

Public Transport Performance Statistics 2015



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Summary

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.

The statistics comprise the following items: 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 the 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.

In 2015, the total supply of public transport was 1.4 (in 2013: 1.5) billion vehicle kilometres, of which 49 per cent (48%) comprised collective services and the remainder charter services. The total number of passengers in public transport was 599 (603) million, and total funding was EUR 983 (1,007) million, of which collective services received 53 per cent (56%). EUR 339 (368) million were allocated for the direct purchase of transport services, compensations of transport deficits or general funding of fare reductions, while further EUR 644 (639) million of indirect funding was used for the reimbursement of travel expenses for special population groups, of which 30 per cent (31%) was directed to collective transport services.

The figures for 2015 and 2013 can be compared with each other on the total level, but when examined by type of transport they are not fully comparable with each other due to the new way of organising collective transport that came into effect on 1 July 2014.

Foreword

Statistics Finland has produced this volume of transport performance figures for the year 2015 at the request of the Finnish Transport Agency. The statistics have been drawn up largely on the same principles as the corresponding volume for 2013, Statistics of the Finnish Transport Agency 2/2015. Statistics Finland produced respective statistics for 2011, 2009, 2007, 2005, 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 Jari Myllärinen and Toni Bärman from the Finnish Transport Agency; Marko Vihervuori and Liisa Maanavilja from Helsinki Region Transport; Mikko Saavola from the Finnish Bus and Coach Association; Minna Schalin from VR Group; Laura Merivirta from Finavia; Minna Soininen from the Finnish Local Traffic Association; Johanna Vilkuna from the Association of Finnish Local and Regional Authorities; Ville Jaakola from the Finnish Taxi Association; and Rauno Viita from Statistics Finland. The statistics were compiled by Ritva Tikkanen from Statistics Finland.

The statistics cover all passenger transport by train, tram, underground, 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 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.

Starting from the statistical reference year 2011, capacity data on public transport have no longer been collected, except to the extent that data are needed for the calculation of performance statistics.

In this publication the figures for 2015 and earlier years are not fully comparable with each other when examined by type of transport due to the new way of organising collective transport that came into effect on 1 July 2014.

Helsinki, June 2017

Finnish Transport Agency
Information Department

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Symbols used in the tables and other abbreviations

-	Data equal zero.
0 or 0,0	The figure is smaller than the magnitude used in the presentation.
..	No data.
empty	Category not applicable.
Pass-km	Passenger kilometre
Ferry to SI, SI Ferry	Ferry to Suomenlinna Island
ELY Centres	Centres of Economic Development, Transport and the Environment
HSL	Joint municipal authority of Helsinki Region Transport
LAL	Finnish Bus and Coach Association

Euro-denominated data are presented at current prices.

NB: Due to technical issues, commas are used as decimal separators and spaces as thousand separators in the tables and graphs.

Introduction

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, tramway, underground railway, 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:

- 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.

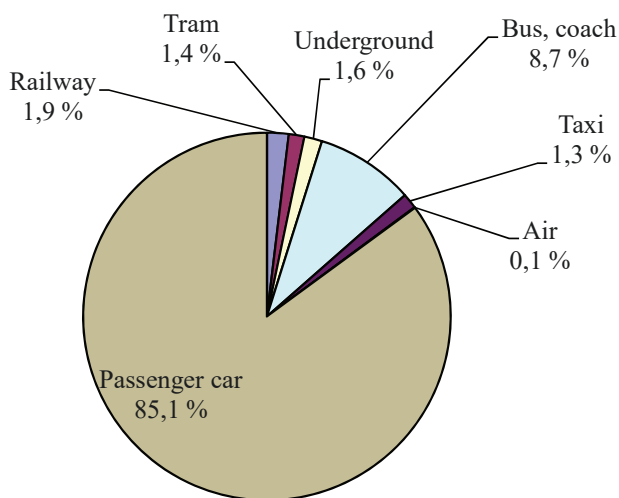
The main statistical results for 2015 and 2013 are indicated in the following table, together with percentage changes between the two. Information is also provided on the proportion of total public transport accounted for by collective transport as opposed to charter transport.

PUBLIC TRANSPORT PERFORMANCE STATISTICS	2015		2013		Change, %
		<i>Share of collective transport</i>		<i>Share of collective transport</i>	
PERFORMANCES, million					
Vehicle kilometres	1 400	49 %	1 464	48 %	-4,3 %
Place kilometres	45 995	85 %	46 777	84 %	-1,7 %
Number of passengers	599	90 %	603	90 %	-0,6 %
Passenger kilometres	11 693	84 %	11 713	83 %	-0,2 %
FUNDING, EUR million					
Direct funding, purchases	311	99 %	311	99 %	0,1 %
Direct funding, ticket subsidies	28	100 %	58	100 %	-50,7 %
Reimbursement of travel expenses	644	30 %	639	31 %	0,8 %
Total	983	53 %	1 007	56 %	-2,4 %

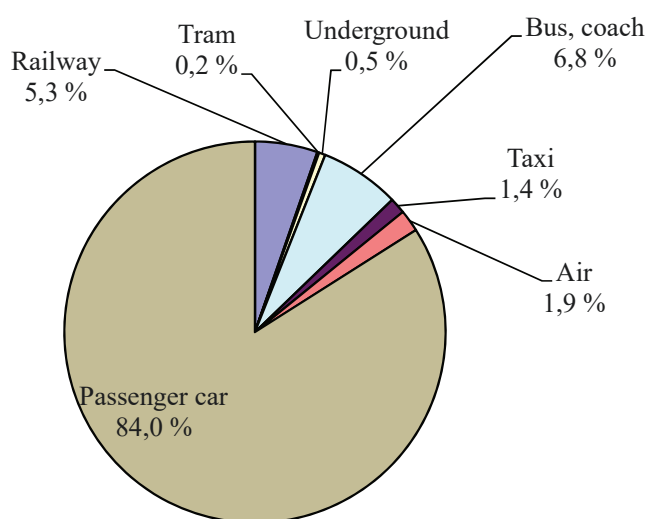
1 Market shares of passenger transport

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 2010-2011 National Travel Survey¹ and passenger kilometres have been estimated as the mean of the data from the National Travel Survey and from the Finnish Transport Agency.

Market shares of passenger numbers in 2015:



Market shares of passenger kilometres in 2015:



¹ The National Travel Survey 2010–11. Finnish Transport Agency; The National Travel Survey 2004–05. Ministry of Transport and Communications; The Passenger Transport Survey 1998–99. Ministry of Transport and Communications. Publications 43/99. Additional information is available on www.hlt.fi

Passenger numbers and passenger kilometres according to the Public transport performance statistics of 2015 and 2013:

Million	Railway	Tram	Under-ground	Bus, coach	Taxi	Air	Ferry to SI	Pass. car	TOTAL	of which public transport, %
2015 Passengers	76,0	55,2	62,9	347,6	53,3	2,5	1,9	3 406,9	4 006,3	15,0 %
2013 Passengers	70,6	56,6	63,4	352,7	55,8	2,4	1,8	3 372,3	3 975,6	15,2 %
2015 Pass. km	3 877	122	396	4 946	991	1 356	5	61 340	73 033	16,0 %
2013 Pass. km	4 149	124	400	4 737	1 037	1 260	5	61 256	72 969	16,1 %
Change 2015 vs. 2013, %										
Passengers	7,6 %	-2,4 %	-0,8 %	-1,5 %	-4,5 %	3,1 %	9,0 %	1,0 %	0,8 %	
Pass. km	-6,6 %	-1,9 %	-1,0 %	4,4 %	-4,4 %	7,6 %	9,0 %	0,1 %	0,1 %	

In the performances of passenger cars, the data on vehicle kilometres are based on the figures of the Finnish Transport Agency and the data on passenger numbers on the National Travel Survey, while the data on passenger kilometres are calculated as means of the figures of the Finnish Transport Agency and the National Travel Survey. The time series of passenger car performances has been calculated with data from the 1998-99 Passenger Transport Survey, and the 2004-05 and 2010-11 National Travel Surveys, which have been raised to the annual level by using the total population of Finland as the coefficient.

Passenger car performances:

Year	Vehicle km Million	Pass. km Million	Trips Million	Year	Vehicle km Million	Pass. km Million	Trips Million
2015	47 355	61 340	3 407	2006	44 610	61 361	3 223
2014	46 800	61 219	3 391	2005	44 220	61 295	3 204
2013	46 510	61 256	3 372	2004	43 530	61 033	3 186
2012	46 620	61 549	3 351	2003	42 565	59 781	3 134
2011	46 780	61 867	3 329	2002	41 675	58 582	3 085
2010	46 245	61 696	3 307	2001	40 680	57 391	3 037
2009	45 950	61 698	3 286	1999	39 190	55 263	2 940
2008	45 285	61 433	3 265	1997	36 790	52 611	2 827
2007	45 560	61 818	3 243				

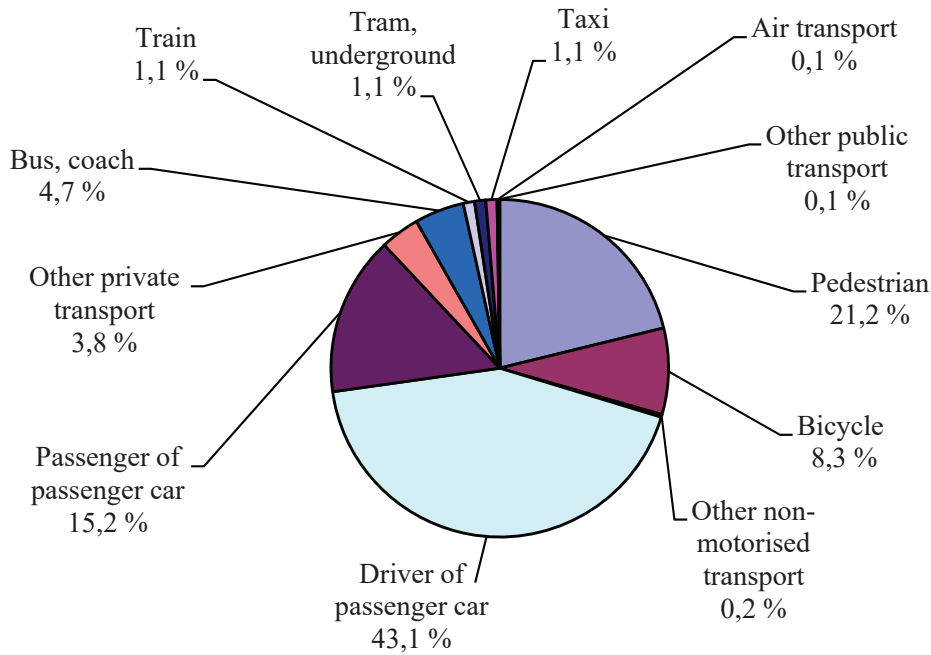
The 2010–11 National Travel Survey examined the market shares of all passenger transport inclusive of non-motorised transport. To allow comparisons, the results from the Survey are presented below.

Daily trips and travelled kilometres according to the 2010–11 National Travel Survey:

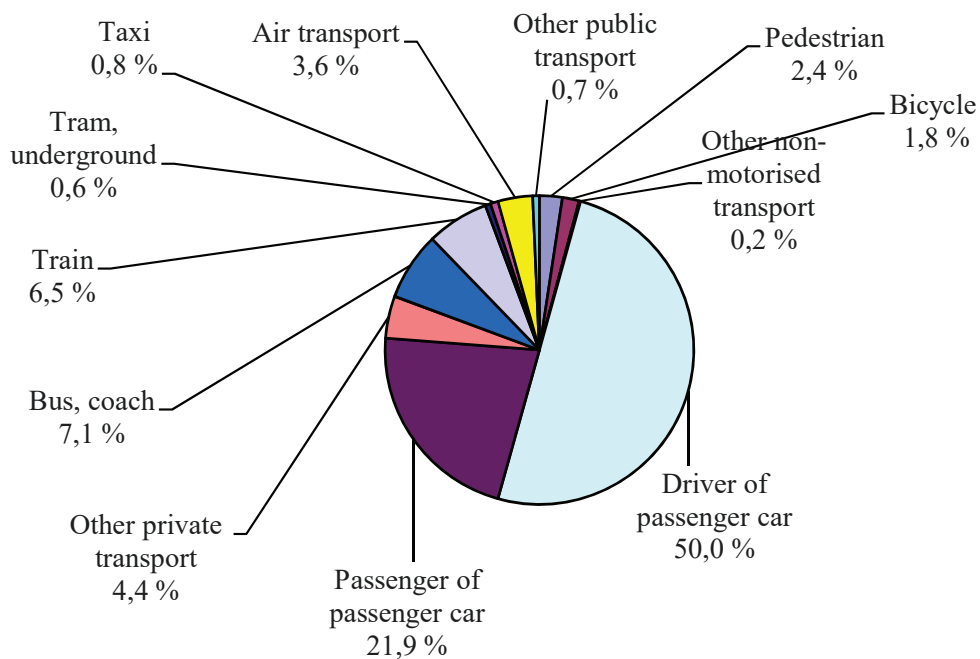
Mode of travel	Pedestrian	Bicycle	Other non-motorised transport	Driver of passenger car	Passenger of passenger car	Other private transport	Bus, coach	Train	Tram, underground	Taxi	Air transport	Other public transport	TOTAL
trips/person/d	0,61	0,24	0,01	1,25	0,44	0,11	0,14	0,03	0,03	0,03	0,003	0,004	2,89
km/person/d	0,99	0,73	0,07	20,80	9,10	1,84	2,96	2,71	0,23	0,34	1,50	0,29	41,39

The share of public transport was 0.24 trips per person, or 8.2 per cent, of daily trips and 8.04 kilometres per person, or 19.4 per cent of daily performance, which is slightly more than in these statistics on transport performances (16.0%).

Average distribution of journeys as daily numbers of trips according to the 2010-11 National Travel Survey:



Average distribution of journeys as daily travelled kilometres according to the 2010-11 National Travel Survey:



2 Public transport performances and funding

This Section presents data from compiled public transport performance statistics. Comprehensive data of these (2015) and the previous (2013) statistics are presented at the end of this Section. The results should be viewed in the light of the uncertainty factors discussed in Section 5.

The time interval for 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, so their time interval is one year.

2.1 Performances

The tables show the supply and demand of public transport in Finland. From 2002 onwards, the performance figures for buses and coaches also include all non-member companies of the Finnish Bus and Coach Association LAL.

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.

Seat and place kilometres offered on long-distance trains are not fully comparable between 2009 and 2011 due to a change made in calculation methods in 2010.

Vehicle kilometres, million

	Railway	Tram	Under-ground	Bus, coach	Taxi	Air	Ferry to SI	TOTAL
1997	175,4	5,4	8,9	433,2	678,9	20,5	0,1	1 322,3
1999	178,1	5,3	11,1	442,4	714,2	22,1	0,1	1 373,4
2001	178,1	5,5	11,7	454,8	728,5	23,3	0,1	1 401,9
2002	183,7	5,5	12,9	484,9	728,5	21,7	0,1	1 437,3
2003	188,4	5,5	12,9	454,2	721,7	22,3	0,1	1 405,1
2004	184,8	5,3	13,0	459,2	729,8	23,3	0,1	1 415,5
2005	183,3	5,3	13,2	457,2	769,2	24,4	0,1	1 452,6
2006	180,5	5,2	13,1	454,4	815,4	24,2	0,1	1 492,9
2007	182,5	5,2	13,5	458,5	829,0	22,7	0,1	1 511,4
2008	186,9	5,4	13,5	463,8	833,9	22,7	0,1	1 526,3
2009	186,0	5,5	14,2	451,1	806,2	22,7	0,1	1 485,8
2010	185,0	5,4	14,2	458,0	799,1	22,7	0,1	1 484,5
2011	192,0	5,4	14,6	452,8	822,3	24,5	0,1	1 511,6
2012	194,0	5,4	14,6	450,5	813,0	20,1	0,1	1 497,6
2013	201,9	5,6	14,8	442,0	780,9	18,8	0,1	1 464,0
2014	185,2	5,5	14,8	430,8	760,4	18,6	0,1	1 415,3
2015	175,7	5,5	15,0	442,9	745,4	15,8	0,1	1 400,4

Seat kilometres, million (including sleeper seats)

	Railway	Tram	Under-ground	Bus, coach	Taxi	Air	Ferry to SI	TOTAL
1997	10 067	213	577	20 450	3 415	2 025	24	36 772
1999	10 469	211	719	20 400	3 682	2 300	24	37 805
2001	10 885	219	755	20 989	3 787	2 435	18	39 088
2003	11 563	218	833	20 917	3 685	2 374	18	39 607
2004	11 141	233	840	21 152	3 740	2 410	19	39 535
2005	11 039	227	850	20 985	3 894	2 361	20	39 376
2006	11 329	223	843	20 813	4 321	2 378	21	39 928
2007	11 776	220	873	20 894	4 253	2 245	22	40 282
2008	12 051	235	871	21 063	4 281	2 384	22	40 906
2009	12 136	248	918	20 546	4 139	2 111	22	40 120
2010	11 180	259	920	20 576	4 103	2 054	22	39 114
2011	11 698	265	951	20 400	4 221	2 404	24	39 964
2012	12 102	272	946	19 977	4 174	2 131	26	39 628
2013	12 597	282	959	19 584	4 009	2 028	26	39 486
2014	12 062	281	965	19 186	3 904	2 033	26	38 457
2015	11 362	282	978	20 153	3 827	1 848	27	38 477

Place kilometres, million

	Railway	Tram	Under-ground	Bus, coach	Taxi	Air	Ferry to SI	TOTAL
1997	11 179	472	1 284	23 830	3 415	2 025	41	42 247
1999	11 623	470	1 598	24 503	3 682	2 300	41	44 216
2001	12 095	490	1 682	25 459	3 787	2 435	23	45 972
2003	12 238	505	1 852	24 754	3 685	2 374	24	45 431
2004	11 841	489	1 871	24 910	3 740	2 410	22	45 283
2005	11 716	485	1 891	24 806	3 894	2 361	21	45 174
2006	12 252	478	1 876	24 551	4 321	2 378	22	45 878
2007	12 793	476	1 941	24 843	4 253	2 245	23	46 574
2008	13 110	501	1 944	25 115	4 281	2 384	23	47 358
2009	13 198	524	2 042	24 564	4 139	2 111	23	46 601
2010	12 138	539	2 031	24 831	4 103	2 054	23	45 720
2011	12 802	558	2 106	24 813	4 221	2 404	25	46 930
2012	13 346	573	2 095	24 352	4 174	2 131	27	46 699
2013	13 938	596	2 125	24 054	4 009	2 028	27	46 777
2014	13 353	592	2 137	23 703	3 904	2 033	27	45 749
2015	12 854	595	2 166	24 678	3 827	1 848	28	45 995

Passenger numbers, million

	Railway	Tram	Under-ground	Bus, coach	Taxi	Air	Ferry to SI	TOTAL
1997	50,0	53,6	42,3	330,1	48,5	2,6	1,2	528,3
1999	53,2	55,5	49,5	338,1	51,0	2,8	1,4	551,5
2001	55,0	57,3	52,8	347,5	52,0	2,9	1,4	568,9
2002	57,7	56,1	54,9	345,4	52,0	2,7	1,5	570,3
2003	59,9	56,8	55,4	335,4	51,5	2,6	1,3	562,9
2004	60,1	56,6	55,4	326,8	52,1	2,8	1,4	555,3
2005	63,5	55,6	56,0	320,7	54,9	2,7	1,4	554,8
2006	63,8	52,8	56,8	318,6	58,1	2,8	1,4	554,2
2007	66,7	52,7	56,2	319,6	59,1	2,7	1,5	558,6
2008	69,9	53,9	57,6	331,4	59,5	2,7	1,5	576,5
2009	67,6	54,9	57,3	325,9	57,5	2,3	1,5	567,1
2010	68,2	54,5	57,1	339,8	57,0	2,2	1,6	580,3
2011	67,1	53,7	61,5	346,8	58,6	2,7	1,7	592,0
2012	68,2	57,2	62,2	351,8	58,0	2,7	1,6	601,6
2013	70,6	56,6	63,4	352,7	55,8	2,4	1,8	603,3
2014	71,9	55,5	62,1	349,4	54,4	2,5	1,8	597,5
2015	76,0	55,2	62,9	347,6	53,3	2,5	1,9	599,4

Passenger kilometres, million

	Railway	Tram	Under-ground	Bus, coach	Taxi	Air	Ferry to SI	TOTAL
1997	3 376	116	301	4 600	902	1 133	3,3	10 432
1999	3 414	121	360	4 608	947	1 245	3,7	10 697
2001	3 282	119	385	4 685	965	1 319	3,8	10 759
2002	3 318	117	401	4 888	966	1 217	4,1	10 910
2003	3 338	118	404	4 642	957	1 206	3,6	10 669
2004	3 352	119	404	4 663	969	1 308	3,8	10 818
2005	3 478	117	409	4 565	1 019	1 289	3,8	10 879
2006	3 540	110	414	4 728	1 077	1 344	3,9	11 217
2007	3 778	110	411	4 731	1 096	1 338	4,0	11 467
2008	4 052	112	420	4 894	1 105	1 332	4,0	11 918
2009	3 876	114	418	4 539	1 069	1 154	4,2	11 175
2010	4 032	113	417	4 814	1 058	1 099	4,3	11 537
2011	3 950	118	397	4 825	1 087	1 324	4,5	11 705
2012	4 105	125	401	4 724	1 076	1 344	4,4	11 780
2013	4 149	124	400	4 737	1 037	1 260	4,8	11 713
2014	3 906	122	392	4 627	1 011	1 292	4,8	11 355
2015	3 877	122	396	4 946	991	1 356	5,2	11 693

SSources: VR Group; Finnish Bus and Coach Association; Helsinki Region Transport; Oulu Public Transport; Tampere Public Transport; Turku Collective Transport Board; ELY Centres; Finnish Taxi Association; Finavia; Statistics Finland: Financial statements statistics of bus and coach companies.

