

Proportion of all place and passenger kilometres by mode of transport

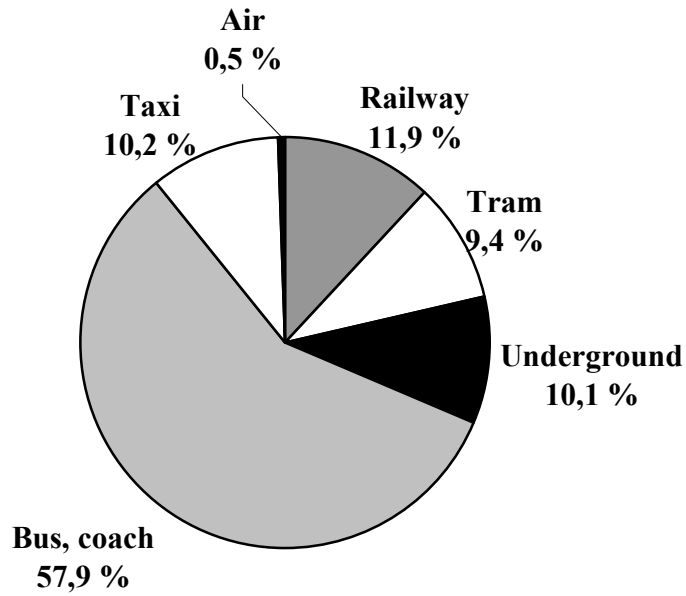


Seat place kilometres (including sleeping places of trains)

