

Investigation of the diachronic development of CO₂ emission levels in relation to traffic characteristics along major road axes during an era of recession: The case of Greece

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Abstract

The problem of reducing CO₂ emissions from transport, a major contributor to the greenhouse effect, has become a growing concern for the scientific community and various international committees monitoring climate change. Energy savings in the transport sector are a key factor towards rational management of oil reserves, while new trends in the automotive market have already been established, supported by research on efficient and environmentally-friendly technologies and alternative fuels to face fossil fuel dependency. The road transport sector is an important part for most developed economies but also a major source of pollutant emissions. In this framework, this paper focuses on transport emissions along the main road axis in Greece, connecting the country's two largest urban areas, during the years 2008-2014, a period of prolonged recession. Based on traffic data collected at the toll stations along the highway, greenhouse gas and pollutant emissions were calculated using the COPERT4 emission estimation tool. According to the results, a sharp fall in emissions is observed largely due to traffic volume reductions, but also due to a prevailing trend for larger displacement vehicles and technologically improved vehicles with better environmental standards.

Keywords: CO₂ Emissions, Transport System, Road infrastructure, Road Transport, Traffic Characteristics, Recession.

1. Introduction

The transport sector, one of the fastest growing sectors of human activity, is a key economic and productivity factor of any society, although it progressively led to evident environmental impacts and to the appearance of harmful effects on human health. In the European Union (EU), passenger and freight transport increased considerably until 2008. In the years following the economic crisis beginning in 2008, the passenger transport has remained stable, while in the freight transport demand a sharp fall has occurred. The transport sector is the only main European economic sector in which greenhouse gas (GHG) emissions have increased since 1990 by estimated 19.4%, whereas all other sectors have reduced their emissions. It

should be noted that in 2013, transport was responsible for 25% of total GHG emissions in Europe. Road transport was responsible for almost 73% of all GHG transport emissions. Passenger cars accounted for 60% of all road transport emissions and heavy-duty vehicles for 27% (European Commission, 2015; European Environment Agency, 2015).

Regarding the total GHG emissions in the EU, a decrease by 22.9% was observed between 1990 and 2014 (in Greece the decline was 2.8%), and by 17.9% between 2004 and 2014. However, total GHG emissions, deriving only from the transport sector, increased by 13.3% between 1990 and 2014, but decreased by 8.5% from 2004 to 2014. For CO₂, which is the most important GHG (it holds approximately 80% worldwide) and a key component of the exhaust gases, it was observed that emissions decreased by 20.6% from 1990 to 2014 and by 18.9% between 2004 and 2014. On the contrary, CO₂ emissions from the transport sector, increased by 24.1% from 1990 to 2014, but decreased by 8.4% between 2004 and 2014. Similarly, the respective percentages for Greece concerning transport CO₂ emissions, increased by 22.2% between 1990 and 2014 and decreased by 18.1% between 2004 and 2014 (European Environment Agency, 2016).

Moreover, apart from GHG, transport contributes significantly to the emissions of many air pollutants. Significant progress has been made since 1990 in reducing the emissions of many air pollutants due to the introduction of the Euro emission standards for vehicles and the gradual fleet renewal (European Environment Agency, 2015).

As mentioned above, road traffic is the greatest contributor to the transport sector carbon footprint and, therefore, its reduction has become one of the main targets of sustainable transport policies. An analysis of the main factors influencing GHG emissions is essential for designing new energy and environmentally efficient road transport strategies. General, physical, economic and social factors influence transport systems' development (Enoch *et al.*, 2004), while the current global financial and economic crisis is affecting transport infrastructure projects (Wang, 2009). Few studies have been focused on

the connections between urban form, location effects and transport behavior under changing economic conditions (Nielsen, 2015). Efthymiou and Antoniou (2017) investigated the impact of crisis on public transport users' satisfaction and demand, while Lee (2010), Papagiannakis *et al.*, (2017) and Sobrino (2014) addressed the questions of how travel behavior is affected by the economic recession and what it would mean towards the goal of achieving sustainable transport. Lyamani *et al.* (2011) presented that the reduction in fossil fuels use due to the economic slowdown contributed significantly to the observed decrease in black carbon concentrations in 2008.