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.

The data on passenger numbers in regional transport have been collected from HSL and from the Seitti system of ELY Centres. Numbers of journeys made have been used as numbers of passengers. Estimates on average lengths of journeys are based on data from the mid-2000s obtained from the Provincial State Offices of that time. Passenger kilometres have been obtained by multiplying the number of passengers by the average length of a journey. Short-distance transport on local trains within the HSL area has also been classified as regional transport. Regional transport comprises small volumes of collective taxi transport. For the area of the Uusimaa ELY Centre, the table shows regional transport in the HSL area (excluding the internal transport of the municipalities included in the HSL region) and in the rest of the region separately.

Regional transport data 2015 and 2013, bus and coach transport

HSL, ELY centre	2015			2013		
	Passengers	Average journey length,	Pass. km	Passengers	Average journey length,	Pass. km
	Million	km	Million	Million	km	Million
HSL, regional	69,3	10	700	62,5	10	631
Uusimaa	1,9	25	47	2,0	25	50
Southwest Finland	1,0	10	10	0,9	10	9
Southeast Finland	0,2	25	5	0,2	25	6
Pirkanmaa	0,3	10	3	0,3	10	3
North Savo	0,3	29	10	0,4	29	12
Central Finland	0,1	10	1	0,2	10	2
South Ostrobothnia	-	-	-	0,1	10	1
North Ostrobothnia	0,0	22	1	0,1	22	1
Lapland	0,1	27	4	0,3	27	8
TOTAL	73,3	11	779	66,9	11	722

Sources: Helsinki Region Transport; ELY Centres.

2.2 Public funding

The sums presented in the funding figures are given in net amounts, 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 material of ELY Centres and these were used to calculate data on local government funding for 2003–2015. 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 (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 4 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 (the only mode of transport showing surplus) has been given as zero in previous statistical publications because it has been regarded as amortisation of investment expenditure arising from construction of the underground. From the 2011 statistics onwards, the calculated surplus of underground transport has been included in full. The data have also been entered retrospectively up to the year 1997.

Sources of funding total, EUR million

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	118,4	156,7	275,0	195,9	225,3	421,2
1999	75,5	85,8	161,3	116,7	172,4	289,1	192,2	258,2	450,4
2001	77,2	96,1	173,3	134,0	192,2	326,2	211,2	288,3	499,5
2003	77,7	104,1	181,7	130,6	242,9	373,6	208,3	347,0	555,3
2005	83,4	105,6	189,0	128,8	269,8	398,6	212,2	375,5	587,7
2007	82,1	135,5	217,6	147,1	299,5	446,6	229,2	435,0	664,2
2009	95,6	168,8	264,4	201,9	344,9	546,7	297,5	513,7	811,2
2011	100,6	205,9	306,5	232,9	386,1	619,1	333,5	592,0	925,5
2013	99,8	226,2	326,0	268,4	412,9	681,3	368,2	639,1	1 007,3
2015	90,7	218,9	309,6	248,7	425,1	673,8	339,3	644,0	983,3

Sources of funding for collective transport, EUR million

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	118,4	81,0	199,3	191,3	110,2	301,5
1999	70,4	37,3	107,7	116,7	82,3	199,0	187,2	119,6	306,8
2001	72,9	42,7	115,6	134,0	86,5	220,5	206,9	129,2	336,1
2003	77,3	47,0	124,3	130,6	114,2	244,9	207,9	161,2	369,1
2005	80,0	33,3	113,3	128,8	126,7	255,5	208,8	160,1	368,9
2007	78,6	34,3	112,8	147,1	150,3	297,4	225,6	184,6	410,2
2009	91,1	41,1	132,2	201,9	168,2	370,1	293,0	209,3	502,3
2011	96,1	43,1	139,3	232,9	155,8	388,8	329,1	199,0	528,1
2013	95,2	49,0	144,2	268,4	150,8	419,2	363,7	199,7	563,4
2015	86,1	45,1	131,2	248,7	145,8	394,5	334,8	190,9	525,7

Sources of funding for charter transport, EUR million

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	-	75,7	75,7	4,6	115,1	119,6
1999	5,0	48,5	53,5	-	90,1	90,1	5,0	138,6	143,7
2001	4,3	53,4	57,7	-	105,8	105,8	4,3	159,1	163,4
2003	0,4	57,1	57,5	-	128,7	128,7	0,4	185,8	186,2
2005	3,4	72,3	75,7	-	143,1	143,1	3,4	215,4	218,8
2007	3,6	101,2	104,8	-	149,2	149,2	3,6	250,4	254,0
2009	4,5	127,7	132,2	-	176,6	176,6	4,5	304,3	308,8
2011	4,4	162,8	167,2	-	230,3	230,3	4,4	393,1	397,5
2013	4,6	177,2	181,8	-	262,1	262,1	4,6	439,3	443,9
2015	4,6	173,8	178,4	-	279,3	279,3	4,6	453,1	457,7

Allocation of total funding by type of transport in 1997–2013, EUR million

EUR million	Long-distance transport	Urban transport of major cities ¹⁾	Other urban transport	Other collective transport	Regular charter transport	Other charter transport	TOTAL
1997	48,5	98,0	29,8	125,3	25,1	94,5	421,2
1999	47,9	94,5	31,5	132,8	26,2	117,4	450,4
2001	50,2	102,3	38,5	145,1	26,1	137,3	499,5
2003	54,9	108,1	31,5	174,6	45,8	140,4	555,3
2005	43,0	106,5	35,5	183,9	55,3	163,5	587,7
2007	38,1	119,3	41,1	211,8	57,1	196,9	664,2
2009	43,1	168,1	53,4	237,7	65,7	243,1	811,2
2011	46,7	199,4	57,8	224,1	95,8	301,6	925,5
2013	46,8	216,1	68,2	232,2	114,2	329,7	1 007,3

1) HSL, Tampere and Turku.

Allocation of total funding by type of transport in 2015, EUR million

EUR million	Long-distance transport	Transport of large urban areas ¹⁾	Transport of medium-size urban areas	Other collective transport ²⁾	Regular charter transport	Other charter transport	TOTAL
2015	45,7	214,1	61,7	204,1	120,6	337,0	983,3

1) The competence areas of HSL, Oulu, Tampere and Turku.

2) A different area set than in 1997-2013, see Appendix 5.

Allocation of total funding by mode of transport, EUR million

EUR million	Railway	Tram	Underground	Bus, coach	Taxi	Air	Ferry to SI	TOTAL
1997	63,5	4,1	-3,8	213,6	141,8	0,9	1,0	421,2
1999	62,3	2,1	-5,1	224,2	165,4	0,4	1,1	450,4
2001	65,3	5,1	-5,9	245,4	187,7	0,4	1,5	499,5
2003	70,7	5,8	-7,8	272,9	211,5	0,7	1,6	555,3
2005	62,7	3,7	-11,3	288,7	240,0	1,3	2,3	587,7
2007	61,1	4,3	-12,0	319,4	288,5	0,5	2,4	664,2
2009	69,2	12,9	-8,7	386,1	346,8	2,3	2,6	811,2
2011	78,4	9,2	-17,9	437,7	412,8	2,8	2,7	925,5
2013	77,7	7,8	-22,4	496,6	441,8	3,4	2,3	1 007,3
2015	65,2	6,0	-24,9	488,0	444,8	2,4	1,8	983,3

Allocation of direct funding by mode of transport, EUR million

EUR million	Railway	Tram	Under-ground	Bus, coach			Taxi	Air	Ferry to SI	TOTAL
				Total	Purchases	Fare subs.				
1997	55,1	3,9	-4,2	138,9	126,2	12,6	0,7	0,5	1,0	195,9
1999	52,5	2,0	-5,5	140,9	127,5	13,4	1,2	0,0	1,1	192,2
2001	55,2	5,0	-6,3	154,3	137,5	16,8	1,5	0,0	1,5	211,2
2003	56,7	5,0	-8,6	151,9	128,5	23,5	1,5	0,2	1,6	208,3
2005	54,5	2,4	-12,6	163,6	137,9	25,7	1,3	0,8	2,3	212,2
2007	52,8	2,7	-13,7	183,7	152,6	31,1	1,3	-	2,3	229,2
2009	59,3	10,9	-10,9	232,1	189,5	42,5	1,8	1,7	2,6	297,5
2011	69,6	7,2	-20,2	269,0	222,9	46,1	2,9	2,3	2,7	333,5
2013	68,8	6,2	-24,2	311,3	256,5	54,8	0,8	3,0	2,3	368,2
2015	52,8	3,5	-27,7	306,4	280,2	26,1	0,5	2,0	1,8	339,3

Allocation of reimbursement of travel expenses by mode of transport, EUR million

EUR million	Railway	Tram	Under-ground	Bus, coach	Taxi	Air	Ferry to SI	TOTAL
1997	8,4	0,2	0,4	74,8	141,1	0,4	0,0	225,3
1999	9,8	0,1	0,4	83,3	164,2	0,3	0,0	258,2
2001	10,0	0,1	0,5	91,1	186,1	0,4	0,0	288,3
2003	14,0	0,8	0,8	121,0	210,0	0,5	0,0	347,0
2005	8,3	1,4	1,4	125,2	238,7	0,5	0,0	375,5
2007	8,3	1,6	1,7	135,7	287,1	0,5	0,0	435,0
2009	9,9	2,1	2,2	154,0	344,9	0,6	-	513,7
2011	8,8	2,0	2,3	168,7	409,9	0,5	-	592,0
2013	8,9	1,6	1,8	185,3	441,0	0,4	-	639,1
2015	12,4	2,5	2,8	181,6	444,3	0,4	-	644,0

Sources: Ministry of Transport and Communications; Ministry of Defence; Ministry of Economic Affairs and Employment; ELY Centres; Social Insurance Institution; Helsinki Region Transport; Oulu Public Transport; Tampere Public Transport; Turku Collective Transport Board; Statistics Finland: Statistics on the Finances and Activities of Municipalities; 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 the transport services purchased by ELY Centres and the Ministry of Transport and Communications:

Purchased transport	2015		2013	
	EUR million	km, million	EUR million	km, million
Ministry of Transport and Communications:				
Purchase of long-distance transport				
- railway transport	31,7	5,2 *)	33,6	5,2 *)
- air transport	1,0	..	1,5	..
Purchase of short-distance transport				
- railway transport	7,7	.. *)	9,7	4,7 *)
ELY Centres:				
Purchase of basic transport				
- bus	21,2	15,2	22,5	18,7
- taxi	20,7	14,7	21,7	17,9
	0,5	0,5	0,8	0,8

*) train km

Sources: Ministry of Transport and Communications; Finnish Transport Agency; VR Group.

2.3 Collective transport funding of ELY Centres

The division into provinces was abolished as of the beginning of 2010 and replaced with the division into 15 ELY Centres, of which nine are also responsible for matters related to transport. This section examines the state subsidies granted by ELY centres to public transport. They and the performances corresponding to them are included in the figures of this report. The figures in the tables do not include collective transport development, testing and communication costs.

The Finnish Transport Agency has granted a separate subsidy for public transport in medium-size urban areas starting from 2013. As a consequence, the public transport appropriations allocated to ELY centres are around EUR nine to ten million lower than before.

Collective transport funding by ELY Centre in 2015, EUR million

EUR million	Purchases of basic transport services	Local transport	Service transport	Urban tickets	Regional tickets	Commuter tickets	TOTAL
ELY centre							
Uusimaa	2,9	0,6	0,2	0,1	0,1	0,9	4,8
Southwest Finland	1,2	0,0	0,0	0,0	1,0	0,0	2,2
Southeast Finland	0,6	0,0	0,0	0,0	0,1	-	0,7
Pirkanmaa	1,7	0,1	0,0	0,0	0,3	-	2,1
North Savo	4,9	0,4	0,2	0,2	0,3	-	5,9
Central Finland	1,0	0,1	0,0	0,0	0,1	-	1,2
South Ostrobothnia	2,9	0,2	0,1	0,0	0,0	-	3,2
North Ostrobothnia	3,8	0,1	0,0	0,0	0,0	0,0	4,0
Lapland	2,2	0,2	0,1	0,2	0,1	-	2,8
TOTAL	21,2	1,6	0,7	0,6	2,0	0,9	27,0

Source: Finnish Transport Agency

Collective transport funding by ELY Centre in 2013, EUR million

EUR million	Purchases of basic transport services	Local transport	Service transport	Urban tickets	Regional tickets	Commuter tickets	TOTAL
ELY centre							
Uusimaa	1,8	0,7	0,3	0,3	0,2	1,1	4,4
Southwest Finland	1,3	0,4	0,0	-	0,8	-	2,5
Southeast Finland	1,0	0,2	0,0	0,0	0,1	-	1,5
Pirkanmaa	1,4	0,1	-	0,0	0,3	-	1,9
North Savo	5,4	0,3	0,2	0,3	0,4	-	6,5
Central Finland	1,6	0,1	-	-	0,2	-	1,9
South Ostrobothnia	2,8	0,2	0,1	0,1	0,1	-	3,3
North Ostrobothnia	4,7	0,2	0,1	0,0	0,1	0,0	5,2
Lapland	2,5	0,2	0,3	0,3	0,1	-	3,4
TOTAL	22,5	2,4	1,1	1,1	2,4	1,1	30,6

Source: Finnish Transport Agency

The following two tables examine more closely the state subsidies granted by ELY centres to service transport.

State subsidies by ELY Centre to service transport and its passenger numbers in 2015

ELY centre	State subsidy, EUR million	Vehicle kilometres	Passenger numbers	Funding, EUR/ passenger
Uusimaa	0,2	695 000	233 277	1,1
Southwest Finland	-	-	-	-
Southeast Finland	-	-	-	-
Pirkanmaa	-	-	-	-
North Savo	0,2	458 000
Central Finland	-	-	-	-
South Ostrobothnia	0,1	433 000	86 558	1,4
North Ostrobothnia	0,0
Lapland	0,1	194 000	55 729	2,4
TOTAL	0,7	1 780 000	375 564	1,8

Source: Finnish Transport Agency

State subsidies by ELY Centre to service transport and its passenger numbers in 2013

ELY centre	State subsidy, EUR million	Vehicle kilometres	Passenger numbers	Funding, EUR/ passenger
Uusimaa	0,3	392 000	115 207	2,9
Southwest Finland	0,0	45 000	5 204	5,3
Southeast Finland	0,0
Pirkanmaa	-	-	-	-
North Savo	0,2	193 000	58 191	2,7
Central Finland	-	-	-	-
South Ostrobothnia	0,1	222 000	40 158	2,4
North Ostrobothnia	0,1	155 000	28 519	4,8
Lapland	0,3	249 000	71 993	3,6
TOTAL	1,1	1 256 000	319 272	3,3

Source: Finnish Transport Agency

2.4 Turnover of public transport

The following tables present the turnover of public transport by type of transport as well as the change between 2015 and 2013. 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.

In 2015, public transport was subsidised to the extent of 11.9 per cent including air transport and 12.7 per cent excluding air transport, calculated by dividing direct funding by turnover. The corresponding figures for 2013 were 12.8 and 13.6 per cent.