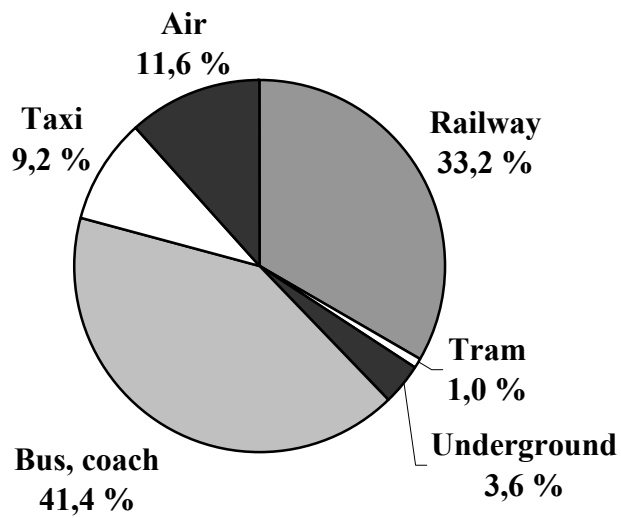


PERFORMANCE 2007

Number of passengers

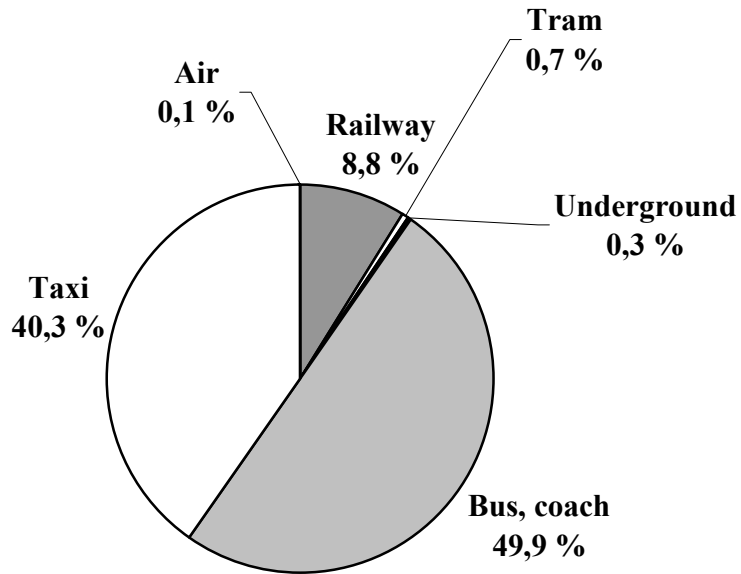


Passenger kilometres

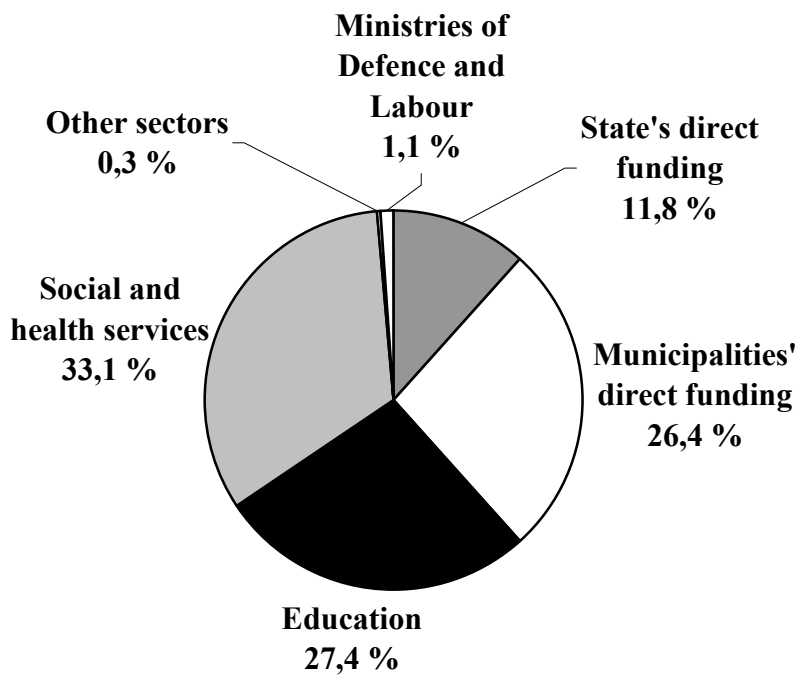


FUNDING 2007