Within the latest global financial crisis context, which had a strong impact also on many EU countries since 2008, the transport sector was also affected, since it is one of the main pillars of developed economies. Among the affected EU countries, Greece suffered the most severe and prolonged recession, with side effects on all sectors of the economy, including transport. In May 2010, the International Monetary Fund (IMF) along with Eurozone governments provided Greece short and medium-term loans of more than 100 billion euros. In order to ensure repayment, the Greek government announced spending cuts; the latter including major reductions in public transport investment and subsidies. In addition, industry, all commercial activities and services have been severely affected by recession and are significantly limited following overall economy trends (Christoforou and Karlaftis, 2011).

In this framework, this paper focuses on the Greek economic recession influence on exhaust emissions from transport, using as a case study the traffic and emissions

effects observed along the main highway infrastructure in Greece i.e. Highway A1, which connects the country's two largest urban metropolitan areas, Athens and Thessaloniki, during the recession period of 2008-2014.

2. Materials and Methods

The methodology for the analysis of the environmental performance of roadway infrastructure was based on the following steps:

1. traffic and economic data collection
2. traffic volume analysis
3. traffic emission estimation using COPERT

2.1. Traffic and economic data collection

According to the registered vehicles database of the Hellenic Statistical Authority (2017), since 1985 the number of total motor vehicles has been almost fourfold in Greece (Table 1). Private cars in Greece reached over 5 million in 2015. During the decade 2000-2010 an annual increase by about 5% was observed while the total increase in this period was 60%. However, since 2011, an annual decrease, in the total vehicles, by about 0.3% has been noticed due to economic crisis. Moreover, the number of motorcycles is increasing by about 1.5% annually.

According to the statistics of the European Automobile Manufacturers' Association (2016), a stable annual increase of passenger cars per 1000 inhabitants has been observed and almost one car corresponds to every two citizens. In Greece a stable status has been observed since 2010 as presented in Table 2.

Table 1. Motor vehicle in operation per category in Greece (1985-2015)

	1985	1990	1995	2000	2005	2010	2015
Passenger cars	1259335	1735523	2204761	3195065	4303129	5216873	5107620
Buses	19234	21430	24600	27037	26829	27311	26586
Heavy trucks	595761	766429	883823	1057422	1186483	1318768	1322604
Motorcycles	162295	256594	475668	781361	1124172	1499133	1619621
Total vehicles	2036625	2779976	3588852	5060885	6640613	8086910	8076431

Table 2. Number of passenger cars per 1000 inhabitants

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
European Union	462	469	467	474	476	481	485	490	494	498
Greece	392	413	435	454	463	469	468	466	466	468

The age of the car fleet within the EU is increasing; specifically, in 2014, passenger cars in Europe had an average age of 9.73 years. The same phenomenon occurs in Greece, since relevant data show that in 2014, 68% of passenger cars had an age of more than 10 years (Table 3). There is therefore significant potential for renewing the private car fleet in Greece and for penetration of improved and more efficient engines, in a market where petrol is by far the dominant fuel type (Table 4).

Table 3. Passenger car fleet by age in Greece

Age (Years)	Fleet share (as of 2014)
>5	7%
5 - 10	25%
>10	68%

Furthermore, the monitoring of the Gross Domestic Product (GDP) and its comparison with the number of the total private cars in circulation per 1000 inhabitants is of interest (Figure 1). According to data from the Hellenic Statistical Authority (2017b), from 2008 onwards, GDP dropped significantly as a result of the economic recession, while the number of registered vehicles remains broadly stable.