Turnover of public transport in 2015, EUR million

2015, EUR million Mode of transport, type of transport	Turn- over	Central government			Local government			Total general government			Sub- sidising rate	
		Direct funding	Reimb. of travel expenses	Total	Direct funding	Reimb. of travel expenses	Total	Direct funding	Reimb. of travel expenses	Total		Share of turnover
Railway transport total	413	40,1	8,4	48,5	12,7	4,0	16,7	52,8	12,4	65,2	15,8 %	12,8 %
Long-distance transport	310	31,7	6,0	37,6	-	-	-	31,7	6,0	37,6	12,1 %	10,2 %
Helsinki regional transport area	64	0,7	0,5	1,2	12,7	2,5	15,2	13,4	3,0	16,4	25,8 %	21,1 %
Other short-dist. transp. in Helsinki	39	7,7	1,9	9,7	-	1,5	1,5	7,7	3,4	11,2	28,8 %	20,0 %
Tram, underground and SI Ferry	78	1,6	-	1,6	-23,9	5,3	-18,7	-22,3	5,3	-17,1		
Bus transport total	1 093	47,5	38,6	86,0	258,9	143,0	401,9	306,4	181,6	488,0	44,6 %	28,0 %
Bus transport of large urban areas 1)	440	7,9	5,4	13,3	190,5	11,0	201,5	198,4	16,4	214,8	48,8 %	45,1 %
Bus and coach charter transport 2)	222	4,6	2,3	6,9	-	79,9	79,9	4,6	82,2	86,8	39,1 %	2,1 %
Other bus transport 3)	431	35,0	30,9	65,9	68,4	52,1	120,5	103,4	83,0	186,4	43,2 %	24,0 %
Long-distance transport	82	-	5,7	5,7	-	-	-	-	5,7	5,7	6,9 %	-
Other contract transport	349	35,0	25,2	60,2	68,4	52,1	120,5	103,4	77,4	180,7	51,8 %	29,6 %
Taxi transport total 4)	1 076	0,5	171,5	172,0	-	272,8	272,8	0,5	444,3	444,8	41,3 %	0,0 %
Air transport	182	1,0	0,4	1,4	1,0	-	1,0	2,0	0,4	2,4	1,3 %	1,1 %
TOTAL	2 843	90,7	218,9	309,6	248,7	425,1	673,8	339,3	644,0	983,3	34,6 %	11,9 %

- 1) Transport of large urban areas includes contract transport in the competence areas of HSL, Oulu, Tampere and Turku. Costs relating to the 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 by 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

Sources: VR Group; Finnish Bus and Coach Association; Helsinki Region Transport; Oulu Public Transport; Tampere Public Transport; Turku Collective Transport Board; Finnair Plc; ELY Centres; Statistics Finland.

Turnover of public transport in 2013, EUR million

2013, EUR million Mode of transport, type of transport	Turn- over	Central government			Local government			Total general government			Sub- sidising rate	
		Direct funding	Reimb. of travel expenses	Total	Direct funding	Reimb. of travel expenses	Total	Direct funding	Reimb. of travel expenses	Total Share of turnover		
Railway transport total	459	44,1	6,0	50,1	24,7	2,9	27,6	68,8	8,9	77,7	17,0 %	15,0 %
Long-distance transport	355	33,6	3,8	37,4	-	-	-	33,6	3,8	37,4	10,5 %	9,5 %
Helsinki regional transport area	51	0,8	-	0,8	24,7	1,3	26,0	25,5	1,3	26,8	52,5 %	49,9 %
Other short-dist. transp. in Helsinki	52	9,7	2,2	11,9	-	1,6	1,6	9,7	3,8	13,5	25,8 %	18,5 %
Tram, underground and SI Ferry	78	2,0	-	2,0	-17,8	3,5	-14,3	-15,8	3,5	-12,3		
Bus transport total	1 089	51,4	44,4	95,8	260,0	140,8	400,8	311,3	185,3	496,6	45,6 %	28,6 %
Bus transport of major cities 1)	390	5,6	0,2	5,8	189,1	6,6	195,7	194,7	6,8	201,5	51,7 %	49,9 %
Bus and coach charter transport 2)	210	4,6	1,9	6,5	-	72,5	72,5	4,6	74,4	79,0	37,6 %	2,2 %
Other bus transport 3)	489	41,2	42,4	83,5	70,9	61,7	132,6	112,1	104,0	216,1	44,2 %	22,9 %
Long-distance transport	83	-	6,0	6,0	-	-	-	-	6,0	6,0	7,2 %	-
Other route service transport	406	41,2	36,3	77,5	70,9	61,7	132,6	112,1	98,0	210,1	51,8 %	27,6 %
Taxi transport total 4)	1 061	0,8	175,3	176,1	-	265,6	265,6	0,8	441,0	441,8	41,6 %	0,1 %
Air transport	199	1,5	0,4	1,9	1,5	-	1,5	3,0	0,4	3,4	1,7 %	1,5 %
TOTAL	2 886	99,8	226,2	326,0	268,4	412,9	681,3	368,2	639,1	1007,3	34,9 %	12,8 %

- 1) Transport of major cities includes contract transport in the competence areas of HSL, Tampere and Turku. Costs relating to the 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 by 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

Sources: VR Group; Finnish Bus and Coach Association; Helsinki Region Transport; Tampere Public Transport; Turku Collective Transport Board; Finnair Ltd; ELY Centres; Statistics Finland.

Change in turnover of public transport in 2015–2013, EUR million

Difference 2015-2013, EUR million Mode of transport, type of transport	Turn- over	Central government			Local government			Total general government			Sub- sidising rate	
		Direct funding	Reimb. of travel expenses	Total	Direct funding	Reimb. of travel expenses	Total	Direct funding	Reimb. of travel expenses	Total Share of turnover %-points		
Railway transport total	-46	-4,0	2,4	-1,6	-12,0	1,1	-10,9	-16,0	3,5	-12,5	-1,2	-2,2
Long-distance transport	-45	-1,9	2,2	0,2	-	-	-	-1,9	2,2	0,2	1,6	0,7
Helsinki regional transport area	12	-0,1	0,5	0,4	-12,0	1,2	-10,8	-12,1	1,7	-10,4	-26,7	-28,8
Other short-dist. transp. in Helsinki	-14	-2,0	-0,3	-2,2	-	-0,1	-0,1	-2,0	-0,4	-2,3	3,0	1,5
Tram, underground and SI Ferry	0	-0,4	-	-0,4	-6,1	1,8	-4,4	-6,6	1,8	-4,8		
Bus transport total	4	-3,9	-5,9	-9,8	-1,1	2,2	1,1	-5,0	-3,7	-8,6	-1,0	-0,6
Bus transport of large urban areas vs. bus transport of major cities 1)	50	2,3	5,2	7,5	1,4	4,4	5,8	3,7	9,5	13,3	-2,9	-4,9
Bus and coach charter transport	12	0,0	0,4	0,4	-	7,4	7,4	0,0	7,8	7,8	1,5	-0,1
Other bus transport 1)	-58	-6,2	-11,4	-17,6	-2,5	-9,6	-12,0	-8,7	-21,0	-29,7	-1,0	1,1
Long-distance transport	-1	-	-0,3	-0,3	-	-	-	-	-0,3	-0,3	-0,3	-
Other contract transport vs. other route service transport 1)	-57	-6,2	-11,1	-17,3	-2,5	-9,6	-12,0	-8,7	-20,7	-29,4	0,0	2,0
Taxi transport total	15	-0,3	-3,8	-4,1	-	7,2	7,2	-0,3	3,4	3,1	-0,3	0,0
Air transport	-17	-0,5	0,0	-0,5	-0,5	-	-0,5	-1,0	0,0	-1,0	-0,4	-0,4
TOTAL	-43	-9,1	-7,3	-16,4	-19,8	12,2	-7,5	-28,9	5,0	-23,9	-0,3	-0,8

- 1) The difference is calculated from figures that are not comparable with each other.

2.5 Statistical tables

The figures for 2015 and 2013 are not fully comparable with each other due to the new way of organising collective transport that came into effect on 1 July 2014.

Domestic passenger traffic in Finland

1. PUBLIC TRANSPORT PERFORMANCE IN 2015

2015	Supply, million km					Demand, million				Occupancy rate	
	Vehicle	Share	Seat	Place	Share	Passengers	Share	Pass. km	Share	Seat	Place
COLLECTIVE TRANSPORT	684,7	48,9%	31 538,0	39 056,3	84,9%	541,7	90,4%	9 877,6	84,5%	31 %	25 %
Long-distance transport	215,5	15,4%	13 491,3	13 854,2	30,1%	23,5	3,9%	5 229,5	44,7%	39 %	38 %
Railway 1) 2)	131,8	9,4%	7 944,7	8 307,7	18,1%	12,3	2,1%	2 927,0	25,0%	37 %	35 %
Coach	67,9	4,9%	3 698,3	3 698,3	8,0%	8,7	1,5%	946,7	8,1%	26 %	26 %
Air 3)	15,8	1,1%	1 848,2	1 848,2	4,0%	2,5	0,4%	1 355,8	11,6%	73 %	73 %
Transport of large urban areas	189,7	13,5%	9 171,6	15 011,4	32,6%	424,0	70,7%	2 862,3	24,5%	31 %	19 %
Railway 1)	28,7	2,0%	1 974,6	2 799,8	6,1%	56,5	9,4%	611,7	5,2%	31 %	22 %
Tram 1)	5,5	0,4%	282,2	594,8	1,3%	55,2	9,2%	121,5	1,0%	43 %	20 %
Underground 1)	15,0	1,1%	977,5	2 165,5	4,7%	62,9	10,5%	396,2	3,4%	41 %	18 %
Bus	140,4	10,0%	5 910,2	9 423,1	20,5%	247,4	41,3%	1 727,7	14,8%	29 %	18 %
Ferry to Suomenlinna Islands	0,1	0,0%	27,2	28,2	0,1%	1,9	0,3%	5,2	0,0%	19 %	18 %
Transport of medium-size urban areas	34,7	2,5%	1 490,0	2 252,4	4,9%	28,9	4,8%	216,8	1,9%	15 %	10 %
Bus	34,7	2,5%	1 490,0	2 252,4	4,9%	28,9	4,8%	216,8	1,9%	15 %	10 %
Other collective transport	244,7	17,5%	7 385,1	7 938,4	17,3%	65,3	10,9%	1 568,9	13,4%	21 %	20 %
Railway 1)	15,2	1,1%	1 442,5	1 746,2	3,8%	7,1	1,2%	338,0	2,9%	23 %	19 %
Bus, coach	114,4	8,2%	5 351,7	5 601,2	12,2%	45,8	7,6%	948,0	8,1%	18 %	17 %
Taxi 4)	115,1	8,2%	591,0	591,0	1,3%	12,4	2,1%	282,9	2,4%	48 %	48 %
CHARTER TRANSPORT	715,8	51,1%	6 938,5	6 938,5	15,1%	57,7	9,6%	1 815,2	15,5%	26 %	26 %
Regular charter transport	77,3	5,5%	1 309,3	1 309,3	2,8%	12,2	2,0%	245,3	2,1%	19 %	19 %
Bus, coach	24,9	1,8%	1 039,9	1 039,9	2,3%	7,0	1,2%	132,7	1,1%	13 %	13 %
Taxi 4)	52,5	3,7%	269,4	269,4	0,6%	5,2	0,9%	112,6	1,0%	42 %	42 %
Other charter transport	638,4	45,6%	5 629,1	5 629,1	12,2%	45,4	7,6%	1 569,9	13,4%	28 %	28 %
Bus, coach 5)	60,6	4,3%	2 662,7	2 662,7	5,8%	9,7	1,6%	974,3	8,3%	37 %	37 %
Taxi 4)	577,8	41,3%	2 966,4	2 966,4	6,4%	35,7	6,0%	595,7	5,1%	20 %	20 %
PUBLIC TRANSPORT TOTAL	1 400,4	100,0%	38 476,5	45 994,8	100,0%	599,4	100,0%	11 692,8	100,0%	30 %	25 %
Modes of transport											
Railway	175,7	12,5%	11 361,8	12 853,7	27,9%	76,0	12,7%	3 876,7	33,2%	34 %	30 %
Tram	5,5	0,4%	282,2	594,8	1,3%	55,2	9,2%	121,5	1,0%	43 %	20 %
Underground	15,0	1,1%	977,5	2 165,5	4,7%	62,9	10,5%	396,2	3,4%	41 %	18 %
Bus, coach	442,9	31,6%	20 152,8	24 677,6	53,7%	347,6	58,0%	4 946,2	42,3%	25 %	20 %
Taxi	745,4	53,2%	3 826,8	3 826,8	8,3%	53,3	8,9%	991,3	8,5%	26 %	26 %
Air	15,8	1,1%	1 848,2	1 848,2	4,0%	2,5	0,4%	1 355,8	11,6%	73 %	73 %
Ferry to Suomenlinna Island	0,1	0,0%	27,2	28,2	0,1%	1,9	0,3%	5,2	0,0%	19 %	18 %

The transport of large urban areas includes the transport of the competence areas of the HSL joint municipal authority, Oulu, Tampere and Turku.

The transport of medium-size urban areas includes the transport of the competence areas of Hämeenlinna, Joensuu, Jyväskylä, Kotka, Kouvola, Kuopio, Lahti, Lappeenranta, Pori and Vaasa.

Other collective transport includes so-called small urban areas and those municipalities where the ELY centre is the competent authority for public transport.

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.

Figures concerning buses and coaches also include 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 (very small numbers of passengers).

4) The total performance of taxis is based on the professional vehicle kilometres reported by the holders of taxi licences to ELY Centres, from which the proportion of regular charter transport has been assessed by means of the change in the school transport costs of comprehensive schools and in taxi fares. The remainder represents other charter transport (i.e. "ordinary") or other collective transport; their respective proportions have been assumed to have remained constant from the previous survey of taxi performances.

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

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2. USE OF PUBLIC FUNDING IN PASSENGER TRANSPORT IN 2015

2015	Total performance, million						Total funding 1)				
	Vehicle km	Share	Passengers	Share	Pass. km	Share	EUR million	Share 2)	Cent/ veh. km	Cent/ pass.	Cent/ pass. km
COLLECTIVE TRANSPORT	684,7	48,9%	541,7	90,4%	9 877,6	84,5%	525,7	53,5%	76,8	97,0	5,3
Long-distance transport	215,5	15,4%	23,5	3,9%	5 229,5	44,7%	45,7	4,7%	21,2	194,2	0,9
Railway	131,8	9,4%	12,3	2,1%	2 927,0	25,0%	37,6	3,8%	28,5	304,8	1,3
Coach	67,9	4,9%	8,7	1,5%	946,7	8,1%	5,7	0,6%	8,4	65,1	0,6
Air	15,8	1,1%	2,5	0,4%	1 355,8	11,6%	2,4	0,2%	15,4	98,2	0,2
Transport of large urban areas	189,7	13,5%	424,0	70,7%	2 862,3	24,5%	214,1	21,8%	112,9	50,5	7,5
Railway	28,7	2,0%	56,5	9,4%	611,7	5,2%	16,4	1,5%	57,2	29,1	2,7
Tram	5,5	0,4%	55,2	9,2%	121,5	1,0%	6,0	0,5%	109,5	10,9	4,9
Underground	15,0	1,1%	62,9	10,5%	396,2	3,4%	-24,9				
Bus	140,4	10,0%	247,4	41,3%	1 727,7	14,8%	214,8	19,6%	152,9	86,8	12,4
Ferry to Suomenlinna Islands	0,1	0,0%	1,9	0,3%	5,2	0,0%	1,8	0,2%	2 245,6	95,5	35,4
Transport of medium-size urban areas	34,7	2,5%	28,9	4,8%	216,8	1,9%	61,7	6,3%	178,2	213,6	28,5
Bus	34,7	2,5%	28,9	4,8%	216,8	1,9%	61,7	6,3%	178,2	213,6	28,5
Other collective transport	244,7	17,5%	65,3	10,9%	1 568,9	13,4%	204,1	20,8%	83,4	312,6	13,0
Railway	15,2	1,1%	7,1	1,2%	338,0	2,9%	11,2	1,1%	73,4	157,1	3,3
Bus, coach	114,4	8,2%	45,8	7,6%	948,0	8,1%	119,0	12,1%	104,0	259,8	12,6
Taxi	115,1	8,2%	12,4	2,1%	282,9	2,4%	73,9	7,5%	64,2	597,5	26,1
CHARTER TRANSPORT	715,8	51,1%	57,7	9,6%	1 815,2	15,5%	457,7	46,5%	63,9	793,8	25,2
Regular charter transport	77,3	5,5%	12,2	2,0%	245,3	2,1%	120,6	12,3%	156,0	987,4	49,2
Bus, coach	24,9	1,8%	7,0	1,2%	132,7	1,1%	86,5	8,8%	347,9	1 238,6	65,2
Taxi	52,5	3,7%	5,2	0,9%	112,6	1,0%	34,2	3,5%	65,1	652,3	30,3
Other charter transport	638,4	45,6%	45,4	7,6%	1 569,9	13,4%	337,0	34,3%	52,8	741,7	21,5
Bus, coach	60,6	4,3%	9,7	1,6%	974,3	8,3%	0,3	0,0%	0,5	3,0	0,0
Taxi	577,8	41,3%	35,7	6,0%	595,7	5,1%	336,7	34,2%	58,3	943,3	56,5
PUBLIC TRANSPORT TOTAL	1 400,4	100,0%	599,4	100,0%	11 692,8	100,0%	983,3	100,0%	70,2	164,1	8,4
Modes of transport											
Railway	175,7	12,5%	76,0	12,7%	3 876,7	33,2%	65,2	6,5%	37,1	85,8	1,7
Tram	5,5	0,4%	55,2	9,2%	121,5	1,0%	6,0	0,5%	109,5	10,9	4,9
Underground	15,0	1,1%	62,9	10,5%	396,2	3,4%	-24,9				
Bus, coach	442,9	31,6%	347,6	58,0%	4 946,2	42,3%	488,0	47,3%	110,2	140,4	9,9
Taxi	745,4	53,2%	53,3	8,9%	991,3	8,5%	444,8	45,2%	59,7	834,4	44,9
Air	15,8	1,1%	2,5	0,4%	1 355,8	11,6%	2,4	0,2%	15,4	98,2	0,2
Ferry to Suomenlinna Islands	0,1	0,0%	1,9	0,3%	5,2	0,0%	1,8	0,2%	2 245,6	95,5	35,4

The transport of large urban areas includes the transport of the competence areas of the HSL joint municipal authority, Oulu, Tampere and Turku.

The transport of medium-size urban areas includes the transport of the competence areas of Hämeenlinna, Joensuu, Jyväskylä, Kotka, Kouvola, Kuopio, Lahti, Lappeenranta, Pori and Vaasa.

Other collective transport includes so-called small urban areas and those municipalities where the ELY centre is the competent authority for public transport.

1) The total funding includes:

- purchases of transport made by the Ministry of Transport and Communications and ELY Centres, and state subsidies,
- chartered transport services purchased and reimbursements of travel expenses paid by the educational, social and health sectors, the Ministry of Defence, and the Ministry of Economic Affairs and Employment,
- purchases of transport services, compensations for transport deficits and purchases of fare reductions made by municipalities.

Possible infrastructure costs and administrative costs of public bodies responsible for transport services are not included in finance costs.

2) The calculated negative deficit of underground transport has been divided between different modes of transport within the transport type "Transport of large urban areas" when calculating percentage shares.