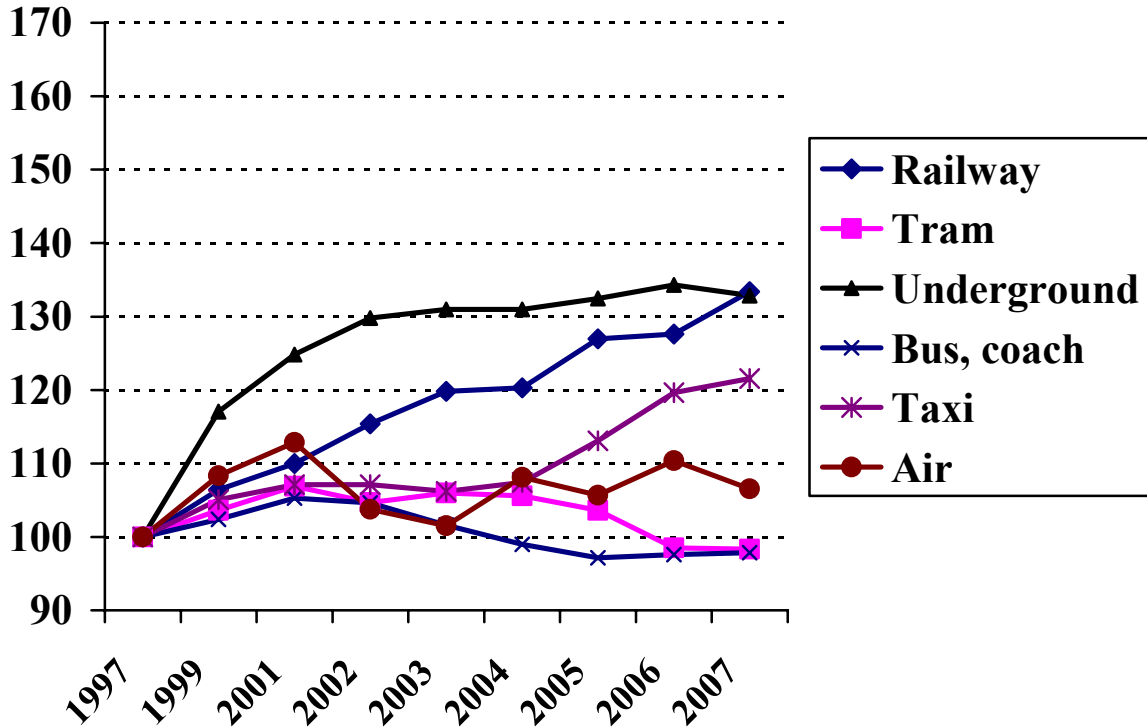
Allocation of total funding



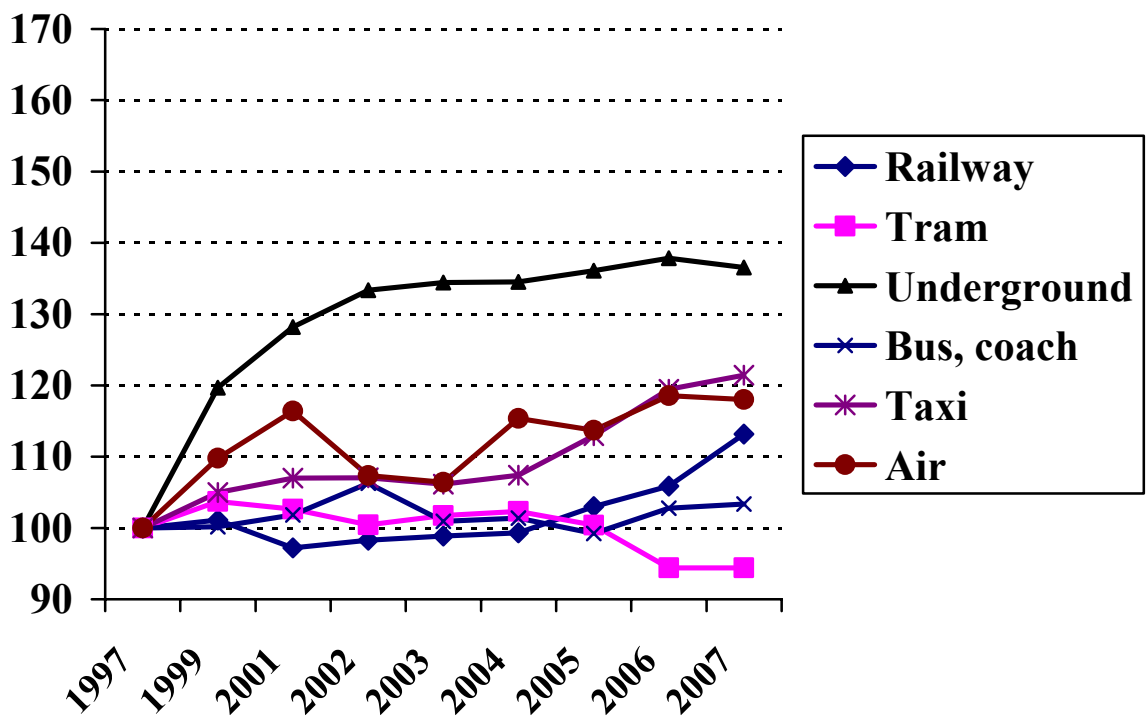
Sources of total funding



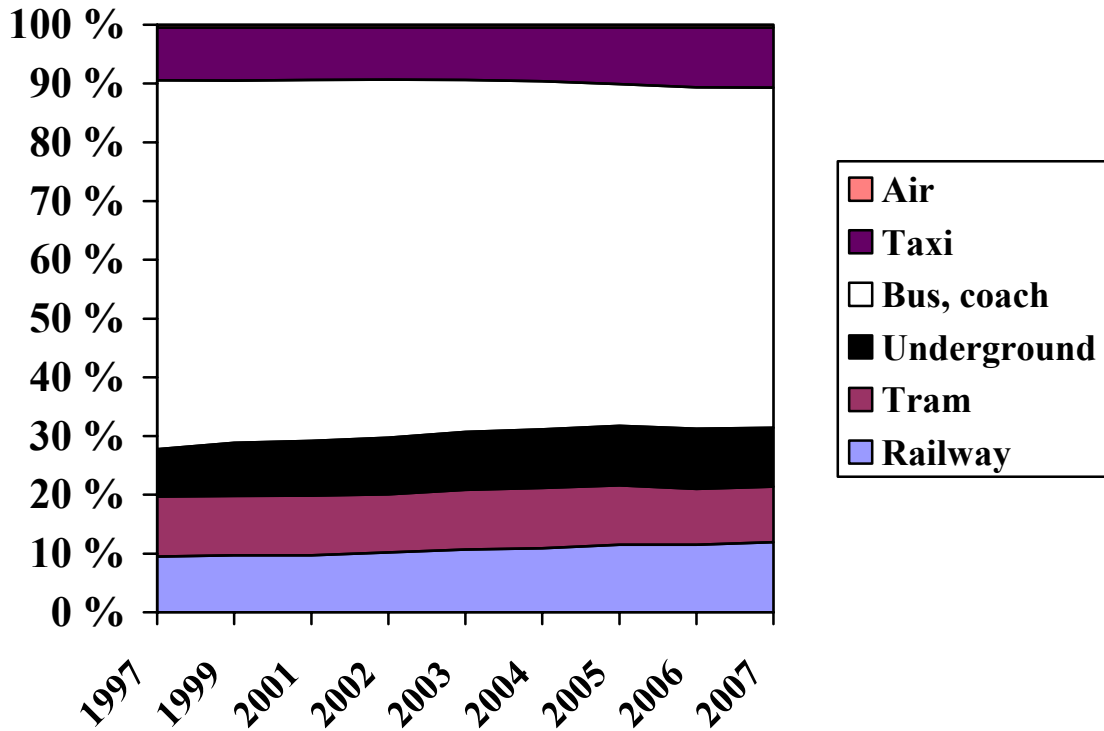
Numbers of passengers Index 1997 = 100