Table 4. Passenger car fleet by fuel type

	Petrol	Diesel	Alternative fuels
European Union	54.10%	40.97%	4.93%
Greece	95.00%	3.95%	1.05%

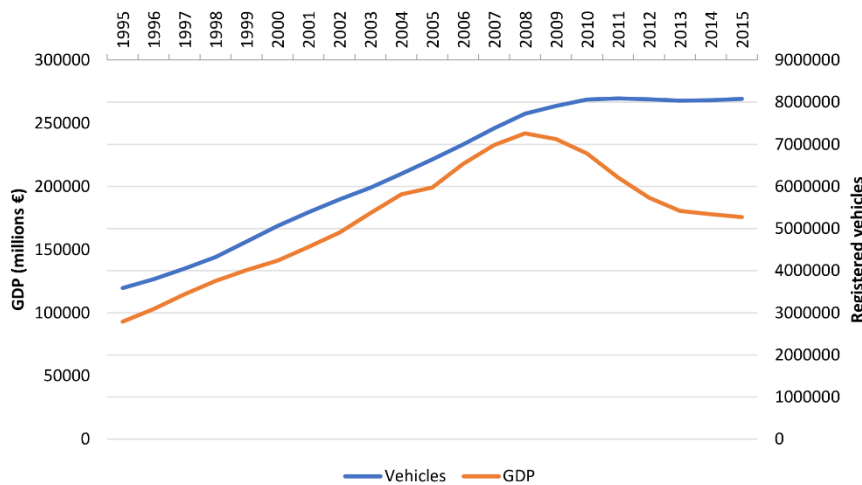


Figure 1. Evolution of the number of registered vehicles and GDP (mil. €) in Greece

For this case study, site-specific traffic data were collected from toll stations along the Highway A1 and analyzed for the recession period between 2008 and 2014. Highway A1, part of the European route E75, is the main north-south road axis in Greece and the country’s second longest highway. It is a closed dual highway with a central reserve of total length of 495 km, with two traffic lanes plus an emergency lane per direction for 343 km (total paved width of 20.4 m) and three traffic lanes plus an emergency lane per direction for 152 km (total paved width of 27.5 m).

2.2. Traffic volume analysis

The traffic volume of passenger and heavy vehicles measured at a series of toll stations along Highway A1 was examined for a seven-year period (2008-2014) for both directions (to Athens and to Thessaloniki) and they are presented in Table 5. The diachronic evolution of the

aforementioned data of traffic volume per toll station is presented in Figures 2 and 3.

A significant downward trend in vehicle movement (passenger and heavy) is observed, particularly from 2010 onwards, coinciding with the onset of the economic crisis in Greece which resulted in fewer vehicle-kilometers travelled. It is also evident that there is a great difference in the number of vehicles between Afidnes and the other toll stations, which can be justified by the fact that Afidnes toll station is the one nearest to the capital, serving more vehicles that move daily towards both directions (either to or from Athens). The average reduction in total passenger vehicles between 2008 and 2014 for all stations is 47%, while the average reduction of heavy vehicles is 40% respectively.

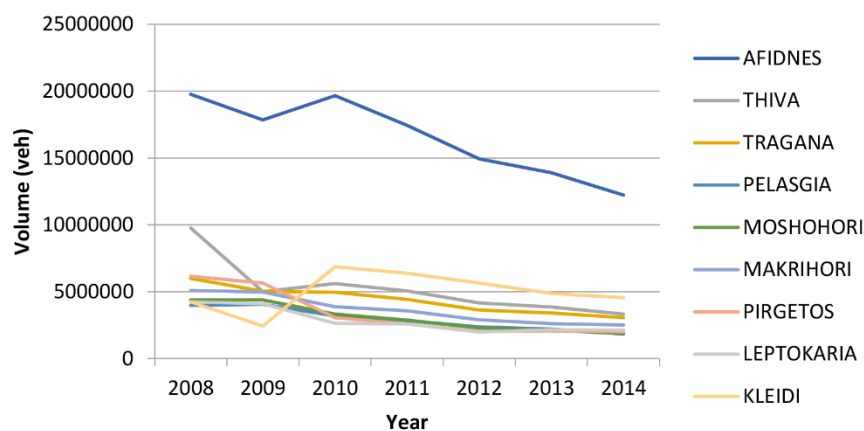


Figure 2. Total traffic volume of passenger vehicles per toll station for both directions (2008-2014)