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3. ALLOCATION OF PUBLIC FUNDS IN 2015

2015	Million passenger kilometres	Direct funding 1)			Reimbursements 2)			Total funding 3)		
		EUR million	Share 4)	Cent/pass. km	EUR million	Share	Cent/pass. km	EUR million	Share 4)	Cent/pass. km
COLLECTIVE TRANSPORT	9 877,6	334,8	98,7%	3,4	190,9	29,6%	1,9	525,7	53,5%	5,3
Long-distance transport	5 229,5	33,7	9,9%	0,6	12,1	1,9%	0,2	45,7	4,7%	0,9
Railway	2 927,0	31,7	9,3%	1,1	6,0	0,9%	0,2	37,6	3,8%	1,3
Coach	946,7	-	-	-	5,7	0,9%	0,6	5,7	0,6%	0,6
Air	1 355,8	2,0	0,6%	0,1	0,4	0,1%	0,0	2,4	0,2%	0,2
Transport of large urban areas	2 862,3	189,5	55,8%	6,6	24,6	3,8%	0,9	214,1	21,8%	7,5
Railway	611,7	13,4	3,4%	2,2	3,0	0,5%	0,5	16,4	1,5%	2,7
Tram	121,5	3,5	0,9%	2,9	2,5	0,4%	2,0	6,0	0,5%	4,9
Underground	396,2	-27,7	-	-	2,8	0,4%	0,7	-24,9	-	-
Bus	1 727,7	198,4	51,0%	11,5	16,4	2,5%	0,9	214,8	19,6%	12,4
Ferry to Suomenlinna Islands	5,2	1,8	0,5%	35,4	-	-	-	1,8	0,2%	35,4
Transport of medium-size urban areas	216,8	42,1	12,4%	19,4	19,6	3,0%	9,0	61,7	6,3%	28,5
Bus	216,8	42,1	12,4%	19,4	19,6	3,0%	9,0	61,7	6,3%	28,5
Other collective transport	1 568,9	69,5	20,5%	4,4	134,6	20,9%	8,6	204,1	20,8%	13,0
Railway	338,0	7,7	2,3%	2,3	3,4	0,5%	1,0	11,2	1,1%	3,3
Bus, coach	948,0	61,2	18,0%	6,5	57,8	9,0%	6,1	119,0	12,1%	12,6
Taxi	282,9	0,5	0,1%	0,2	73,5	11,4%	26,0	73,9	7,5%	26,1
CHARTER TRANSPORT	1 815,2	4,6	1,3%	0,3	453,1	70,4%	25,0	457,7	46,5%	25,2
Regular charter transport	245,3	4,3	1,3%	1,7	116,4	18,1%	47,4	120,6	12,3%	49,2
Bus, coach	132,7	4,3	1,3%	3,2	82,2	12,8%	62,0	86,5	8,8%	65,2
Taxi	112,6	-	-	-	34,2	5,3%	30,3	34,2	3,5%	30,3
Other charter transport	1 569,9	0,3	0,1%	0,0	336,7	52,3%	21,4	337,0	34,3%	21,5
Bus, coach	974,3	0,3	0,1%	0,0	-	-	-	0,3	0,0%	0,0
Taxi	595,7	-	-	-	336,7	52,3%	56,5	336,7	34,2%	56,5
PUBLIC TRANSPORT TOTAL	11 692,8	339,3	100,0%	2,9	644,0	100,0%	5,5	983,3	100,0%	8,4
Modes of transport										
Railway	3 876,7	52,8	15,1%	1,4	12,4	1,9%	0,3	65,2	6,5%	1,7
Tram	121,5	3,5	0,9%	2,9	2,5	0,4%	2,0	6,0	0,5%	4,9
Underground	396,2	-27,7	-	-	2,8	0,4%	0,7	-24,9	-	-
Bus, coach	4 946,2	306,4	82,8%	6,2	181,6	28,2%	3,7	488,0	47,3%	9,9
Taxi	991,3	0,5	0,1%	0,0	444,3	69,0%	44,8	444,8	45,2%	44,9
Air	1 355,8	2,0	0,6%	0,1	0,4	0,1%	0,0	2,4	0,2%	0,2
Ferry to Suomenlinna Islands	5,2	1,8	0,5%	35,4	-	-	-	1,8	0,2%	35,4

The transport of large urban areas includes the transport of the competence areas of the HSL joint municipal authority, Oulu, Tampere and Turku.

The transport of medium-size urban areas includes the transport of the competence areas of Hämeenlinna, Joensuu, Jyväskylä, Kotka, Kouvola, Kuopio, Lahti, Lappeenranta, Pori and Vaasa.

Other collective transport includes so-called small urban areas and those municipalities where the ELY centre is the competent authority for public transport.

1) Transport purchases, state subsidies and financing of transport in deficit.

2) Reimbursements of tickets and travel expenses for special groups.

3) Total funding is the sum of direct funding and reimbursements.

4) The calculated negative deficit of underground transport has been divided between different modes of transport within the transport type "Transport of large urban areas" when calculating percentage shares.

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4. SOURCES OF PUBLIC FUNDS BY FINANCIER IN 2015

2015 EUR million	Direct funding, EUR million						Reimbursements of travel expenses, EUR million			State total EUR million	Municipalities total EUR million	Funding total EUR million
	State 1)		Municipalities 2)		Total		State 3)-5)	Municipalities 3) 4)	Total			
	Total	of which purchased transport	Total	of which purchased transport	Total	of which purchased transport						
COLLECTIVE TRANSPORT	86,1	75,9	248,7	230,5	334,8	306,3	45,1	145,8	190,9	131,2	394,5	525,7
Long-distance transport	32,7	32,7	1,0	1,0	33,7	33,7	12,1	-	12,1	44,7	1,0	45,7
Railway	31,7	31,7	-	-	31,7	31,7	6,0	-	6,0	37,6	-	37,6
Coach	-	-	-	-	-	-	5,7	-	5,7	5,7	-	5,7
Air	1,0	1,0	1,0	1,0	2,0	2,0	0,4	-	0,4	1,4	1,0	2,4
Transport of large urban areas	10,2	4,9	179,2	179,2	189,5	184,1	5,9	18,8	24,6	16,1	198,0	214,1
Railway	0,7	-	12,7	12,7	13,4	12,7	0,5	2,5	3,0	1,2	15,2	16,4
Tram	0,7	-	2,8	2,8	3,5	2,8	-	2,5	2,5	0,7	5,3	6,0
Underground	0,8	-	-28,6	-28,6	-27,7	-28,6	-	2,8	2,8	0,8	-25,8	-24,9
Bus	7,9	4,9	190,5	190,5	198,4	195,4	5,4	11,0	16,4	13,3	201,5	214,8
Ferry to Suomenlinna Islands	0,0	-	1,8	1,8	1,8	1,8	-	-	-	0,0	1,8	1,8
Transport of medium-size urban areas	8,9	7,1	33,3	24,1	42,1	31,1	7,1	12,5	19,6	15,9	45,8	61,7
Bus	8,9	7,1	33,3	24,1	42,1	31,1	7,1	12,5	19,6	15,9	45,8	61,7
Other collective transport	34,3	31,3	35,1	26,1	69,5	57,4	20,1	114,5	134,6	54,5	149,6	204,1
Railway	7,7	7,7	-	-	7,7	7,7	1,9	1,5	3,4	9,7	1,5	11,2
Bus, coach	26,1	23,0	35,1	26,1	61,2	49,2	18,2	39,6	57,8	44,3	74,7	119,0
Taxi	0,5	0,5	-	-	0,5	0,5	-	73,5	73,5	0,5	73,5	73,9
CHARTER TRANSPORT	4,6	4,6	-	-	4,6	4,6	173,8	279,3	453,1	178,4	279,3	457,7
Regular charter transport	4,3	4,3	-	-	4,3	4,3	2,5	113,8	116,4	6,8	113,8	120,6
Bus, coach	4,3	4,3	-	-	4,3	4,3	2,3	79,9	82,2	6,6	79,9	86,5
Taxi	-	-	-	-	-	-	0,2	33,9	34,2	0,2	33,9	34,2
Other charter transport	0,3	0,3	-	-	0,3	0,3	171,3	165,4	336,7	171,6	165,4	337,0
Bus, coach	0,3	0,3	-	-	0,3	0,3	-	-	-	0,3	-	0,3
Taxi	-	-	-	-	-	-	171,3	165,4	336,7	171,3	165,4	336,7
PUBLIC TRANSPORT TOTAL	90,7	80,4	248,7	230,5	339,3	310,9	218,9	425,1	644,0	309,6	673,8	983,3
Modes of transport												
Railway	40,1	39,4	12,7	12,7	52,8	52,1	8,4	4,0	12,4	48,5	16,7	65,2
Tram	0,7	-	2,8	2,8	3,5	2,8	-	2,5	2,5	0,7	5,3	6,0
Underground	0,8	-	-28,6	-28,6	-27,7	-28,6	-	2,8	2,8	0,8	-25,8	-24,9
Bus, coach	47,5	39,5	258,9	240,7	306,4	280,2	38,6	143,0	181,6	86,0	401,9	488,0
Taxi	0,5	0,5	-	-	0,5	0,5	171,5	272,8	444,3	172,0	272,8	444,8
Air	1,0	1,0	1,0	1,0	2,0	2,0	0,4	-	0,4	1,4	1,0	2,4
Ferry to Suomenlinna Islands	0,0	-	1,8	1,8	1,8	1,8	-	-	-	0,0	1,8	1,8

The transport of large urban areas includes the transport of the competence areas of the HSL joint municipal authority, Oulu, Tampere and Turku. The transport of medium-size urban areas includes the transport of the competence areas of Hämeenlinna, Joensuu, Jyväskylä, Kotka, Kouvolaa, Kuopio, Lahti, Lappeenranta, Pori and Vaasa.

Other collective transport includes so-called small urban areas and those municipalities where the ELY centre is the competent authority for public transport.

- 1) Purchases of long-distance transport services (Ministry of Transport and Communications), basic regional and local city transport services as well as tariff reductions (Ministry of Transport and Communications, ELY Centres) and charter transport purchases of the Defence Forces
- 2) Coverage of differences between the transport remunerations and ticket revenues, and compensations for deficits of transport of large urban areas.
Distribution of HSL fare revenues for modes of transport estimated relative to the number of boarding passengers
- 3) School transport services and pupil and student tickets. Distribution by type of transport partly estimated.
- 4) Reimbursements of travel expenses by social services and according to the Sickness Insurance Act. Distribution by type of transport partly estimated.
- 5) Reimbursements by the Ministry of Defence and the Ministry of Economic Affairs and Employment for leave trips made by conscripts and non-military servicemen. Distribution by type of transport estimated.

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5.1. SOURCES OF REIMBURSEMENTS OF TRAVEL EXPENSES IN 2015

2015	Reimbursements of travel expenses, EUR million									
	Education		Social and health services		Ministry of Defence		Ministry of Economic Affairs and Employment		Total	
	EUR million	Share 1)		Share 2)		Share 3)		Share 3)		
COLLECTIVE TRANSPORT	147,4	77,2%	32,2	16,9%	10,5	5,5%	0,8	0,4%	190,9	100 %
Long-distance transport	1,4	12,0%	-	-	9,8	81,3%	0,8	6,7%	12,1	100 %
Railway	-	-	-	-	5,4	91,4%	0,5	8,6%	6,0	100 %
Coach	1,4	25,4%	-	-	4,0	70,1%	0,3	4,6%	5,7	100 %
Air	-	-	-	-	0,4	91,6%	0,0	8,4%	0,4	100 %
Transport of large urban areas	12,5	50,8%	12,1	49,2%	-	-	-	-	24,6	100 %
Railway	1,3	44,1%	1,7	55,9%	-	-	-	-	3,0	100 %
Tram	0,9	37,8%	1,5	62,2%	-	-	-	-	2,5	100 %
Underground	1,1	37,8%	1,7	62,2%	-	-	-	-	2,8	100 %
Bus	9,2	56,2%	7,2	43,8%	-	-	-	-	16,4	100 %
Ferry to Suomenlinna Islands	-	-	-	-	-	-	-	-	-	100 %
Transport of medium-size urban areas	15,2	77,7%	4,1	21,1%	0,2	1,2%	-	-	19,6	100 %
Bus	15,2	77,7%	4,1	21,1%	0,2	1,2%	-	-	19,6	100 %
Other collective transport	118,2	87,8%	15,9	11,8%	0,5	0,4%	-	-	134,6	100 %
Railway	1,4	41,9%	2,0	58,1%	-	-	-	-	3,4	100 %
Bus, coach	47,3	82,0%	9,9	17,2%	0,5	0,8%	-	-	57,8	100 %
Taxi	69,5	94,6%	4,0	5,4%	-	-	-	-	73,5	100 %
CHARTER TRANSPORT	115,0	25,4%	338,0	74,6%	-	-	-	-	453,1	100 %
Regular charter transport	115,0	98,9%	1,3	1,1%	-	-	-	-	116,4	100 %
Bus, coach	80,9	98,4%	1,3	1,6%	-	-	-	-	82,2	100 %
Taxi	34,2	100,0%	-	-	-	-	-	-	34,2	100 %
Other charter transport	-	-	336,7	100,0%	-	-	-	-	336,7	100 %
Bus, coach	-	-	-	-	-	-	-	-	-	100 %
Taxi	-	-	336,7	100,0%	-	-	-	-	336,7	100 %
PUBLIC TRANSPORT TOTAL	262,5	40,8%	370,2	57,5%	10,5	1,6%	0,8	0,1%	644,0	100 %
Modes of transport										100 %
Railway	2,8	22,3%	3,7	29,6%	5,4	44,0%	0,5	4,2%	12,4	100 %
Tram	0,9	37,8%	1,5	62,2%	-	-	-	-	2,5	100 %
Underground	1,1	37,8%	1,7	62,2%	-	-	-	-	2,8	100 %
Bus, coach	154,1	84,9%	22,6	12,4%	4,7	2,6%	0,3	0,1%	181,6	100 %
Taxi	103,6	23,3%	340,7	76,7%	-	-	-	-	444,3	100 %
Air	-	-	-	-	0,4	91,6%	0,0	8,4%	0,4	100 %
Ferry to Suomenlinna Islands	-	-	-	-	-	-	-	-	-	100 %

The transport of large urban areas includes the transport of the competence areas of the HSL joint municipal authority, Oulu, Tampere and Turku.

The transport of medium-size urban areas includes the transport of the competence areas of Hämeenlinna, Joensuu, Jyväskylä, Kotka, Kouvola, Kuopio, Lahti, Lappeenranta, Pori and Vaasa.

Other collective transport includes so-called small urban areas and those municipalities where the ELY centre is the competent authority for public transport.

1) School transport services and pupil and student tickets. Distribution by type of transport partly estimated.

School transportation subsidies paid by the Social Insurance Institution are allocated in the statistics for 2015 to different types of transport according to the student's municipality of residence, when previously they were primarily included in other collective transport.

2) Reimbursements of travel expenses by social services and according to the Sickness Insurance Act.

Distribution by type of transport partly estimated.

3) Reimbursements by the Ministry of Defence and the Ministry of Economic Affairs and Employment for leave trips made by conscripts and non-military servicemen. Distribution by type of transport estimated.

Domestic passenger traffic in Finland

5.2. SOURCES OF REIMBURSEMENTS OF TRAVEL EXPENSES IN 2015

2015 EUR million	Reimbursements of travel expenses, EUR million							Total
	State				Municipalities			
	Education 1)	Health care 2)	Ministries of Defence, Econ. and Empl. 3)	Total	Education 1)	Social services 2)	Total	
COLLECTIVE TRANSPORT	31,5	2,3	11,3	45,1	115,9	29,9	145,8	190,9
Long-distance transport	1,4	-	10,6	12,1	-	-	-	12,1
Railway	-	-	6,0	6,0	-	-	-	6,0
Coach	1,4	-	4,2	5,7	-	-	-	5,7
Air	-	-	0,4	0,4	-	-	-	0,4
Transport of large urban areas	5,4	0,4	-	5,9	7,1	11,7	18,8	24,6
Railway	0,4	0,1	-	0,5	0,9	1,6	2,5	3,0
Tram	-	-	-	-	0,9	1,5	2,5	2,5
Underground	-	-	-	-	1,1	1,7	2,8	2,8
Bus	5,1	0,3	-	5,4	4,2	6,9	11,0	16,4
Ferry to Suomenlinna Islands	-	-	-	-	-	-	-	-
Transport of medium-size urban areas	6,5	0,3	0,2	7,1	8,7	3,8	12,5	19,6
Bus	6,5	0,3	0,2	7,1	8,7	3,8	12,5	19,6
Other collective transport	18,1	1,5	0,5	20,1	100,1	14,4	114,5	134,6
Railway	1,4	0,5	-	1,9	0,0	1,5	1,5	3,4
Bus, coach	16,7	1,0	0,5	18,2	30,6	8,9	39,6	57,8
Taxi	-	-	-	-	69,5	4,0	73,5	73,5
CHARTER TRANSPORT	2,5	171,3	-	173,8	112,5	166,7	279,3	453,1
Regular charter transport	2,5	-	-	2,5	112,5	1,3	113,8	116,4
Bus, coach	2,3	-	-	2,3	78,6	1,3	79,9	82,2
Taxi	0,2	-	-	0,2	33,9	-	33,9	34,2
Other charter transport	-	171,3	-	171,3	-	165,4	165,4	336,7
Bus, coach	-	-	-	-	-	-	-	-
Taxi	-	171,3	-	171,3	-	165,4	165,4	336,7
PUBLIC TRANSPORT TOTAL	34,0	173,6	11,3	218,9	228,5	196,6	425,1	644,0
Modes of transport								
Railway	1,8	0,6	6,0	8,4	1,0	3,0	4,0	12,4
Tram	-	-	-	-	0,9	1,5	2,5	2,5
Underground	-	-	-	-	1,1	1,7	2,8	2,8
Bus, coach	32,0	1,6	4,9	38,6	122,1	20,9	143,0	181,6
Taxi	0,2	171,3	-	171,5	103,4	169,4	272,8	444,3
Air	-	-	0,4	0,4	-	-	-	0,4
Ferry to Suomenlinna Islands	-	-	-	-	-	-	-	-

The transport of large urban areas includes the transport of the competence areas of the HSL joint municipal authority, Oulu, Tampere and Turku.

The transport of medium-size urban areas includes the transport of the competence areas of Hämeenlinna, Joensuu, Jyväskylä, Kotka, Kouvola, Kuopio, Lahti, Lappeenranta, Pori and Vaasa.

Other collective transport includes so-called small urban areas and those municipalities where the ELY centre is the competent authority for public transport.

1) School transport services and pupil and student tickets. Distribution by type of transport partly estimated.

School transportation subsidies paid by the Social Insurance Institution are allocated in the statistics for 2015 to different types of transport according to the student's municipality of residence, when previously they were primarily included in other collective transport.

2) Reimbursements of travel expenses by social services and according to the Sickness Insurance Act. Distribution by type of transport partly estimated.

3) Reimbursements by the Ministry of Defence and the Ministry of Economic Affairs and Employment for leave trips made by conscripts and non-military servicemen. Distribution by type of transport estimated.