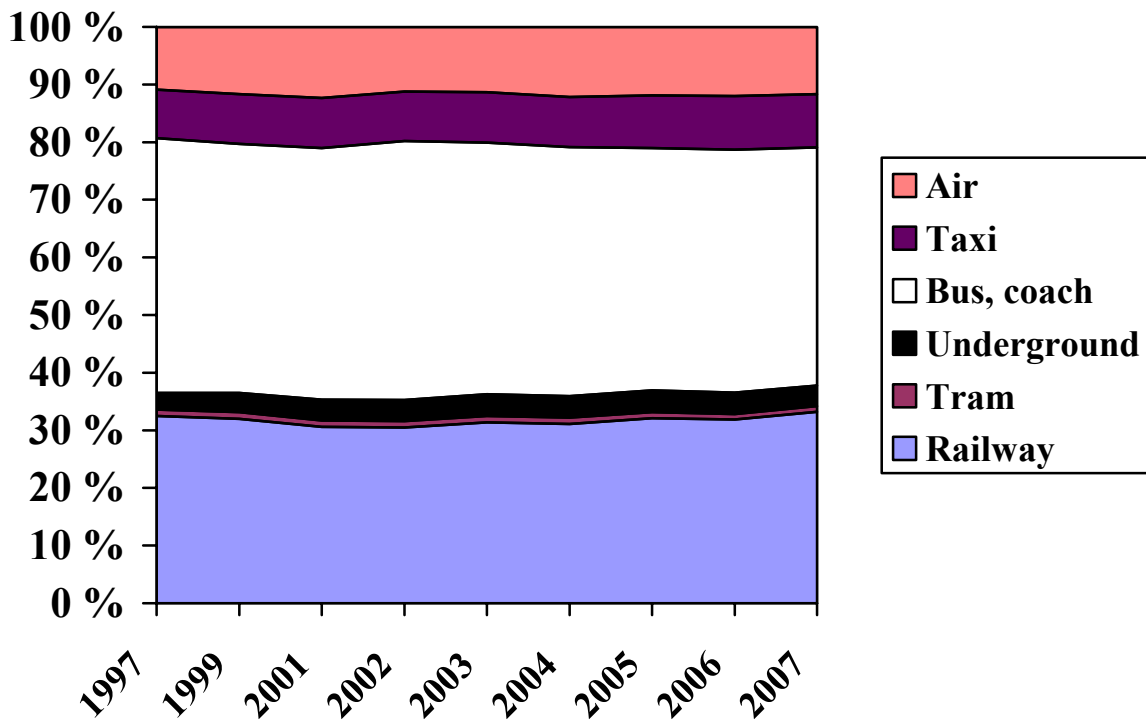
Passenger kilometres Index 1997 = 100



Numbers of passengers Market shares of public transport



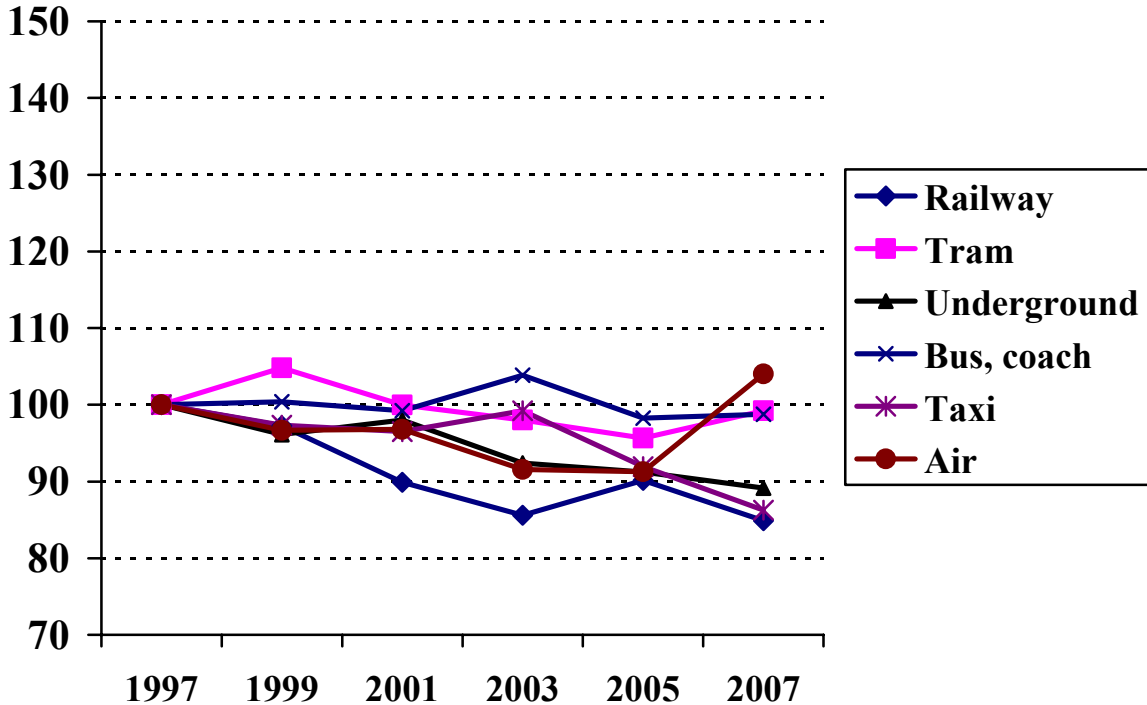
Passenger kilometres Market shares of public transport