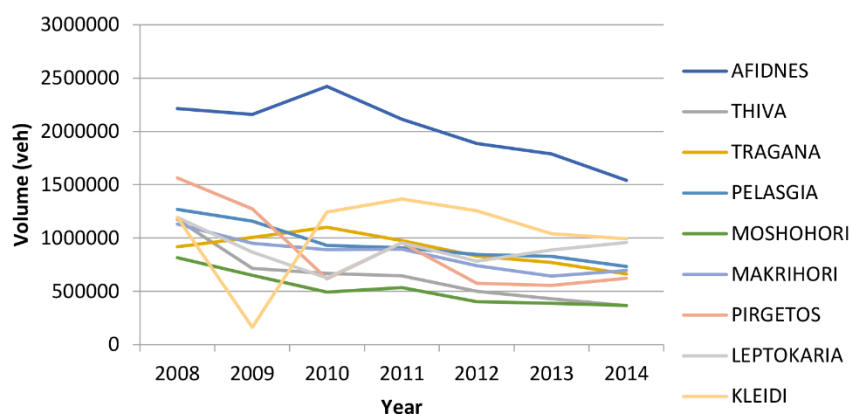


Figure 3. Total traffic volume of heavy vehicles per toll-station for both directions (2008-2014)

Table 5. Traffic volume and percentage of heavy vehicles per toll station in both directions

Toll station	Year						
	2008	2009	2010	2011	2012	2013	2014
ATHENS							
(1) - AFIDNES	19769426*	17841997	19670388	17446377	14941327	13894715	12236176
	2214726**	2160028	2422541	2114274	1886194	1788862	1541913
	10.07%***	10.8%	10.97%	10.81%	11.21%	11.41%	11.19%
(2) - THIVA	9767432	5026218	5616023	5062078	4172065	3858145	3334519
	1174337	716613	667883	644430	499548	431211	365462
	10.73%	12.48%	10.63%	11.29%	10.69%	10.05%	9.88%
(3) - TRAGANA	6005264	5042789	4950053	4429986	3626028	3399869	3071746
	919188	1006614	1101758	975306	831460	771842	662900
	13.27%	16.64%	18.21%	18.04%	18.65%	18.50%	17.75%
(4) - PELASGIA	3976327	4062554	3193313	2846516	2369426	2205496	1836577
	1268935	1159460	929968	908563	845174	828383	733258
	24.19%	22.2%	22.55%	24.20%	26.29%	27.30%	28.53%
(5) - MOSHOHORI	4383949	4377501	3336892	2880914	2287269	2118940	1862119
	816509	649580	494039	535954	403259	388895	367986
	15.7%	12.92%	12.9%	15.69%	14.99%	15.51%	16.50%
(6) - MAKRIHORI	5094984	4984553	3875508	3568038	2907798	2606526	2503601
	1132006	950537	890484	895912	741261	642482	695980
	18.18%	16.02%	18.68%	20.07%	20.31%	19.77%	21.75%
(7) - PIRGETOS	6159190	5657412	3052629	2584215	2038056	2067093	2000164
	1564174	1272671	617561	956780	575640	556519	623836
	20.25%	18.36%	16.83%	27.02%	22.02%	21.21%	23.77%
(8) - LEPTOKARIA	4251875	4099133	2632484	2585353	1973142	2156876	2134940
	1194676	867370	625572	956282	781950	889124	958278
	21.93%	17.46%	19.20%	27%	28.38%	29.19%	30.98%
(9) - KLEIDI	4251875	2423676	6870224	6392521	5641346	4882740	4558138
	1194676	163332	1244164	1366212	1255006	1040802	993744
	21.93%	6.31%	15.33%	17.61%	18.20%	17.57%	17.90%
THESSALONIKI							

*Number of passenger vehicles **Number of heavy vehicles ***Percentage of heavy vehicles

2.3. Traffic emission estimation using COPERT

In order to calculate the air pollution produced by traffic along the road segment under study, the Computer Programme to Calculate Emissions from Road Transport (COPERT), and specifically its fourth version, COPERT4, was used. The development of COPERT is coordinated by the European Environment Agency, within the activities of the