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1. PUBLIC TRANSPORT PERFORMANCE IN 2013

2013	Supply, million km					Demand, million				Occupancy rate	
	Vehicle	Share	Seat	Place	Share	Passengers	Share	Pass. km	Share	Seat	Place
COLLECTIVE TRANSPORT	705,2	48,2%	31 845,4	39 135,9	83,7%	543,0	90,0%	9 742,2	83,2%	31 %	25 %
Long-distance transport	245,8	16,8%	14 675,2	15 111,6	32,3%	22,8	3,8%	5 036,3	43,0%	34 %	33 %
Railway 1) 2)	164,0	11,2%	9 439,2	9 875,7	21,1%	13,6	2,2%	3 153,0	26,9%	33 %	32 %
Coach	62,9	4,3%	3 207,5	3 207,5	6,9%	6,8	1,1%	623,3	5,3%	19 %	19 %
Air 3)	18,8	1,3%	2 028,5	2 028,5	4,3%	2,4	0,4%	1 260,1	10,8%	62 %	62 %
Urban transport of major cities	158,8	10,8%	7 635,9	12 601,0	26,9%	395,1	65,5%	2 556,5	21,8%	33 %	20 %
Railway 1)	22,5	1,5%	1 693,0	2 289,0	4,9%	45,0	7,5%	512,5	4,4%	30 %	22 %
Tram 1)	5,6	0,4%	282,4	595,6	1,3%	56,6	9,4%	123,9	1,1%	44 %	21 %
Underground 1)	14,8	1,0%	959,2	2 124,9	4,5%	63,4	10,5%	400,2	3,4%	42 %	19 %
Bus	115,9	7,9%	4 675,2	7 564,4	16,2%	228,4	37,9%	1 515,1	12,9%	32 %	20 %
Ferry to Suomenlinna Islands	0,1	0,0%	26,1	27,1	0,1%	1,8	0,3%	4,8	0,0%	18 %	18 %
Other local transport within cities	67,4	4,6%	2 900,8	4 385,0	9,4%	60,0	9,9%	431,7	3,7%	15 %	10 %
Bus	67,4	4,6%	2 900,8	4 385,0	9,4%	60,0	9,9%	431,7	3,7%	15 %	10 %
Other collective transport	233,2	15,9%	6 633,5	7 038,2	15,0%	65,1	10,8%	1 717,7	14,7%	26 %	24 %
Railway 1)	15,4	1,1%	1 465,0	1 773,0	3,8%	12,1	2,0%	484,0	4,1%	33 %	27 %
Bus, coach	96,9	6,6%	4 548,1	4 644,8	9,9%	40,0	6,6%	936,6	8,0%	21 %	20 %
Taxi 4)	120,8	8,3%	620,4	620,4	1,3%	13,0	2,2%	297,1	2,5%	48 %	48 %
CHARTER TRANSPORT	758,8	51,8%	7 640,6	7 640,6	16,3%	60,3	10,0%	1 970,7	16,8%	26 %	26 %
Regular charter transport	74,8	5,1%	1 173,6	1 173,6	2,5%	11,8	2,0%	237,1	2,0%	20 %	20 %
Bus, coach	21,4	1,5%	899,5	899,5	1,9%	6,4	1,1%	122,5	1,0%	14 %	14 %
Taxi 4)	53,4	3,6%	274,1	274,1	0,6%	5,3	0,9%	114,6	1,0%	42 %	42 %
Other charter transport	684,0	46,7%	6 467,0	6 467,0	13,8%	48,6	8,0%	1 733,6	14,8%	27 %	27 %
Bus, coach 5)	77,3	5,3%	3 352,7	3 352,7	7,2%	11,1	1,8%	1 108,2	9,5%	33 %	33 %
Taxi 4)	606,6	41,4%	3 114,3	3 114,3	6,7%	37,5	6,2%	625,4	5,3%	20 %	20 %
PUBLIC TRANSPORT TOTAL	1 464,0	100,0%	39 486,0	46 776,5	100,0%	603,3	100,0%	11 712,9	100,0%	30 %	25 %
Modes of transport											
Railway	201,9	13,8%	12 597,2	13 937,7	29,8%	70,6	11,7%	4 149,5	35,4%	33 %	30 %
Tram	5,6	0,4%	282,4	595,6	1,3%	56,6	9,4%	123,9	1,1%	44 %	21 %
Underground	14,8	1,0%	959,2	2 124,9	4,5%	63,4	10,5%	400,2	3,4%	42 %	19 %
Bus, coach	442,0	30,2%	19 583,8	24 054,0	51,4%	352,7	58,5%	4 737,5	40,4%	24 %	20 %
Taxi	780,9	53,3%	4 008,8	4 008,8	8,6%	55,8	9,2%	1 037,0	8,9%	26 %	26 %
Air	18,8	1,3%	2 028,5	2 028,5	4,3%	2,4	0,4%	1 260,1	10,8%	62 %	62 %
Ferry to Suomenlinna Island	0,1	0,0%	26,1	27,1	0,1%	1,8	0,3%	4,8	0,0%	18 %	18 %

The urban transport of major cities includes the transport of the HSL joint municipal authority, Tampere and Turku.

Other local transport within cities includes the transport of former licensing towns.

Other collective transport includes other municipalities

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.

Figures concerning buses and coaches also include 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 (very small numbers of passengers)

4) The total performance of taxis is based on the professional vehicle kilometres reported by the holders of taxi licences to ELY Centres, from which the proportion of regular charter transport has been assessed by means of the change in the school transport costs of comprehensive schools and in taxi fares. The remainder represents other charter transport (i.e. "ordinary") or other collective transport; their respective proportions have been assumed to have remained constant from the previous survey of taxi performances

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

Domestic passenger traffic in Finland

2. USE OF PUBLIC FUNDING IN PASSENGER TRANSPORT IN 2013

2013	Total performance, million						Total funding 1)					
	Vehicle km	Share	Passengers	Share	Pass. km	Share	EUR million	Share 2)	Cent/ veh. km	Cent/ pass.	Cent/ pass. km	
COLLECTIVE TRANSPORT	705,2	48,2%	543,0	90,0%	9 742,2	83,2%	563,4	55,9%	79,9	103,8	5,8	
Long-distance transport	245,8	16,8%	22,8	3,8%	5 036,3	43,0%	46,8	4,7%	19,1	205,5	0,9	
Railway	164,0	11,2%	13,6	2,2%	3 153,0	26,9%	37,4	3,7%	22,8	275,8	1,2	
Coach	62,9	4,3%	6,8	1,1%	623,3	5,3%	6,0	0,6%	9,6	88,0	1,0	
Air	18,8	1,3%	2,4	0,4%	1 260,1	10,8%	3,4	0,3%	18,2	143,1	0,3	
Urban transport of major cities	158,8	10,8%	395,1	65,5%	2 556,5	21,8%	216,1	21,5%	136,1	54,7	8,5	
Railway	22,5	1,5%	45,0	7,5%	512,5	4,4%	26,8	2,4%	119,3	59,7	5,2	
Tram	5,6	0,4%	56,6	9,4%	123,9	1,1%	7,8	0,7%	140,3	13,8	6,3	
Underground	14,8	1,0%	63,4	10,5%	400,2	3,4%	-22,4					
Bus	115,9	7,9%	228,4	37,9%	1 515,1	12,9%	201,5	18,1%	173,8	88,2	13,3	
Ferry to Suomenlinna Islands	0,1	0,0%	1,8	0,3%	4,8	0,0%	2,3	0,2%	2 810,3	130,2	48,2	
Other local transport within cities	67,4	4,6%	60,0	9,9%	431,7	3,7%	68,2	6,8%	101,2	113,8	15,8	
Bus	67,4	4,6%	60,0	9,9%	431,7	3,7%	68,2	6,8%	101,2	113,8	15,8	
Other collective transport	233,2	15,9%	65,1	10,8%	1 717,7	14,7%	232,2	23,1%	99,6	356,7	13,5	
Railway	15,4	1,1%	12,1	2,0%	484,0	4,1%	13,5	1,3%	87,7	111,7	2,8	
Bus, coach	96,9	6,6%	40,0	6,6%	936,6	8,0%	141,8	14,1%	146,4	354,4	15,1	
Taxi	120,8	8,3%	13,0	2,2%	297,1	2,5%	76,9	7,6%	63,6	591,5	25,9	
CHARTER TRANSPORT	758,8	51,8%	60,3	10,0%	1 970,7	16,8%	443,9	44,1%	58,5	735,7	22,5	
Regular charter transport	74,8	5,1%	11,8	2,0%	237,1	2,0%	114,2	11,3%	152,7	969,9	48,2	
Bus, coach	21,4	1,5%	6,4	1,1%	122,5	1,0%	78,7	7,8%	367,4	1 220,1	64,2	
Taxi	53,4	3,6%	5,3	0,9%	114,6	1,0%	35,5	3,5%	66,5	666,9	31,0	
Other charter transport	684,0	46,7%	48,6	8,0%	1 733,6	14,8%	329,7	32,7%	48,2	678,9	19,0	
Bus, coach	77,3	5,3%	11,1	1,8%	1 108,2	9,5%	0,3	0,0%	0,4	2,6	0,0	
Taxi	606,6	41,4%	37,5	6,2%	625,4	5,3%	329,4	32,7%	54,3	878,9	52,7	
PUBLIC TRANSPORT TOTAL	1 464,0	100,0%	603,3	100,0%	11 712,9	100,0%	1 007,3	100,0%	68,8	167,0	8,6	
Modes of transport												
Railway	201,9	13,8%	70,6	11,7%	4 149,5	35,4%	77,7	7,5%	38,5	110,1	1,9	
Tram	5,6	0,4%	56,6	9,4%	123,9	1,1%	7,8	0,7%	140,3	13,8	6,3	
Underground	14,8	1,0%	63,4	10,5%	400,2	3,4%	-22,4					
Bus, coach	442,0	30,2%	352,7	58,5%	4 737,5	40,4%	496,6	47,4%	112,4	140,8	10,5	
Taxi	780,9	53,3%	55,8	9,2%	1 037,0	8,9%	441,8	43,9%	56,6	791,8	42,6	
Air	18,8	1,3%	2,4	0,4%	1 260,1	10,8%	3,4	0,3%	18,2	143,1	0,3	
Ferry to Suomenlinna Islands	0,1	0,0%	1,8	0,3%	4,8	0,0%	2,3	0,2%	2 810,3	130,2	48,2	

The urban transport of major cities includes the transport of the HSL joint municipal authority, Tampere and Turku.

Other local transport within cities includes the transport of former licensing towns.

Other collective transport includes other municipalities

1) The total funding includes:

- purchases of transport made by the Ministry of Transport and Communications and ELY Centres, and state subsidies,
- chartered transport services purchased and reimbursements of travel expenses paid by the educational, social and health sectors, the Ministry of Defence, and the Ministry of Economic Affairs and Employment,
- purchases of transport services, compensations for transport deficits and purchases of fare reductions made by municipalities.

Possible infrastructure costs and administrative costs of public bodies responsible for transport services are not included in finance costs.

2) The calculated negative deficit of underground transport has been divided between different modes of transport within the transport type "Urban transport of major cities" when calculating percentage shares.

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3. ALLOCATION OF PUBLIC FUNDS IN 2013

2013	Million passenger kilometres	Direct funding 1)			Reimbursements 2)			Total funding 3)		
		EUR million	Share 4)	Cent/pass. km	EUR million	Share	Cent/pass. km	EUR million	Share 4)	Cent/pass. km
COLLECTIVE TRANSPORT	9 742,2	363,7	98,8%	3,7	199,7	31,3%	2,1	563,4	55,9%	5,8
Long-distance transport	5 036,3	36,6	9,9%	0,7	10,2	1,6%	0,2	46,8	4,7%	0,9
Railway	3 153,0	33,6	9,1%	1,1	3,8	0,6%	0,1	37,4	3,7%	1,2
Coach	623,3	-	-	-	6,0	0,9%	1,0	6,0	0,6%	1,0
Air	1 260,1	3,0	0,8%	0,2	0,4	0,1%	0,0	3,4	0,3%	0,3
Urban transport of major cities	2 556,5	204,5	55,5%	8,0	11,6	1,8%	0,5	216,1	21,5%	8,5
Railway	512,5	25,5	6,2%	5,0	1,3	0,2%	0,3	26,8	2,4%	5,2
Tram	123,9	6,2	1,5%	5,0	1,6	0,3%	1,3	7,8	0,7%	6,3
Underground	400,2	-24,2	-	-	1,8	0,3%	0,5	-22,4	-	-
Bus	1 515,1	194,7	47,3%	12,9	6,8	1,1%	0,5	201,5	18,1%	13,3
Ferry to Suomenlinna Islands	4,8	2,3	0,6%	48,2	-	-	-	2,3	0,2%	48,2
Other local transport within cities	431,7	51,9	14,1%	12,0	16,4	2,6%	3,8	68,2	6,8%	15,8
Bus	431,7	51,9	14,1%	12,0	16,4	2,6%	3,8	68,2	6,8%	15,8
Other collective transport	1 717,7	70,7	19,2%	4,1	161,5	25,3%	9,4	232,2	23,1%	13,5
Railway	484,0	9,7	2,6%	2,0	3,8	0,6%	0,8	13,5	1,3%	2,8
Bus, coach	936,6	60,2	16,4%	6,4	81,6	12,8%	8,7	141,8	14,1%	15,1
Taxi	297,1	0,8	0,2%	0,3	76,1	11,9%	25,6	76,9	7,6%	25,9
CHARTER TRANSPORT	1 970,7	4,6	1,2%	0,2	439,3	68,7%	22,3	443,9	44,1%	22,5
Regular charter transport	237,1	4,3	1,2%	1,8	109,9	17,2%	46,4	114,2	11,3%	48,2
Bus, coach	122,5	4,3	1,2%	3,5	74,4	11,6%	60,7	78,7	7,8%	64,2
Taxi	114,6	-	-	-	35,5	5,6%	31,0	35,5	3,5%	31,0
Other charter transport	1 733,6	0,3	0,1%	0,0	329,4	51,5%	19,0	329,7	32,7%	19,0
Bus, coach	1 108,2	0,3	0,1%	0,0	-	-	-	0,3	0,0%	0,0
Taxi	625,4	-	-	-	329,4	51,5%	52,7	329,4	32,7%	52,7
PUBLIC TRANSPORT TOTAL	11 712,9	368,2	100,0%	3,1	639,1	100,0%	5,5	1 007,3	100,0%	8,6
Modes of transport										
Railway	4 149,5	68,8	18,0%	1,7	8,9	1,4%	0,2	77,7	7,5%	1,9
Tram	123,9	6,2	1,5%	5,0	1,6	0,3%	1,3	7,8	0,7%	6,3
Underground	400,2	-24,2	-	-	1,8	0,3%	0,5	-22,4	-	-
Bus, coach	4 737,5	311,3	79,0%	6,6	185,3	29,0%	3,9	496,6	47,4%	10,5
Taxi	1 037,0	0,8	0,2%	0,1	441,0	69,0%	42,5	441,8	43,9%	42,6
Air	1 260,1	3,0	0,8%	0,2	0,4	0,1%	0,0	3,4	0,3%	0,3
Ferry to Suomenlinna Islands	4,8	2,3	0,6%	48,2	-	-	-	2,3	0,2%	48,2

The urban transport of major cities includes the transport of the HSL joint municipal authority, Tampere and Turku.

Other local transport within cities includes the transport of former licensing towns.

Other collective transport includes other municipalities

1) Transport purchases, state subsidies and financing of transport in deficit.

2) Reimbursements of tickets and travel expenses for special groups.

3) Total funding is the sum of direct funding and reimbursements.

4) The calculated negative deficit of underground transport has been divided between different modes of transport within the transport type "Urban transport of major cities" when calculating percentage shares.

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4. SOURCES OF PUBLIC FUNDS BY FINANCIER IN 2013

2013 EUR million	Direct funding, EUR million						Reimbursements of travel expenses, EUR million			State total EUR million	Municipalities total EUR million	Funding total EUR million
	State 1)		Municipalities 2)		Total		State 3)-5)	Municipalities 3) 4)	Total			
	Total	of which purchased transport	Total	of which purchased transport	Total	of which purchased transport						
COLLECTIVE TRANSPORT	95,2	75,8	268,4	230,2	363,7	306,0	49,0	150,8	199,7	144,2	419,2	563,4
Long-distance transport	35,1	35,1	1,5	1,5	36,6	36,6	10,2	-	10,2	45,3	1,5	46,8
Railway	33,6	33,6	-	-	33,6	33,6	3,8	-	3,8	37,4	-	37,4
Coach	-	-	-	-	-	-	6,0	-	6,0	6,0	-	6,0
Air	1,5	1,5	1,5	1,5	3,0	3,0	0,4	-	0,4	1,9	1,5	3,4
Urban transport of major cities	8,5	1,6	196,0	196,0	204,5	197,6	0,2	11,4	11,6	8,7	207,4	216,1
Railway	0,8	-	24,7	24,7	25,5	24,7	-	1,3	1,3	0,8	26,0	26,8
Tram	0,9	-	5,2	5,2	6,2	5,2	-	1,6	1,6	0,9	6,9	7,8
Underground	1,1	-	-25,3	-25,3	-24,2	-25,3	-	1,8	1,8	1,1	-23,4	-22,4
Bus	5,6	1,6	189,1	189,1	194,7	190,7	0,2	6,6	6,8	5,8	195,7	201,5
Ferry to Suomenlinna Islands	0,0	-	2,3	2,3	2,3	2,3	-	-	-	0,0	2,3	2,3
Other local transport within cities	13,4	5,7	38,5	13,2	51,9	18,9	0,9	15,5	16,4	14,3	53,9	68,2
Bus	13,4	5,7	38,5	13,2	51,9	18,9	0,9	15,5	16,4	14,3	53,9	68,2
Other collective transport	38,3	33,4	32,4	19,5	70,7	52,9	37,6	123,9	161,5	75,9	156,3	232,2
Railway	9,7	9,7	-	-	9,7	9,7	2,2	1,6	3,8	11,9	1,6	13,5
Bus, coach	27,8	22,9	32,4	19,5	60,2	42,4	35,4	46,2	81,6	63,2	78,7	141,8
Taxi	0,8	0,8	-	-	0,8	0,8	-	76,1	76,1	0,8	76,1	76,9
CHARTER TRANSPORT	4,6	4,6	-	-	4,6	4,6	177,2	262,1	439,3	181,8	262,1	443,9
Regular charter transport	4,3	4,3	-	-	4,3	4,3	2,1	107,8	109,9	6,4	107,8	114,2
Bus, coach	4,3	4,3	-	-	4,3	4,3	1,9	72,5	74,4	6,2	72,5	78,7
Taxi	-	-	-	-	-	-	0,2	35,3	35,5	0,2	35,3	35,5
Other charter transport	0,3	0,3	-	-	0,3	0,3	175,1	154,2	329,4	175,4	154,2	329,7
Bus, coach	0,3	0,3	-	-	0,3	0,3	-	-	-	0,3	-	0,3
Taxi	-	-	-	-	-	-	175,1	154,2	329,4	175,1	154,2	329,4
PUBLIC TRANSPORT TOTAL	99,8	80,4	268,4	230,2	368,2	310,5	226,2	412,9	639,1	326,0	681,3	1 007,3
Modes of transport												
Railway	44,1	43,3	24,7	24,7	68,8	68,0	6,0	2,9	8,9	50,1	27,6	77,7
Tram	0,9	-	5,2	5,2	6,2	5,2	-	1,6	1,6	0,9	6,9	7,8
Underground	1,1	-	-25,3	-25,3	-24,2	-25,3	-	1,8	1,8	1,1	-23,4	-22,4
Bus, coach	51,4	34,8	260,0	221,7	311,3	256,5	44,4	140,8	185,3	95,8	400,8	496,6
Taxi	0,8	0,8	-	-	0,8	0,8	175,3	265,6	441,0	176,1	265,6	441,8
Air	1,5	1,5	1,5	1,5	3,0	3,0	0,4	-	0,4	1,9	1,5	3,4
Ferry to Suomenlinna Islands	0,0	-	2,3	2,3	2,3	2,3	-	-	-	0,0	2,3	2,3

The urban transport of major cities includes the transport of the HSL joint municipal authority, Tampere and Turku.