Capacity utilisation: passenger kilometres / passenger seat kilometres

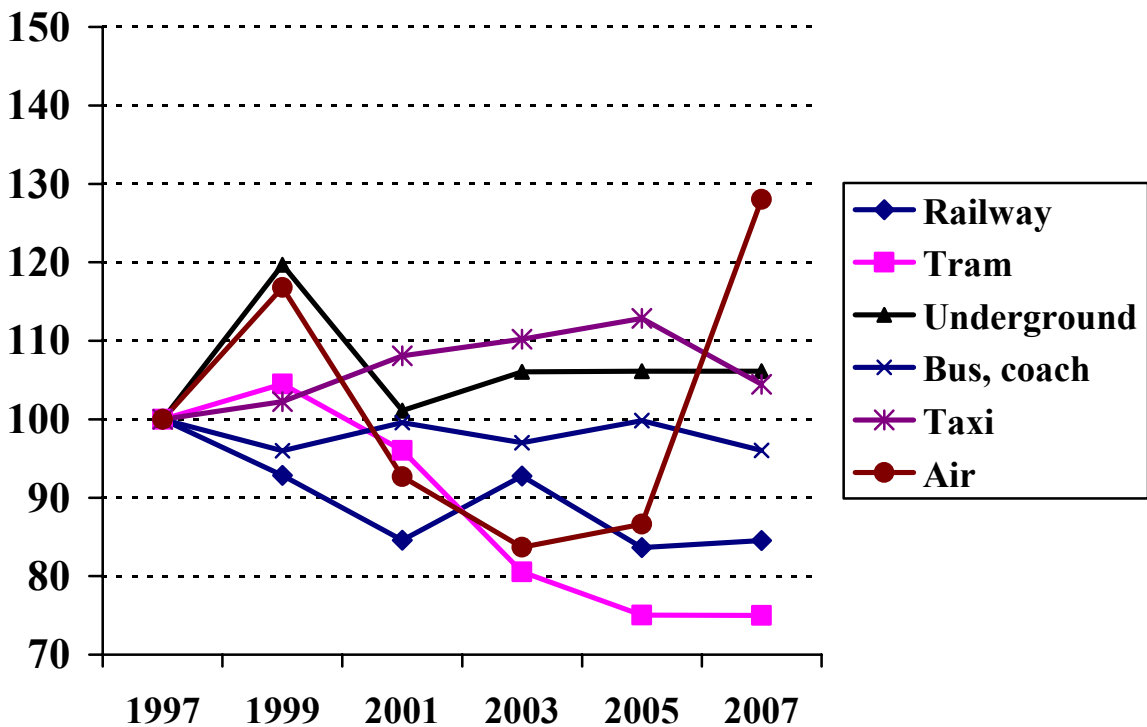
(incl. Sleeping places of trains)

Index 1997 = 100



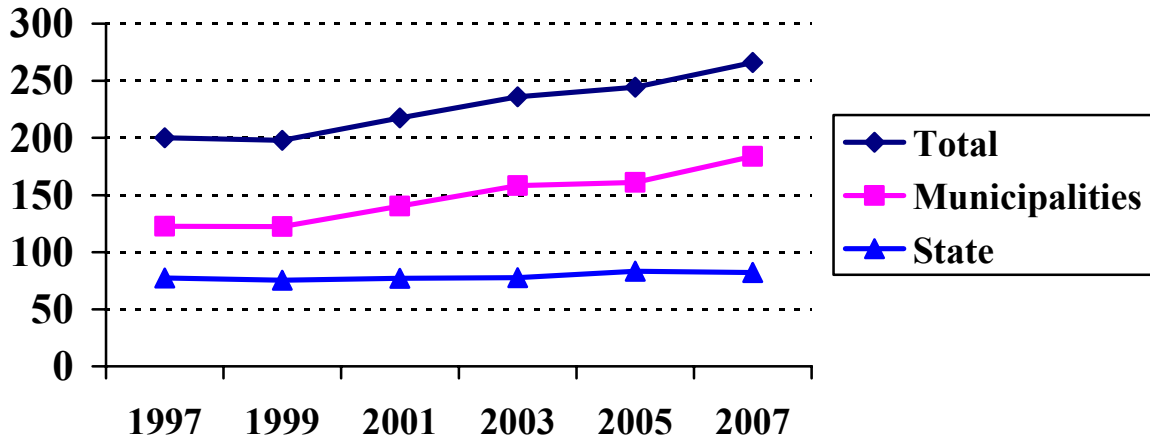
Passenger kilometres / passenger places available