European Topic Centre on Air Pollution and Climate Change Mitigation and supported scientifically and technically by Emisia S.A. and the Aristotle University of Thessaloniki Laboratory of Applied Thermodynamics. The basic operation of COPERT is the calculation of emissions of all major air pollutants during transport; Vehicles are classified into five main groups: passenger, light, heavy, mopeds and motorcycles. Then each group is divided into

subcategories, depending on the engine type of the vehicle. This provides the user with a clear picture of the traffic composition, while the program's calculations are more accurate in view of the specific emissions of each engine. The pollutants that are calculated by COPERT are divided in turn into four categories. The first category includes basic pollutants for which exists a specific calculation methodology with specific emission indicators. The second category includes the pollutants which are calculated based on fuel consumption. The third category pollutants are calculated with a simplified methodology, given the lack of detailed data for their analytical calculation. Lastly, the fourth category includes pollutants that are estimated as a fraction of non-methane volatile

Table 6. Final input parameters for COPERT4 software calculations

Segment	Axis Distance (km)	Traffic Speed (km h ⁻¹)		Traffic Volume (veh)
		Passenger Vehicles	Heavy Vehicles	
1	36.2			Annual traffic volumes and passenger/heavy vehicle fleet shares according to Table 5
2	80.3			
3	47.2			
4	130.1			
5	83.4	130	85	
6	41.8			
7	31.5			
8	18.4			
9	26.1			

It should be noted that in this analysis data were imported for two categories of vehicles, passenger cars and heavy vehicles, and the zero value was used for any other vehicle category, for which no data were available. The estimate of the frequency of each engine type in the road section under study was estimated using the data counted at the toll stations in conjunction with the national fleet data.

As for the traffic speeds that the program estimates, the higher speed limits were used, as specified by the highway road traffic regulations for the relevant vehicle categories i.e. 130 km h⁻¹ for passenger vehicles and 85 km h⁻¹ for heavy vehicles.

The pollutants that were chosen for the analysis were carbon dioxide (CO₂), nitrous oxides (NO_x), particulate

Table 7. Overall evolution of emissions per year

Year	NMVOC (t)	NO _x (t)	NH ₃ (t)	PM _{2.5} (t)	CO ₂ (t)
2008	110489.251	6862.998	171.811	143.539	1137152.184
2009	110040.745	5300.679	152.716	111.613	954944.846
2010	87933.739	5260.055	156.098	118.214	984496.713
2011	75078.305	4700.718	141.253	110.919	908337.959
2012	59581.781	3764.949	119.343	91.768	767947.522
2013	52589.470	3271.597	110.642	82.124	709149.478
2014	44941.683	2753.952	98.930	71.827	637935.501

organic compound (NMVOC) emissions (Gkatzoflias *et al.*, 2012).

The import in the software of the occurrence of each engine type, along with all the features that affect the pollutants production is an essential precondition for the correct calculation of pollutants. Data collected from the toll stations along the selected highway segment are transformed according to the records of the national fleet in circulation, for each specific year, that have been prepared for COPERT in order to be imported into the program. Table 6 presents the final input parameters for the required COPERT4 software calculations.

matter (PM_{2.5}), ammonia (NH₃) and NMVOC, as they were considered as important indicators of pollutant emissions.

3. Results

Using traffic volume data from the toll stations, the COPERT4 data import followed, according to the process described above, for each toll station, for both directions (to Athens and to Thessaloniki), for a seven-year period (2008-2014). Thus, all the necessary analyses were performed using the program and the results obtained for produced emissions along Highway A1 are presented below.

Table 7 and Figures 4-8 present the general trend of traffic emissions per year during the period of 2008-2014.