Other local transport within cities includes the transport of former licensing towns.

Other collective transport includes other municipalities

- 1) Purchases of long-distance transport services (Ministry of Transport and Communications), basic regional and local city transport services as well as tariff reductions (Ministry of Transport and Communications, ELY Centres) and charter transport purchases of the Defence Forces
- 2) Coverage of differences between the transport remunerations and ticket revenues, and compensations for deficits of transport in major cities.
Distribution of HSL fare revenues for modes of transport estimated relative to the number of boarding passengers
- 3) School transport services and pupil and student tickets. Distribution by type of transport partly estimated.
- 4) Reimbursements of travel expenses by social services and according to the Sickness Insurance Act. Distribution by type of transport partly estimated.
- 5) Reimbursements by the Ministry of Defence and the Ministry of Economic Affairs and Employment for leave trips made by conscripts and non-military servicemen. Distribution by type of transport estimated.

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5.1. SOURCES OF REIMBURSEMENTS OF TRAVEL EXPENSES IN 2013

2013	Reimbursements of travel expenses, EUR million									
	Education		Social and health services		Ministry of Defence		Ministry of Economic Affairs and Employment		Total	
	EUR million	Share 1)	Share 2)	Share 3)	Share 3)	Share 3)	Share 3)	Share 3)		
COLLECTIVE TRANSPORT	159,0	79,6%	31,5	15,8%	8,2	4,1%	1,0	0,5%	199,7	100 %
Long-distance transport	1,7	17,0%	-	-	7,5	73,6%	1,0	9,4%	10,2	100 %
Railway	-	-	-	-	3,2	84,0%	0,6	16,0%	3,8	100 %
Coach	1,7	29,0%	-	-	4,0	65,9%	0,3	5,1%	6,0	100 %
Air	-	-	-	-	0,4	90,0%	0,0	10,0%	0,4	100 %
Urban transport of major cities	2,3	20,1%	9,3	79,9%	-	-	-	-	11,6	100 %
Railway	0,3	20,5%	1,0	79,5%	-	-	-	-	1,3	100 %
Tram	0,3	20,5%	1,3	79,5%	-	-	-	-	1,6	100 %
Underground	0,4	20,5%	1,5	79,5%	-	-	-	-	1,8	100 %
Bus	1,4	19,9%	5,5	80,1%	-	-	-	-	6,8	100 %
Ferry to Suomenlinna Islands	-	-	-	-	-	-	-	-	-	100 %
Other local transport within cities	10,7	65,3%	5,4	33,3%	0,2	1,4%	-	-	16,4	100 %
Bus	10,7	65,3%	5,4	33,3%	0,2	1,4%	-	-	16,4	100 %
Other collective transport	144,3	89,3%	16,8	10,4%	0,5	0,3%	-	-	161,5	100 %
Railway	1,6	42,0%	2,2	58,0%	-	-	-	-	3,8	100 %
Bus, coach	70,3	86,1%	10,9	13,3%	0,5	0,6%	-	-	81,6	100 %
Taxi	72,3	95,1%	3,7	4,9%	-	-	-	-	76,1	100 %
CHARTER TRANSPORT	108,3	24,7%	331,0	75,3%	-	-	-	-	439,3	100 %
Regular charter transport	108,3	98,5%	1,6	1,5%	-	-	-	-	109,9	100 %
Bus, coach	72,8	97,8%	1,6	2,2%	-	-	-	-	74,4	100 %
Taxi	35,5	100,0%	-	-	-	-	-	-	35,5	100 %
Other charter transport	-	-	329,4	100,0%	-	-	-	-	329,4	100 %
Bus, coach	-	-	-	-	-	-	-	-	-	100 %
Taxi	-	-	329,4	100,0%	-	-	-	-	329,4	100 %
PUBLIC TRANSPORT TOTAL	267,3	41,8%	362,5	56,7%	8,2	1,3%	1,0	0,1%	639,1	100 %
Modes of transport										100 %
Railway	1,9	20,9%	3,2	36,4%	3,2	35,8%	0,6	6,8%	8,9	100 %
Tram	0,3	20,5%	1,3	79,5%	-	-	-	-	1,6	100 %
Underground	0,4	20,5%	1,5	79,5%	-	-	-	-	1,8	100 %
Bus, coach	156,9	84,7%	23,4	12,6%	4,7	2,5%	0,3	0,2%	185,3	100 %
Taxi	107,9	24,5%	333,1	75,5%	-	-	-	-	441,0	100 %
Air	-	-	-	-	0,4	90,0%	0,0	10,0%	0,4	100 %
Ferry to Suomenlinna Islands	-	-	-	-	-	-	-	-	-	100 %

The urban transport of major cities includes the transport of the HSL joint municipal authority, Tampere and Turku.

Other local transport within cities includes the transport of former licensing towns.

Other collective transport includes other municipalities

1) School transport services and pupil and student tickets. Distribution by type of transport partly estimated.

2) Reimbursements of travel expenses by social services and according to the Sickness Insurance Act.

Distribution by type of transport partly estimated.

3) Reimbursements by the Ministry of Defence and the Ministry of Economic Affairs and Employment for leave trips made by conscripts and non-military servicemen. Distribution by type of transport estimated.

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5.2. SOURCES OF REIMBURSEMENTS OF TRAVEL EXPENSES IN 2013

2013 EUR million	Reimbursements of travel expenses, EUR million							Total
	State				Municipalities			
	Education 1)	Health care 2)	Ministries of Defence, Econ. and Empl. 3)	Total	Education 1)	Social services 2)	Total	
COLLECTIVE TRANSPORT	37,1	2,6	9,2	49,0	121,9	28,9	150,8	199,7
Long-distance transport	1,7	-	8,5	10,2	-	-	-	10,2
Railway	-	-	3,8	3,8	-	-	-	3,8
Coach	1,7	-	4,3	6,0	-	-	-	6,0
Air	-	-	0,4	0,4	-	-	-	0,4
Urban transport of major cities	-	0,2	-	0,2	2,3	9,1	11,4	11,6
Railway	-	-	-	-	0,3	1,0	1,3	1,3
Tram	-	-	-	-	0,3	1,3	1,6	1,6
Underground	-	-	-	-	0,4	1,5	1,8	1,8
Bus	-	0,2	-	0,2	1,4	5,3	6,6	6,8
Ferry to Suomenlinna Islands	-	-	-	-	-	-	-	-
Other local transport within cities	0,2	0,5	0,2	0,9	10,5	4,9	15,5	16,4
Bus	0,2	0,5	0,2	0,9	10,5	4,9	15,5	16,4
Other collective transport	35,2	1,9	0,5	37,6	109,0	14,9	123,9	161,5
Railway	1,6	0,6	-	2,2	0,0	1,6	1,6	3,8
Bus, coach	33,7	1,3	0,5	35,4	36,6	9,6	46,2	81,6
Taxi	-	-	-	-	72,3	3,7	76,1	76,1
CHARTER TRANSPORT	2,1	175,1	-	177,2	106,2	155,9	262,1	439,3
Regular charter transport	2,1	-	-	2,1	106,2	1,6	107,8	109,9
Bus, coach	1,9	-	-	1,9	70,9	1,6	72,5	74,4
Taxi	0,2	-	-	0,2	35,3	-	35,3	35,5
Other charter transport	-	175,1	-	175,1	-	154,2	154,2	329,4
Bus, coach	-	-	-	-	-	-	-	-
Taxi	-	175,1	-	175,1	-	154,2	154,2	329,4
PUBLIC TRANSPORT TOTAL	39,2	177,8	9,2	226,2	228,1	184,8	412,9	639,1
Modes of transport								
Railway	1,6	0,6	3,8	6,0	0,3	2,6	2,9	8,9
Tram	-	-	-	-	0,3	1,3	1,6	1,6
Underground	-	-	-	-	0,4	1,5	1,8	1,8
Bus, coach	37,5	2,0	5,0	44,4	119,4	21,4	140,8	185,3
Taxi	0,2	175,1	-	175,3	107,7	158,0	265,6	441,0
Air	-	-	0,4	0,4	-	-	-	0,4
Ferry to Suomenlinna Islands	-	-	-	-	-	-	-	-

The urban transport of major cities includes the transport of the HSL joint municipal authority, Tampere and Turku.

Other local transport within cities includes the transport of former licensing towns.

Other collective transport includes other municipalities

1) School transport services and pupil and student tickets. Distribution by type of transport partly estimated.

2) Reimbursements of travel expenses by social services and according to the Sickness Insurance Act.

Distribution by type of transport partly estimated.

3) Reimbursements by the Ministry of Defence and the Ministry of Economic Affairs and Employment for leave trips made by conscripts and non-military servicemen. Distribution by type of transport estimated.

3 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 that 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 4.1 and 4.2.

	MODE OF TRANSPORT				
PUBLIC TRANSPORT	Railway	Tram, underground	Bus, coach	Taxi	Air
COLLECTIVE TRANSPORT					
Long-distance transport					
- fare-based	Long-distance transport		Express coaches		Regular flights
- purchased	Purchased long-distance transport				Purchase of flights by municipalities and the Ministry of Transport and Communications
Local transport					
Transport departments, Contract transport					
Transport of large urban areas	Local transport in the HSL region	Helsinki City Transport	Contract and service transport		
Transport of medium-size urban areas			Contract and service transport		
Other collective transport	Local transport outside the HSL region, purchased local transport		Purchases of regional 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. For instance, local council transport departments and Helsinki Region Transport have such authoritative costs.

The purchase of transport services by the state 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
Finnish Transport Agency	State subsidies of large and medium-size urban areas	
Centres for Economic Development, Transport and the Environment (ELY Centres)	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 Economic Affairs and Employment		Reimbursements of travel expenses of performers of non-military service
Large urban areas	City transport deficit support, contract transport	Reductions granted for special groups, tariff support
Medium-size urban areas	Contract transport	Reductions granted for special groups, tariff support
Other municipalities	Purchases of transport services	Reductions granted for special groups

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.

4 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.

4.1 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/her 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, or by the gross cost principle, where the risk lies with the municipality.

Local transport denotes transport within a municipality or an economic area. A route may pass through a number of municipalities and economic areas. The passengers' journeys are usually short.

- **Transport of large urban areas** is transport according to the public service contract regulation. The principal or entire financial responsibility for this transport lies with the purchaser and the supply is determined by the purchaser. 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.
- **Transport of medium-size urban areas** is transport according to the EU's Regulation on public passenger transport services. Transport can operate either at the financial responsibility of the purchaser and by the supply determined by the purchaser (on the so-called gross cost principle) or by use contracts, where the risk for the fare revenue lies with the transport contractor (on the so-called net cost principle). Transport mainly serves the internal transport needs of built-up areas. Vehicles run at short intervals and make frequent stops.

- **Other collective transport** denotes local and regional 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. Transport is either designed by the transport contractor, or designed and purchased on the net cost principle by ELY Centres or municipal authorities. The financial risk is borne by the contractor.

Service transport refers to collective transport that is open to all but it is specially designed to meet the needs of elderly persons or persons with functional disabilities. The needs are taken into account in equipment design, driver qualities and training, 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.

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.

4.2 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 modes of transport comply with the valid Finnish standard classification of industries (2008), 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	49100 Passenger rail transport, interurban		49391 Scheduled long-distance bus and motor coach transport		51101 Scheduled air transport
Transport of large urban areas	49310 Urban and suburban passenger land transport	49310 Urban and suburban passenger land transport	49310 Urban and suburban passenger land transport		
Transport of medium-size urban areas			49310 Urban and suburban passenger land transport		
Other collective transport	49310 Urban and suburban passenger land transport		49310 Urban and suburban passenger land transport 49391 Scheduled long-distance bus and motor coach transport	49320 Taxi operation	
CHARTER TRANSPORT					
Regular charter transport			49392 Non-scheduled bus and motor-coach transport	49320 Taxi operation	51102 Non-scheduled air transport
Other charter transport			49392 Non-scheduled bus and motor-coach transport	49320 Taxi operation	51102 Non-scheduled air transport

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 taxis, the same category can contain both collective and chartered transport services.

4.3 Performances and public funding statistics

4.3.1 Performance figures

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

The **demand** statistics refer to all boarding 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 the **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 number of place kilometres offered.

4.3.2 Public funding

Public funding for public transport is granted by government ministries, agencies 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 receives fare revenues (e.g. in contract transport) they are deducted from the gross amount of public funding in deficit calculation.

In order to be able to obtain a comprehensive picture of the impact of public funding one needs several viewpoints on funding. These are described 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, state subsidies and compensations for deficits. The additional supply generated by funding can be recognised mainly 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 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 2.2 should be taken only as indicative of the general trend.

5 Compilation and accuracy of statistics

5.1 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.

5.1.1 Railway transport

Data on railway transport were obtained partly from the statistics of VR Group and partly from those of Helsinki Region Transport (HSL). Vehicle kilometres do not include transit and service operation with the exception of certain short-distance carriage moves. Statistics on local transport cover boarding 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.

5.1.2 Tram and underground transport

Tram and underground transport services are only provided by Helsinki City Transport (HKL). The data are received direct from Helsinki Region Transport (HSL). The statistics cover boarding 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.

5.1.3 Bus and coach transport

Data on the vehicle kilometres and passenger numbers 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 statistics 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 performances and turnover. In respect of funding data, such procedure is not required, because the data on totals are obtained from other sources.

A majority of the contract transport purchased from bus transport companies by large urban areas is already contained in the statistics of the Finnish Bus and Coach Association. The overlap has been eliminated by relying in the respect of contract transport only on the data provided by the purchasers.

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"².

Data on the performances of regional transport were collected direct from ELY Centres 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 boarding 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.

5.1.4 Taxi transport

Data for the years 2007 to 2015 on the vehicle kilometres of taxis are based on the professional vehicle kilometres reported by the holders of taxi licences to the ELY Centres. In earlier statistics, the data were based on rough estimates obtained from the Finnish Taxi Association. To retain the comparability of the time series, the data on taxi performances over the 1997–2006 period have been updated on the basis of performance data in 2007 by using the index figures (1997=100) for taxi performances in the 2007 public transport performance statistics.

Service and transit kilometres are deducted from the total vehicle kilometres supplied by the Finnish Taxi Association, yielding productive vehicle kilometres. Taxi performance for other collective transport and regular charter transport has been assessed by means of the 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 (Ministry of Transport and Communications, June 1996) 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).

² Average Length of Bus Journeys, Ministry of Transport and Communications 37/94.

5.1.5 Air transport

Air transport performance data have been obtained from Finavia's Air Traffic Statistics 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.

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.

Non-paying passengers are not included in the air transport statistics. Infants-in-arms occupying no seat of their own are not recorded in the passenger statistics.

5.1.6 Other factors influencing the accuracy of the statistics

When compiling the newest statistics, source data of previous years are often updated, which means that the figures in the previous publications are not always correct in all respects.

The content of the Public transport performance statistics has remained unchanged in general outlines compared to previous statistical publications. The updating and development needs of the statistics have been examined in a report commissioned by the Finnish Transport Agency in 2012, see Weiste, Henriika: Julkisen liikenteen suoritetilaston kehittäminen (Developing the Public transport performance statistics). Preliminary report. Finnish Transport Agency's studies and reports 30/2012. Finnish Transport Agency. Helsinki 2012. The report is also available in Finnish with a summary in English on the website of the Finnish Transport Agency (the situation in summer 2017).

5.2 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	
Finnish Transport Agency	Own statistics	
ELY Centres	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 Economic Affairs and Employment		Own statistics
Large urban areas	Collective transport organisations	Collective transport organisations
Other municipalities	Municipal statistics, special surveys	Special surveys

Data on purchases of railway traffic and flights by the **Ministry of Transport and Communications** have been obtained direct from the Ministry. The **Finnish Transport Agency** collects information from **ELY Centres** 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 survey³ in 1995, which means that the distributions for 1997–2001 are partly estimated.

For the 2001 statistics, social services' reimbursements of travel expenses for 2000 were determined from a special survey⁴. For 1999 and 1997 reimbursements for travel expenses in 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 expenses in education were received annually. Municipalities' reimbursements of travel expenses are distributed to all modes and types of transport with the exception of long-distance transport.

³ Municipalities' passenger transport costs, Publications of the Ministry of Transport 40/97.

⁴ Transport services 2001, Ministry of Transport and Communications report 3 June 2001.

The data in this publication do not include passenger transport costs of health care services financed by municipalities, because the Seitti data collection no longer inquired about them after the statistical reference year 2011. They were also retrospectively deducted from the time series.

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 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 in this respect as well, 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 the 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. From 2011 onwards, the corresponding figures have been received from the Finnish Transport Agency.

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 2015, around 75 per cent of municipalities had updated their data on reimbursements of travel expenses into the Seitti system by January 2017. The response activity of municipalities has fallen compared to previous times. For instance, while compiling the 2013 publication, the corresponding percentage share was 90 to 94 and for the 2011 publication 85 to 90 per cent and while compiling the 2009 publication it was just 32 per cent. For the 2007 publication the figure was 75 per cent. The missing data for 2015 have been primarily substituted with 2013 data updated with a raising coefficient. It is assumed that in the municipalities with missing data costs from 2013 to 2015 have developed in the same way as in the municipalities for which data are available for both 2013 and 2015. The data for large urban areas were excluded from the calculation of the raising coefficient, as they were assumed to have differed from the cost development of the rest of Finland.

If data were not available for any year for a municipality, efforts were made to find another municipality with as closely matching population density as possible and the missing data were substituted with the data for that municipality.

The problem with the use of the data is that municipalities may not allocate their funds in a uniform manner, so the division of funding may contain inaccuracies. This does not influence 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 authorities do not purchase transport. Reimbursements of travel expenses joint municipal authorities 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 authorities 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 ELY Centres since 2003.

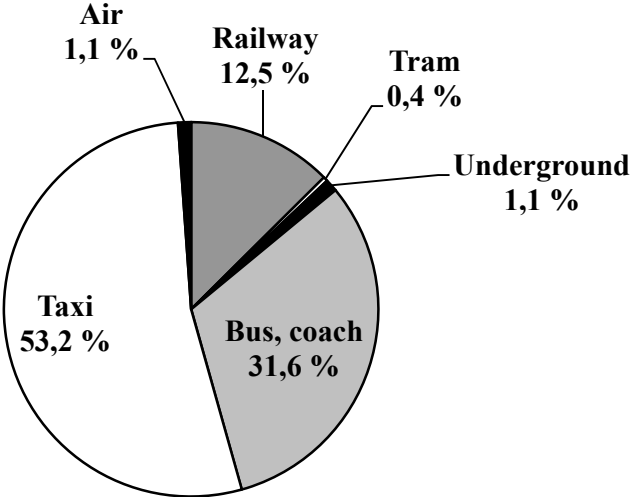
Health care and social services refer to data on the transport pertaining to health care and social services. Data on government-funded transport arranged under the Sickness Insurance Act are obtained from the statistics of the Social Insurance Institution. Data on reimbursements of travel expenses paid by municipal social services have been obtained from the Seitti system of ELY Centres since 2003. These statistics do not include the passenger transport costs of municipalities' health care services.