Index 1997 = 100



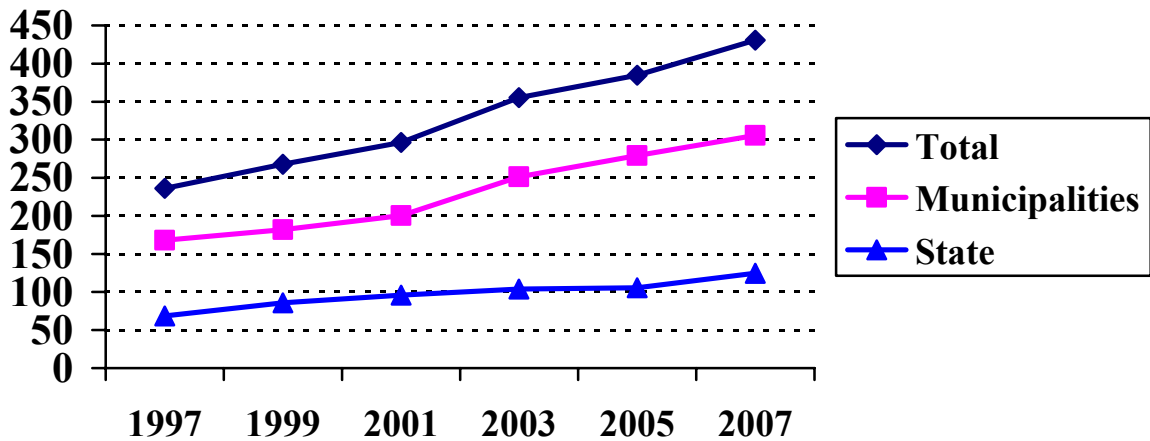
Public funding for public transport, EUR million

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

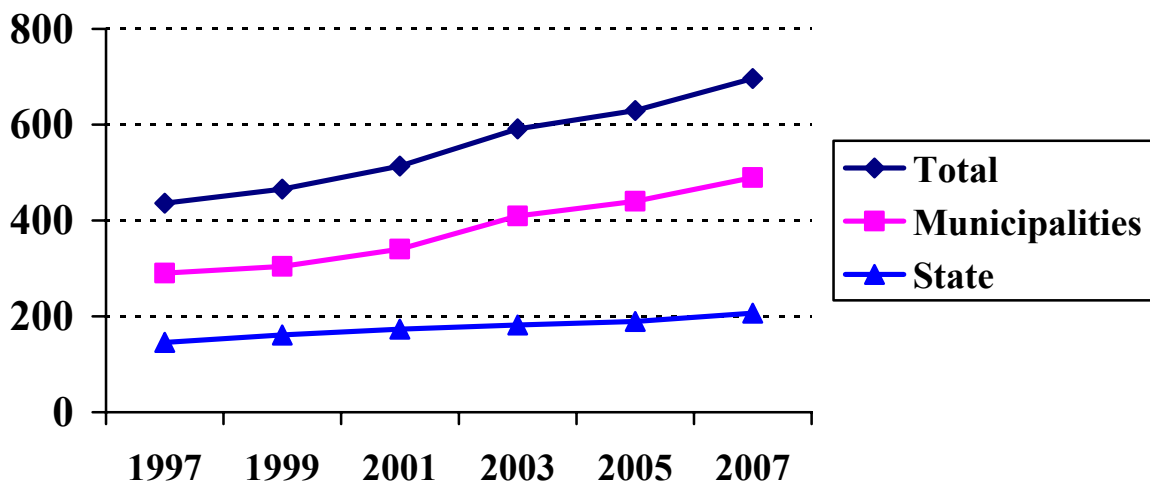


Reimbursements of travel expenses

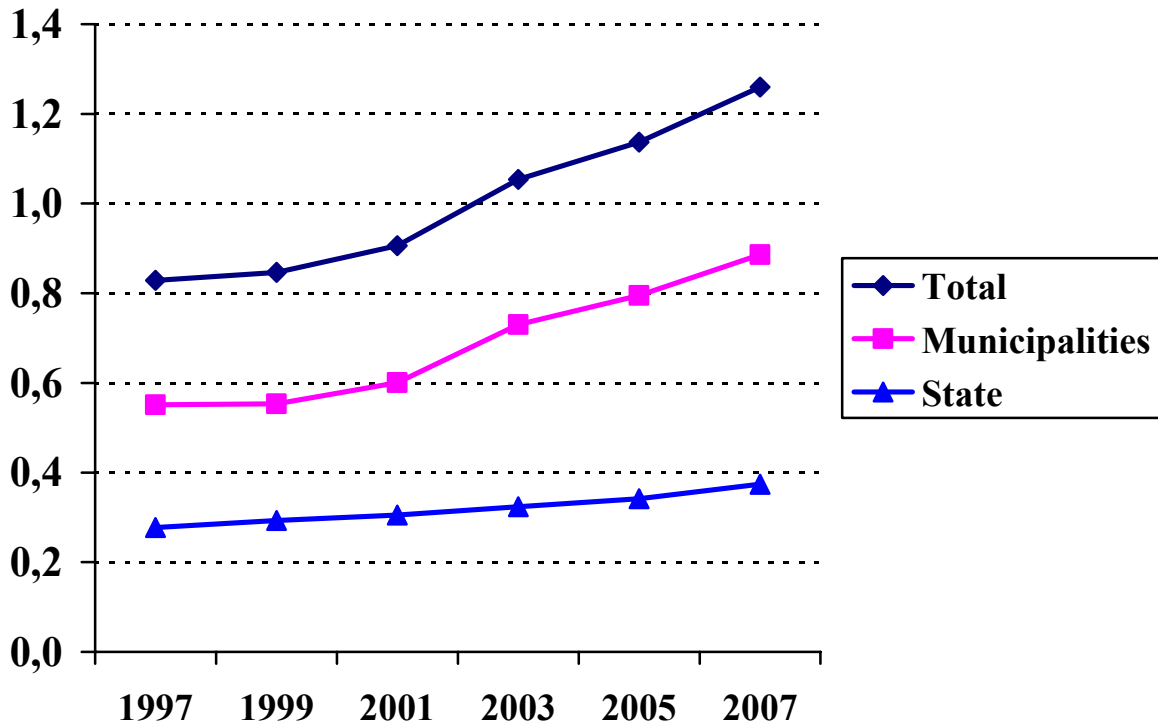
(reductions for special groups and reimbursements of travel expenses)