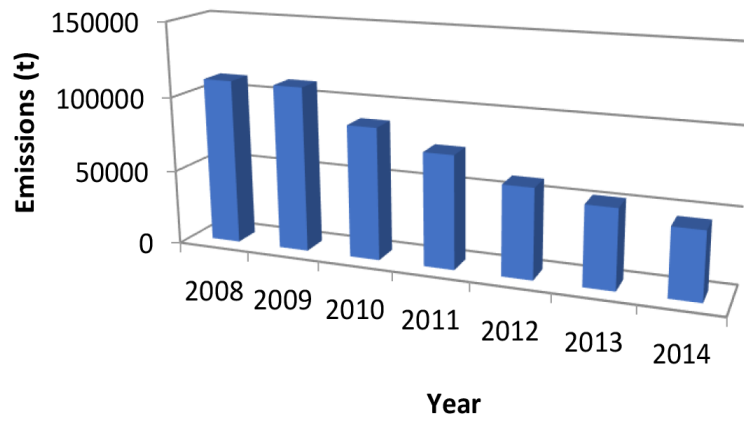


Figure 4. Evolution of total NMVOC emissions

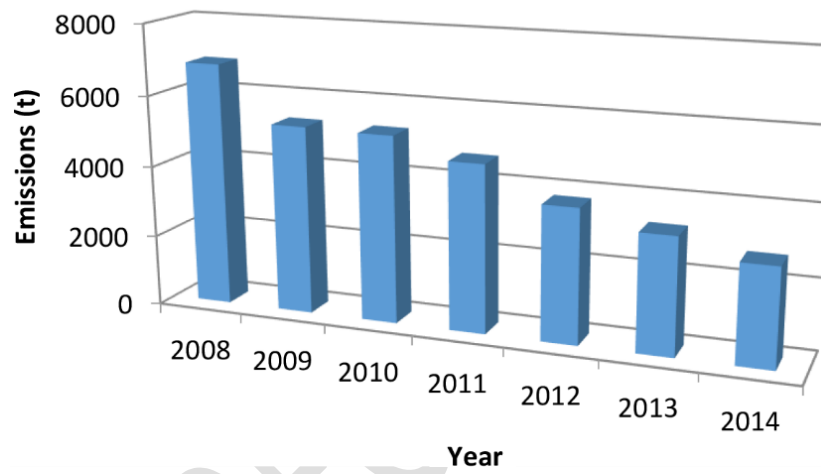


Figure 5. Evolution of total NO_x emissions

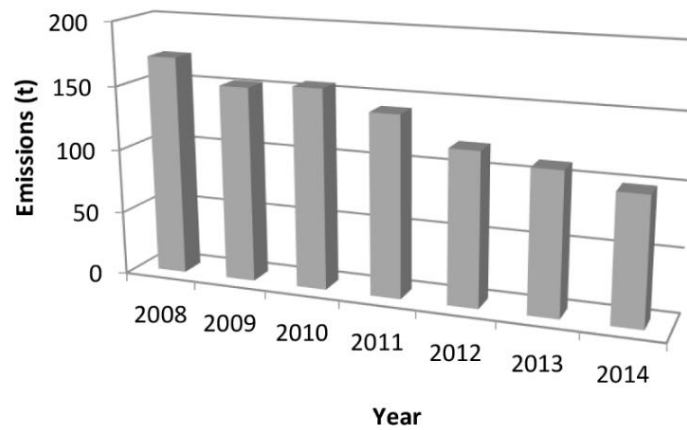


Figure 6. Evolution of total NH₃ emissions

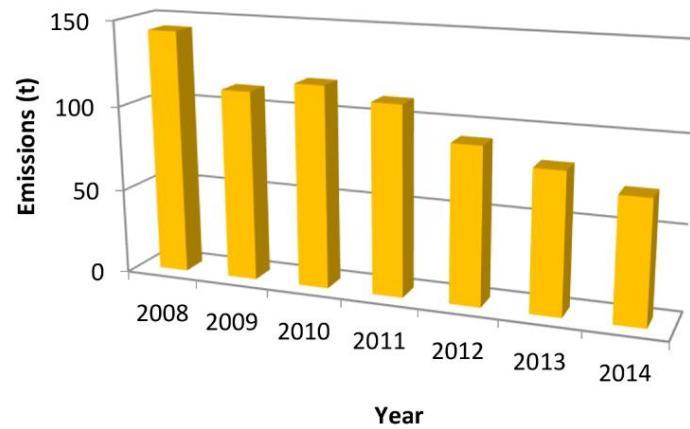


Figure 7. Evolution of total PM_{2.5} emissions

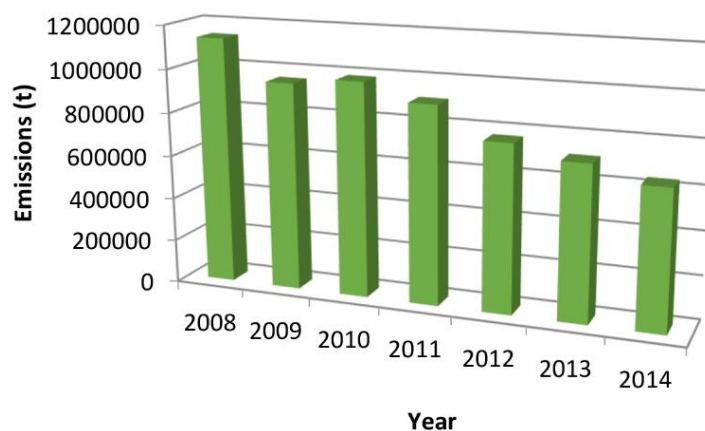


Figure 8. Evolution of total CO₂ emissions

It can be observed that there is a downward trend in pollutant emissions over the years, with the largest decline in NO_x (59.87%) and the smallest in NH₃ (42.42%). The total pollutant reductions between 2008 and 2014 are presented in Table 8. As expected, this decline in emissions is largely due to the overall reduction of the vehicle load.

Table 8. Decrease of all pollutants from 2008 to 2014

Overall decrease of all pollutants (2008 – 2014)				
NM VOC	NO _x	NH ₃	PM _{2.5}	CO ₂
59.32%	59.87%	42.42%	49.96%	43.90%

4. Discussion

For the function of the COPERT program, the various vehicles are classified into five main groups (passenger, light, heavy, mopeds and motorcycles). Then each group is divided into subcategories, depending on the fuel, size and specifications of the engine, according to the European standards. This provides the user a clearer picture of the traffic composition at the national level, while the program's calculations are more accurate in view of the specific emissions of each engine type. In this study, traffic volume data are used only for two vehicle categories, passenger and heavy.