The **Ministry of Defence** has supplied information on journeys provided for national service conscripts and reserve forces. 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 the statistics. Up to 2007, information about the funding of journeys of conscripts performing community service was received from the Ministry of Labour. The data for more recent years than this are based on the 2007 data, which have been corrected with the change in the number performers of community service obtained from the statistics of the Social Insurance Institution of Finland.

Data on purchases in the contract transport of **large urban areas** have been obtained direct from the collective transport organisations of the cities concerned.

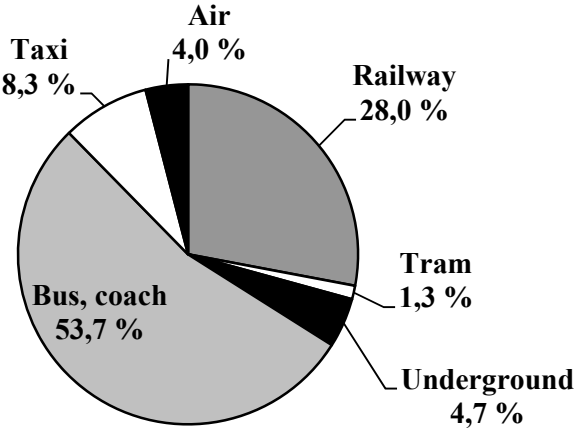
PERFORMANCE 2015

Vehicle kilometres



PERFORMANCE 2015

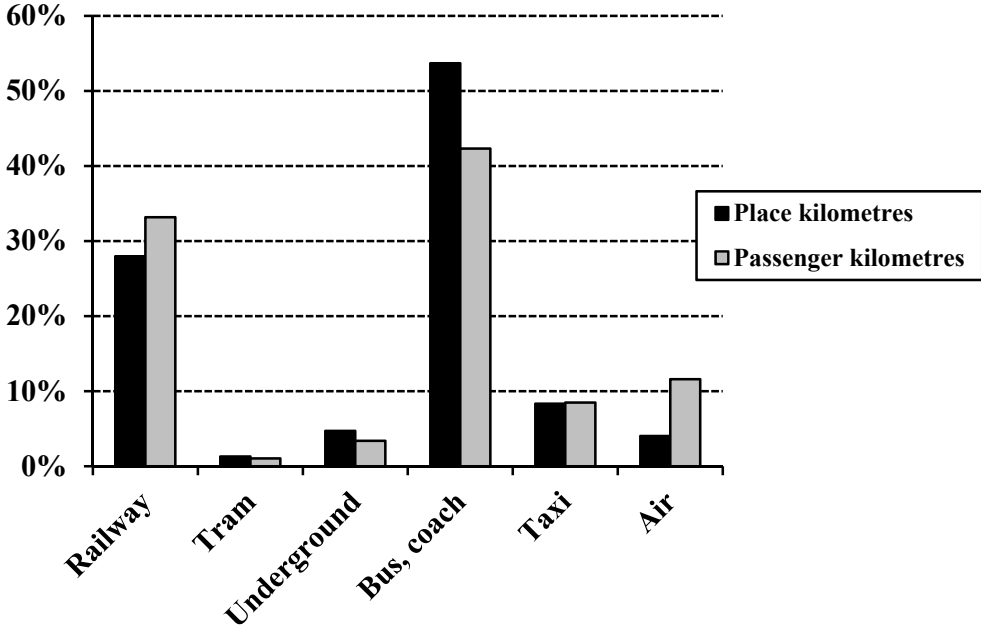
Place kilometres (including standing places)



SUPPLY AND DEMAND 2015

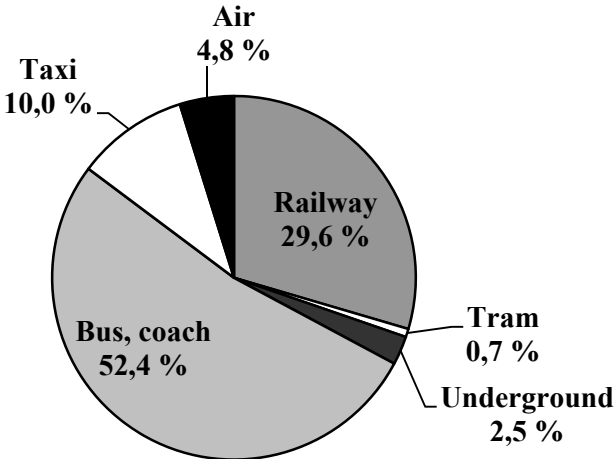
Place and passenger kilometres

Proportion of all place and passenger kilometres by mode of transport



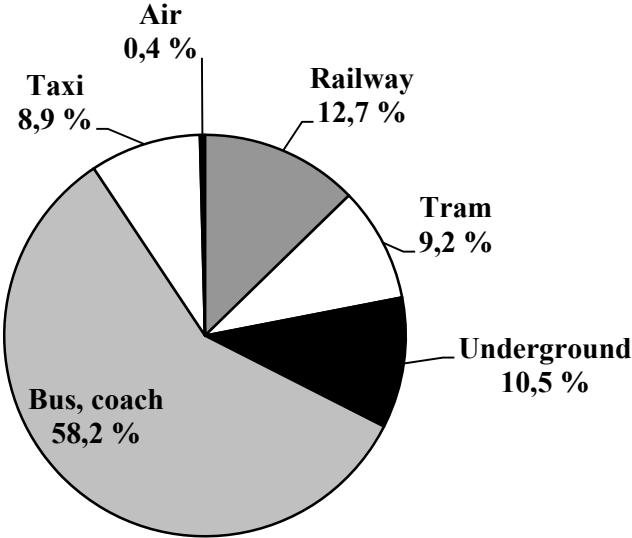
SUPPLY AND DEMAND 2015

Seat place kilometres (including sleeping places of trains)



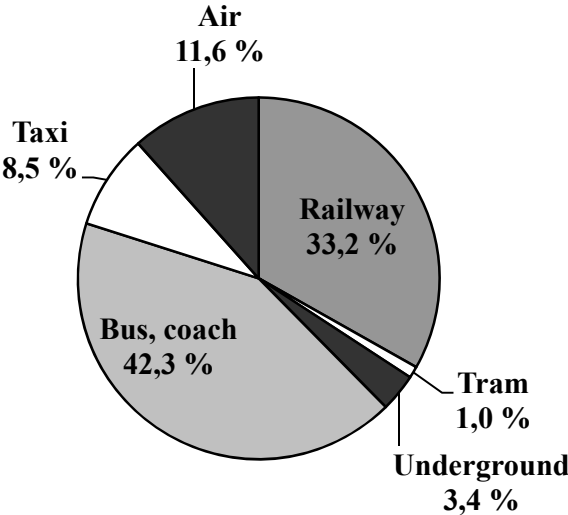
PERFORMANCE 2015

Number of passengers



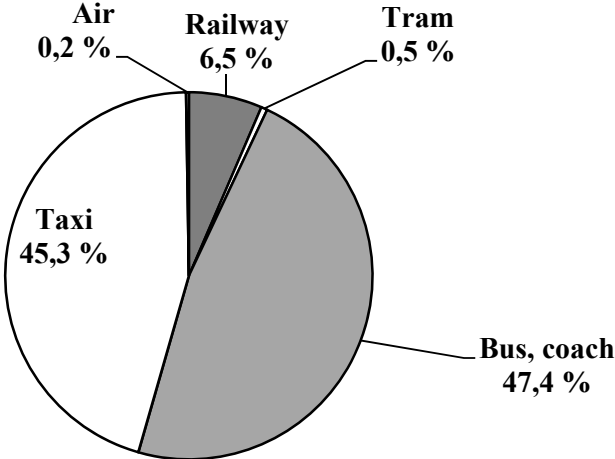
PERFORMANCE 2015

Passenger kilometres



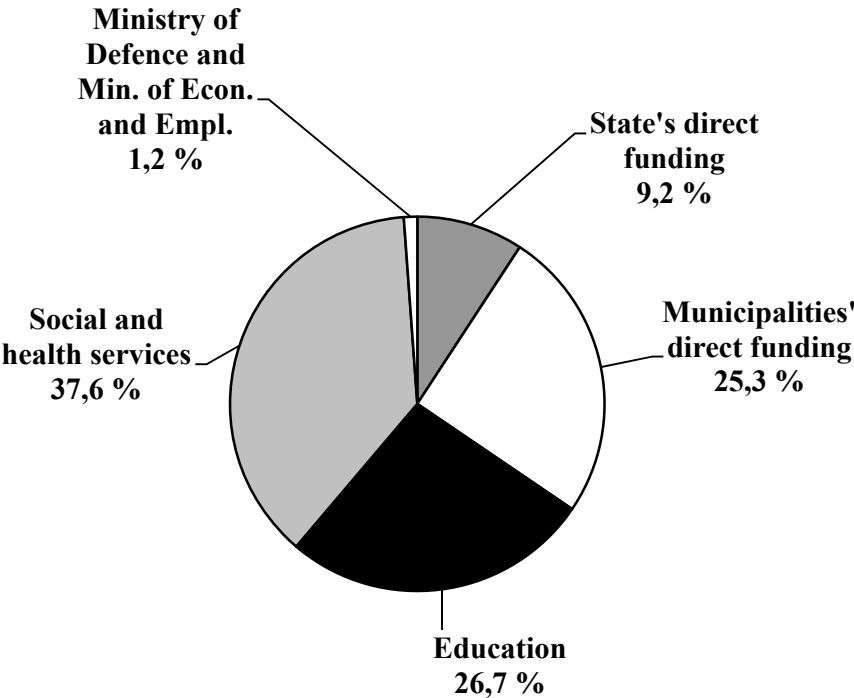
FUNDING 2015

Allocation of total funding



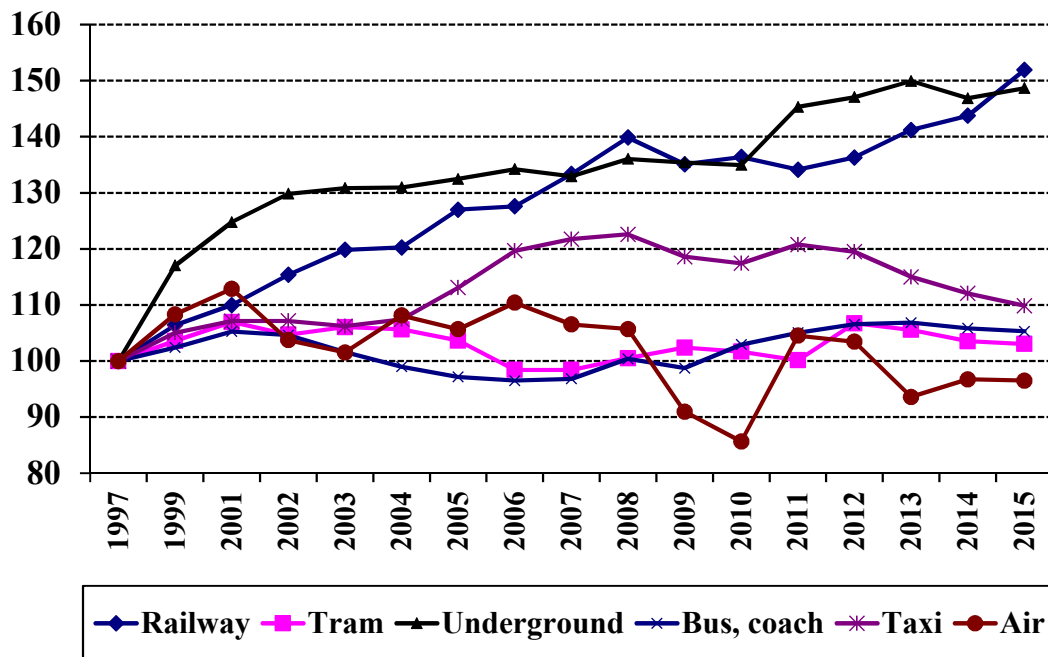
FUNDING 2015

Sources of total funding



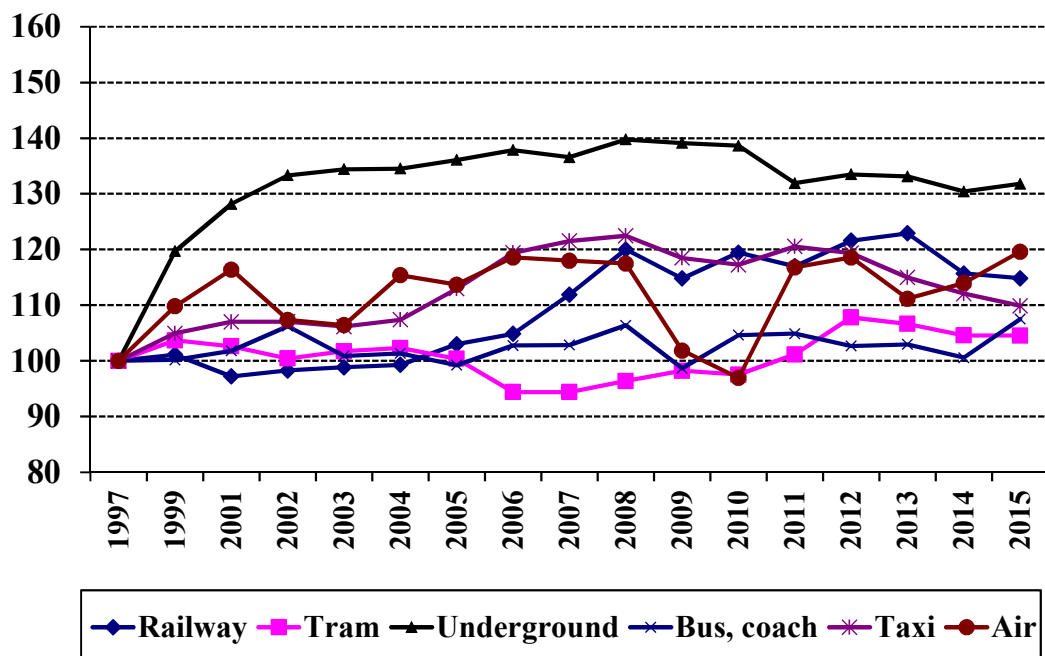
Numbers of passengers

Index 1997 = 100



Passenger kilometres

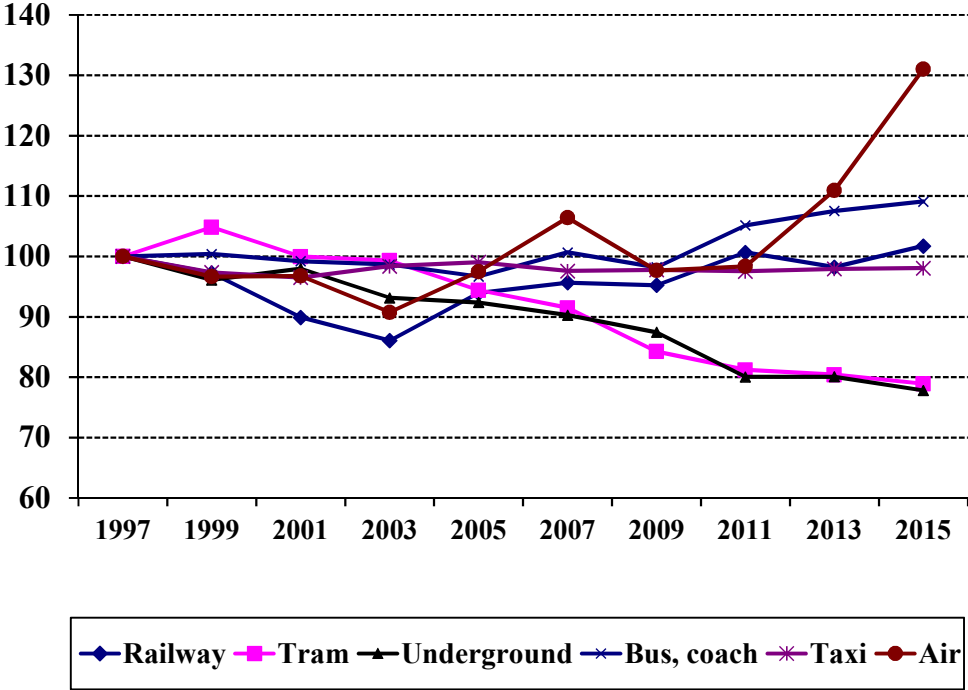
Index 1997 = 100



Capacity utilisation: passenger kilometres / passenger seat kilometres

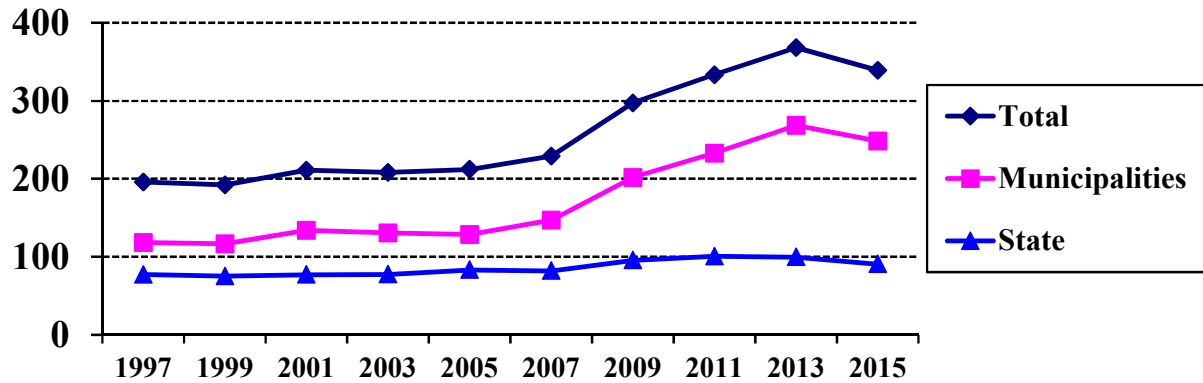
(incl. sleeping places of trains)

Index 1997 = 100



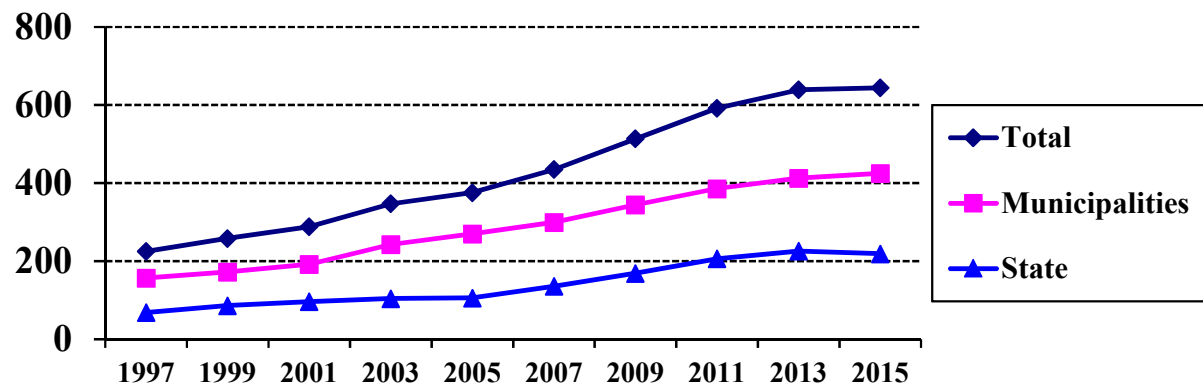
Public funding for public transport, EUR million