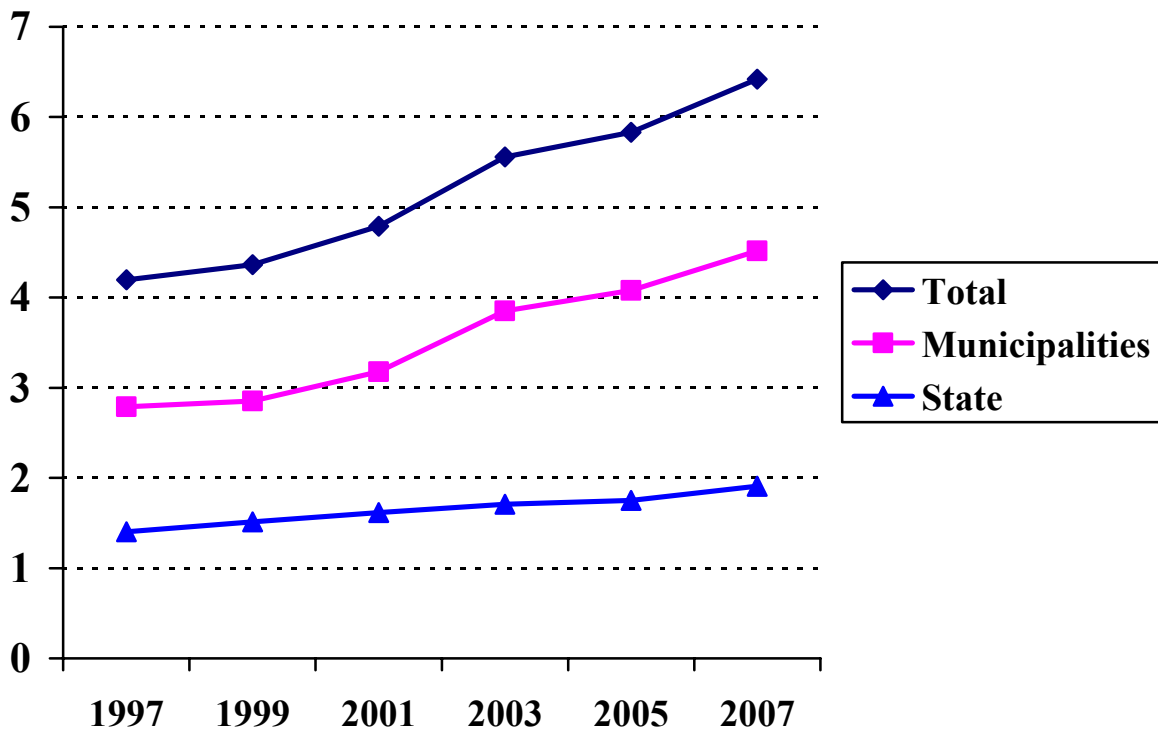
Public funding total (direct funding and reimbursements of travel expenses together)



Total public funding of public transport EUR / passenger



Total public funding of public transport Cent / passenger kilometre



Time series of performance as indices
1997 = 100

Vehicle kilometres

	Railway	Tram	Underground	Bus, coach	Taxi	Air	SI Ferry	Total
1997	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0
1999	101,6	98,5	125,2	102,1	105,2	107,8	65,0	103,9
2001	101,6	102,2	131,5	105,0	107,3	113,7	64,6	106,0
2002	104,8	101,7	145,1	111,9	107,3	105,9	69,0	108,7
2003	107,4	102,0	145,1	104,9	106,3	108,9	65,3	106,3
2004	105,4	97,8	146,4	106,0	107,5	113,8	69,6	107,0
2005	104,5	97,2	148,1	105,6	113,3	118,8	65,3	109,8
2006	102,9	96,3	147,2	105,0	120,1	118,2	66,6	112,8
2007	104,1	96,3	151,7	106,3	122,1	110,5	70,0	114,3