Comparing the vehicle fleet data for the years 2008 and 2014 some important conclusions are drawn. First, a significant drop in vehicles is observed between 2008 and 2014. There is a decrease of 44.36% for passenger and 30.66% for heavy vehicles. However, changes observed in vehicle categories that are in circulation are also notable. Generally, the passenger car fleet in Greece is characterized by dominance of gasoline to diesel in terms of fuel consumption. However, a trend towards larger displacement vehicles, better technology and better quality is noticed. Indeed, the fleet renewal with vehicles following improved technological standards, is performed faster in the larger displacement category irrespectively to fuel type, a fact that is directly connected with the fastest growth rate of medium and large vehicles. Similar conclusions can be drawn for heavy vehicles. For this category, there is also a turn in 2014 to classes of better and contemporary standards, which either did not exist in 2008 or their numbers increased significantly. The same applies to the two broad categories of heavy vehicles, articulated and non-articulated (rigid).

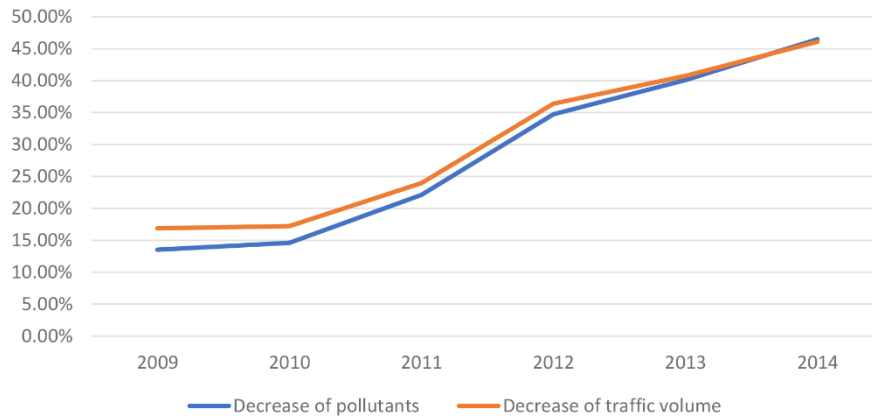


Figure 9. Relative decrease of pollutants and traffic volume compared to the levels of 2008

Finally, it is observed that, apart from the reduction of traffic volume, the size and engine technology, fuel type and vehicle age, play a key role in the reduction of pollutants in the studied road section, while an emerging trend towards vehicles larger displacement, better technology and better standards prevails (Figure 9).