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

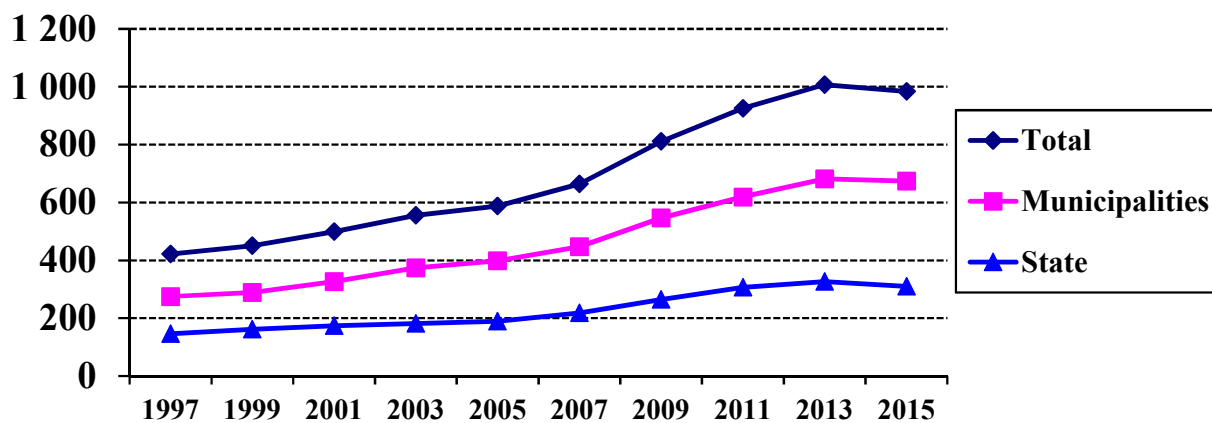


Reimbursements of travel expenses

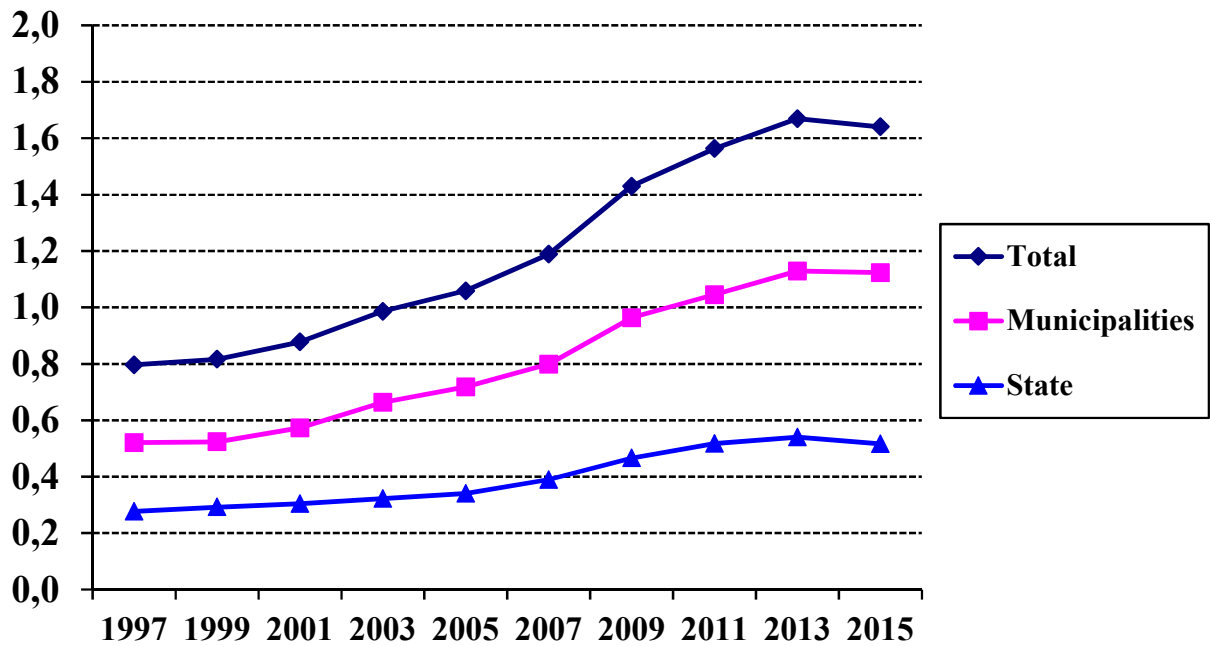
(reductions for special groups and reimbursements of travel expenses)



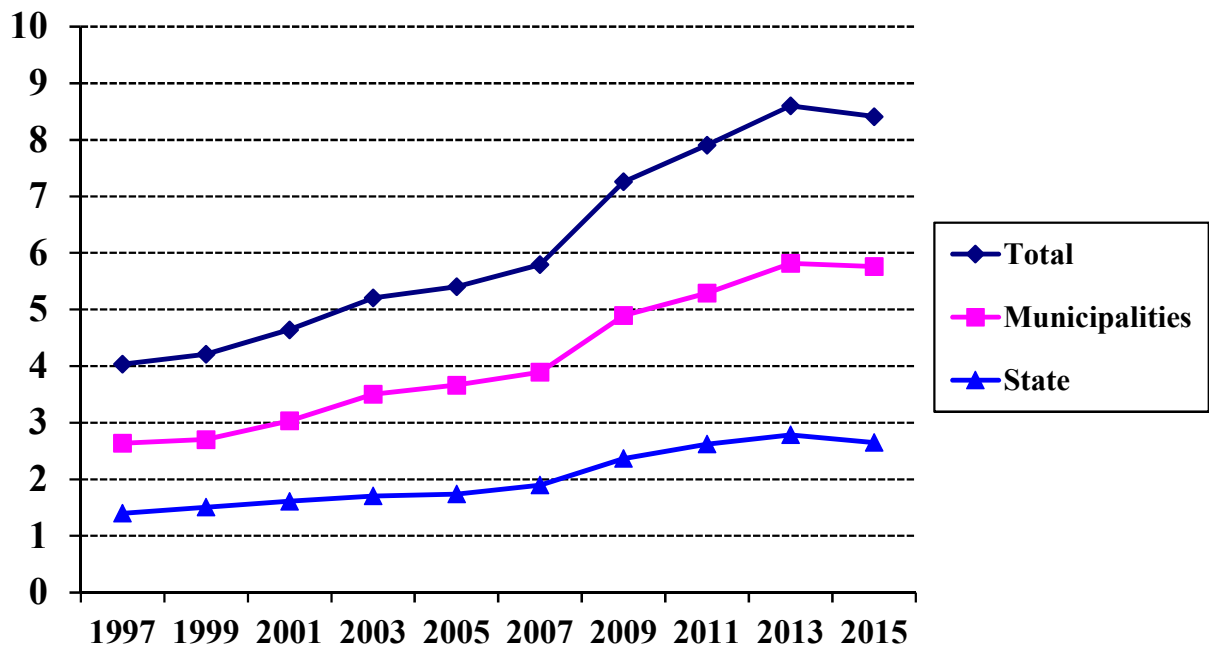
Public funding total (direct funding and reimbursements of travel expenses together)



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	Under-ground	Bus, coach	Taxi	Air	Ferry to SI	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	64,6	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	65,3	107,0
2005	104,5	97,2	148,1	105,5	113,3	118,8	65,3	109,8
2006	102,9	95,9	146,9	104,9	120,1	118,2	66,6	112,9
2007	104,1	95,4	152,0	105,8	122,1	110,5	70,0	114,3
2008	106,6	99,4	151,7	107,1	122,8	110,9	71,6	115,4
2009	106,1	101,9	159,9	104,1	118,7	111,0	71,7	112,4
2010	105,5	100,0	159,0	105,7	117,7	111,0	71,6	112,3
2011	109,5	99,7	164,3	104,5	121,1	119,4	76,7	114,3
2012	110,6	100,5	163,5	104,0	119,7	98,1	82,0	113,3
2013	115,1	103,1	165,8	102,0	115,0	91,8	82,0	110,7
2014	105,6	101,6	166,8	99,4	112,0	90,5	82,0	107,0
2015	100,2	101,6	169,0	102,2	109,8	77,1	82,0	105,9

Passengers

	Railway	Tram	Under-ground	Bus, coach	Taxi	Air	Ferry to SI	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	105,0	108,3	117,5	104,4
2001	110,0	107,0	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	130,9	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	98,4	134,2	96,5	119,7	110,4	116,7	104,9
2007	133,4	98,4	132,9	96,8	121,7	106,5	125,0	105,7
2008	139,9	100,5	136,1	100,4	122,6	105,7	125,0	109,1
2009	135,1	102,4	135,4	98,7	118,6	91,0	128,9	107,3
2010	136,4	101,7	135,0	102,9	117,4	85,7	131,5	109,9
2011	134,1	100,1	145,3	105,1	120,8	104,5	138,1	112,0
2012	136,3	106,7	147,1	106,6	119,5	103,5	135,2	113,9
2013	141,2	105,6	149,9	106,9	115,0	93,6	147,5	114,2
2014	143,8	103,5	146,9	105,8	112,1	96,8	148,5	113,1
2015	151,9	103,0	148,7	105,3	109,9	96,5	160,8	113,5

Passenger kilometres

	Railway	Tram	Under-ground	Bus, coach	Taxi	Air	Ferry to SI	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	107,1	107,4	124,2	104,6
2003	98,9	101,7	134,4	100,9	106,2	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	104,9	94,4	137,9	102,8	119,4	118,6	118,2	107,5
2007	111,9	94,4	136,6	102,9	121,5	118,0	121,2	109,9
2008	120,0	96,4	139,8	106,4	122,5	117,5	121,2	114,2
2009	114,8	98,2	139,1	98,7	118,5	101,8	127,3	107,1
2010	119,4	97,5	138,6	104,6	117,3	96,9	130,3	110,6
2011	117,0	101,2	131,9	104,9	120,6	116,8	135,6	112,2
2012	121,6	107,8	133,5	102,7	119,3	118,6	132,7	112,9
2013	122,9	106,6	133,1	103,0	115,0	111,2	144,8	112,3
2014	115,7	104,6	130,4	100,6	112,1	114,0	145,8	108,9
2015	114,8	104,6	131,8	107,5	109,9	119,6	157,8	112,1

Allocation of direct public funding to purchases and fare reductions

Sources of funding total, EUR million

	Central government				Local government				TOTAL			
	Pur-chases	Fare reduct.	Reimb. of travel exp.	Total	Pur-chases	Fare reduct.	Reimb. of travel exp.	Total	Pur-chases	Fare reduct.	Reimb. of travel exp.	Total
1997	71,8	5,7	68,6	146,1	111,4	6,9	156,7	275,0	183,2	12,6	225,3	421,2
1999	69,0	6,4	85,8	161,3	109,7	7,0	172,4	289,1	178,8	13,4	258,2	450,4
2001	69,2	8,0	96,1	173,3	125,2	8,8	192,2	326,2	194,4	16,8	288,3	499,5
2003	67,9	9,7	104,1	181,7	116,9	13,7	242,9	373,6	184,8	23,5	347,0	555,3
2005	72,4	11,0	105,6	189,0	114,1	14,7	269,8	398,6	186,5	25,7	375,5	587,7
2007	71,2	10,9	135,5	217,6	126,9	20,1	299,5	446,6	198,2	31,1	435,0	664,2
2009	80,6	15,0	168,8	264,4	173,5	28,4	344,9	546,7	254,0	43,4	513,7	811,2
2011	80,5	20,0	205,9	306,5	203,9	29,1	386,1	619,1	284,4	49,1	592,0	925,5
2013	80,4	19,4	226,2	326,0	230,2	38,2	412,9	681,3	310,5	57,7	639,1	1007,3
2015	80,4	10,2	218,9	309,6	230,5	18,2	425,1	673,8	310,9	28,4	644,0	983,3

Sources of funding for collective transport, EUR million

	Central government				Local government				TOTAL			
	Pur-chases	Fare reduct.	Reimb. of travel exp.	Total	Pur-chases	Fare reduct.	Reimb. of travel exp.	Total	Pur-chases	Fare reduct.	Reimb. of travel exp.	Total
1997	67,3	5,7	29,2	102,2	111,4	6,9	81,0	199,3	178,7	12,6	110,2	301,5
1999	64,0	6,4	37,3	107,7	109,7	7,0	82,3	199,0	173,7	13,4	119,6	306,8
2001	64,9	8,0	42,7	115,6	125,2	8,8	86,5	220,5	190,1	16,8	129,2	336,1
2003	67,5	9,7	47,0	124,3	116,9	13,7	114,2	244,9	184,4	23,5	161,2	369,1
2005	69,0	11,0	33,3	113,3	114,1	14,7	126,7	255,5	183,1	25,7	160,1	368,9
2007	67,7	10,9	34,3	112,8	126,9	20,1	150,3	297,4	194,6	31,1	184,6	410,2
2009	76,1	15,0	41,1	132,2	173,5	28,4	168,2	370,1	249,6	43,4	209,3	502,3
2011	76,1	20,0	43,1	139,3	203,9	29,1	155,8	388,8	280,0	49,1	199,0	528,1
2013	75,8	19,4	49,0	144,2	230,2	38,2	150,8	419,2	306,0	57,7	199,7	563,4
2015	75,9	10,2	45,1	131,2	230,5	18,2	145,8	394,5	306,3	28,4	190,9	525,7

Sources of funding for charter transport, EUR million

	Central government				Local government				TOTAL			
	Pur-chases	Fare reduct.	Reimb. of travel exp.	Total	Pur-chases	Fare reduct.	Reimb. of travel exp.	Total	Pur-chases	Fare reduct.	Reimb. of travel exp.	Total
1997	4,6	-	39,4	43,9	-	-	75,7	75,7	4,6	-	115,1	119,6
1999	5,0	-	48,5	53,5	-	-	90,1	90,1	5,0	-	138,6	143,7
2001	4,3	-	53,4	57,7	-	-	105,8	105,8	4,3	-	159,1	163,4
2003	0,4	-	57,1	57,5	-	-	128,7	128,7	0,4	-	185,8	186,2
2005	3,4	-	72,3	75,7	-	-	143,1	143,1	3,4	-	215,4	218,8
2007	3,6	-	101,2	104,8	-	-	149,2	149,2	3,6	-	250,4	254,0
2009	4,5	-	127,7	132,2	-	-	176,6	176,6	4,5	-	304,3	308,8
2011	4,4	-	162,8	167,2	-	-	230,3	230,3	4,4	-	393,1	397,5
2013	4,6	-	177,2	181,8	-	-	262,1	262,1	4,6	-	439,3	443,9
2015	4,6	-	173,8	178,4	-	-	279,3	279,3	4,6	-	453,1	457,7

Changes in the type of transport classification for performance statistics

1) Types of transport in the performance statistics in 1997 to 2014

Urban transport of major cities

- Joint municipal authority of Helsinki Region Transport (HSL): Espoo, Helsinki, Kauniainen, Kerava, Kirkkonummi, Sipoo and Vantaa
- Tampere
- Turku

Other urban transport

(Licensing authorities (Act on licensed passenger transport by road, 15 July 1994/666))
Hyvinkää, Hämeenlinna, Imatra, Joensuu, Jyväskylä, Kajaani, Kemi, Kokkola, Kotka, Kouvola, Kuopio, Lahti, Lappeenranta, Mikkeli, Oulu, Pori, Rauma, Riihimäki, Rovaniemi, Savonlinna, Seinäjoki, Vaasa and Varkaus

Other collective transport

Other municipalities in Mainland Finland not mentioned above (by the municipal division of each year).

2) Types of transport in the performance statistics in 2015

The competent public transport authority is mentioned first and after that, the competence area.

Transport of large urban areas

- Joint municipal authority of Helsinki Region Transport (HSL): Espoo, Helsinki, Kauniainen, Kerava, Kirkkonummi, Sipoo and Vantaa
- Oulu: Ii, Kempele, Liminka, Lumijoki, Muhos, Oulu and Tyrnävä
- Tampere: Kangasala, Lempäälä, Nokia, Orivesi, Pirkkala, Tampere, Vesilahti and Ylöjärvi
- Turku: Kaarina, Lieto, Naantali, Raisio, Rusko and Turku

Transport of medium-size urban areas

- Hämeenlinna: Hattula, Hämeenlinna and Janakkala
- Joensuu: Joensuu, Kontiolahti and Liperi
- Jyväskylä: Jyväskylä, Laukaa and Muurame
- Kotka: Hamina, Kotka and Pyhtää
- Kouvola: Kouvola
- Kuopio: Kuopio and Siilinjärvi
- Lahti: Asikkala, Hartola, Heinola, Hollola, Hämeenkoski, Kärkölä, Lahti, Nastola, Orimattila, Padasjoki and Sysmä

- Lappeenranta: Lappeenranta
- Pori: Harjavalta, Kokemäki, Nakkila, Pori and Ulvila
- Vaasa: Vaasa

Other collective transport

Other municipalities in Mainland Finland not mentioned above. Although the term is the same as in the classification for 1997 to 2014, the regional division is different.

Hyvinkää, Imatra, Kajaani, Kokkola, Mikkeli, Rauma, Riihimäki, Salo, Savonlinna, Seinäjoki and Rovaniemi are municipal competent authorities. Meri-Lappi is a regional collective transport authority for the area formed by Kemi, Keminmaa, Simo, Tervola and Tornio. The above-mentioned municipalities form transport of small urban areas. In other municipalities, the competent collective transport authority is the ELY Centre.

In **long distance transport** the Ministry of Transport and Communications is the competent authority.

Change in the organisation of collective transport on 1 July 2014

The public transport act (869/2009) and the EU Regulation on public passenger transport services by rail and by road (1370/2007) came into force at the end of 2009. The public transport act adopted a transition period of ten years, during which the ways of organising transport required by the new act were taken into use by degrees. The line transport licences according to the old personal transport act were transformed into so-called transport contracts for the transition period and they expire gradually between 2014 and 2019. The EU's public service contract regulation defines how the public authority may intervene in markets to ensure the quantity and quality of public transport services. The change starting from 2014 has also affected the type of transport classification in the public transport performance statistics.

According to the public transport act, the competent authorities are responsible for arranging collective transport. The competent authorities are nine Employment and Economic Development Centres (ELY Centres) and 26 municipal authorities. Of competent authorities, large urban areas are the joint municipal authority of Helsinki Region Transport and the cities of Oulu, Tampere and Turku. Medium-size urban areas are Hämeenlinna, Joensuu, Jyväskylä, Kotka, Kouvola, Kuopio, Lahti, Lappeenranta, Pori and Vaasa.

The competent authorities define the level of service for collective transport in their area and decide how transport services are arranged. Transport services can be arranged either market-based or by putting them out to competitive tender according to the EU's public service contract regulation.

Transport must be put out to competitive tender in accordance with the public procurement legislation and the public transport legislation if a sufficient level of service cannot be formed market-based and public support is used for transport services. Competent authorities make independent decisions on which fare and payment system is used in the area's collective transport and decide on the fare prices.

Market-based transport requires a licence for collective transport or regular transport, which is granted by competent authorities.

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