Passengers

	Railway	Tram	Underground	Bus, coach	Taxi	Air	SI Ferry	Total
1997	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0
1999	106,4	103,6	117,0	102,4	105,1	108,3	117,5	104,4
2001	110,0	106,9	124,8	105,3	107,1	112,9	116,7	107,7
2002	115,4	104,7	129,8	104,6	107,1	103,7	125,0	107,9
2003	119,8	106,0	131,0	101,6	106,2	101,5	108,3	106,6
2004	120,3	105,6	131,0	99,0	107,4	108,1	116,7	105,1
2005	127,0	103,6	132,5	97,2	113,1	105,7	116,7	105,0
2006	127,6	98,5	134,3	97,6	119,6	110,4	116,7	105,6
2007	133,4	98,3	132,9	97,9	121,6	106,5	125,0	106,3

Passenger kilometres

	Railway	Tram	Underground	Bus, coach	Taxi	Air	SI Ferry	Total
1997	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0
1999	101,1	103,7	119,7	100,2	105,0	109,8	112,1	102,5
2001	97,2	102,6	128,2	101,8	107,0	116,4	115,2	103,1
2002	98,3	100,4	133,3	106,3	107,0	107,4	124,2	104,6
2003	98,9	101,7	134,4	100,9	106,1	106,4	109,1	102,3
2004	99,3	102,3	134,5	101,4	107,4	115,4	115,2	103,7
2005	103,0	100,4	136,1	99,2	113,0	113,7	115,2	104,3
2006	105,9	94,4	137,9	102,8	119,5	118,6	118,2	107,8
2007	113,1	94,4	136,6	103,4	121,4	118,0	121,2	110,5

Allocation of direct public funding to purchases and fare reductions

Appendix 5
1 (1)

Sources of funding total, EUR million

	Central government				Local government				Total			
	Purchases	Fare reductions	Reimb. of travel exp.	Total	Purchases	Fare reductions	Reimb. of travel exp.	Total	Purchases	Fare reductions	Reimb. of travel exp.	Total
1997	71,8	5,7	68,6	146,1	115,6	6,9	167,8	290,3	187,4	12,6	236,3	436,4
1999	69,0	6,4	85,8	161,3	115,2	7,0	182,0	304,2	184,3	13,4	267,8	465,5
2001	69,2	8,0	96,1	173,3	131,5	8,8	200,3	340,6	200,7	16,8	296,4	513,9
2003	67,9	9,7	104,1	181,7	145,3	12,9	251,4	409,6	213,3	22,6	355,5	591,3
2005	72,4	11,0	105,6	189,0	146,5	14,6	279,1	440,1	218,9	25,5	384,7	629,1
2007	71,2	10,9	124,6	206,8	166,4	17,6	305,8	489,7	237,6	28,5	430,4	696,5

Sources of funding for collective transport, EUR million

	Central government				Local government				Total			
	Purchases	Fare reductions	Reimb. of travel exp.	Total	Purchases	Fare reductions	Reimb. of travel exp.	Total	Purchases	Fare reductions	Reimb. of travel exp.	Total
1997	67,3	5,7	29,2	102,2	115,6	6,9	81,3	203,8	182,9	12,6	110,5	306,0
1999	64,0	6,4	37,3	107,7	115,2	7,0	82,6	204,8	179,2	13,4	119,9	312,6
2001	64,9	8,0	42,7	115,6	131,5	8,8	86,7	227,0	196,4	16,8	129,4	342,7
2003	67,5	9,7	47,0	124,3	145,3	12,9	117,7	275,9	212,9	22,6	164,7	400,2
2005	69,0	11,0	33,3	113,3	146,5	14,6	130,7	291,7	215,5	25,5	164,0	405,0
2007	67,7	10,9	34,6	113,2	166,4	17,6	153,7	337,7	234,0	28,5	188,4	450,9

Sources of funding for charter transport, EUR million

	Central government				Local government				Total			
	Purchases	Fare reductions	Reimb. of travel exp.	Total	Purchases	Fare reductions	Reimb. of travel exp.	Total	Purchases	Fare reductions	Reimb. of travel exp.	Total
1997	4,6	0,0	39,4	43,9	0,0	0,0	86,4	86,4	4,6	0,0	125,8	130,4
1999	5,0	0,0	48,5	53,5	0,0	0,0	99,4	99,4	5,0	0,0	147,9	152,9
2001	4,3	0,0	53,4	57,7	0,0	0,0	113,6	113,6	4,3	0,0	167,0	171,3
2003	0,4	0,0	57,1	57,5	0,0	0,0	133,7	133,7	0,4	0,0	190,8	191,2
2005	3,4	0,0	72,3	75,7	0,0	0,0	148,4	148,4	3,4	0,0	220,7	224,1
2007	3,6	0,0	90,0	93,6	0,0	0,0	152,0	152,0	3,6	0,0	242,1	245,6