5. Conclusions

This paper focuses on the diachronic evolution of exhaust emissions from traffic volume (passenger and heavy vehicles) along the main highway in Greece (Highway A1), connecting two largest urban areas of the country, Athens and Thessaloniki, during the economic recession period between 2008 and 2014. Based on the results of the analysis, a significant downward trend in the amount of different pollutant emissions was observed. The decline of emissions was between 42.42-59.87% and this is largely due to the reduction of traffic volume, but also due to a trend which generally prevails in Europe, for larger displacement vehicles with better technological standards.

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UNCORRECTED PROOF

Sector	Subsector	Technology	2008	2009	2010	2011	2012	2013	2014
Heavy Duty Trucks	Rigid 28 - 32 t	HD Euro II - 91/542/EEC Stage II	4672	4260	4760	3966	3376	3053	2508
Heavy Duty Trucks	Rigid 28 - 32 t	HD Euro III - 2000 Standards	5308	4848	5415	4508	3834	3465	2850
Heavy Duty Trucks	Rigid 28 - 32 t	HD Euro IV - 2005 Standards	2177	2699	3063	3062	3076	3201	2633
Heavy Duty Trucks	Rigid 28 - 32 t	HD Euro V - 2008 Standards	0	626	743	1132	1475	1841	1863
Heavy Duty Trucks	Rigid 28 - 32 t	HD Euro VI	0	0	0	0	0	0	461
Heavy Duty Trucks	Rigid >32 t	Conventional	35385	32279	35996	29540	24389	21394	16857
Heavy Duty Trucks	Rigid >32 t	HD Euro I - 91/542/EEC Stage I	15693	14323	16001	13315	11328	10246	8432
Heavy Duty Trucks	Rigid >32 t	HD Euro II - 91/542/EEC Stage II	25760	23518	26276	21865	18596	16826	13842
Heavy Duty Trucks	Rigid >32 t	HD Euro III - 2000 Standards	29277	26727	29871	24851	21138	19125	15731
Heavy Duty Trucks	Rigid >32 t	HD Euro IV - 2005 Standards	11984	14891	16922	16919	16971	17665	14527
Heavy Duty Trucks	Rigid >32 t	HD Euro V - 2008 Standards	0	3451	4106	6258	8152	10138	10288
Heavy Duty Trucks	Rigid >32 t	HD Euro VI	0	0	0	0	0	0	2560
Heavy Duty Trucks	Articulated 14 - 20 t	Conventional	14075	12713	14270	11898	9927	8809	7050
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro I - 91/542/EEC Stage I	2447	2217	2497	2083	1784	1616	1336
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro II - 91/542/EEC Stage II	3333	3036	3418	2863	2442	2222	1836
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro III - 2000 Standards	5347	4896	5526	4641	3976	3628	3008
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro IV - 2005 Standards	3092	3846	4294	4175	4159	4311	3581
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro V - 2008 Standards	0	887	954	1370	1800	2261	2317
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro VI	0	0	0	0	0	0	573
Heavy Duty Trucks	Articulated 20 - 28 t	Conventional	9229	8328	9354	7799	6510	5772	4621
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro I - 91/542/EEC Stage I	1599	1455	1631	1370	1167	1056	875
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro II - 91/542/EEC Stage II	2187	1985	2241	1874	1600	1460	1205
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro III - 2000 Standards	3507	3210	3617	3043	2609	2377	1968
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro IV - 2005 Standards	2023	2525	2818	2730	2726	2828	2343
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro V - 2008 Standards	0	578	632	894	1184	1484	1520
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro VI	0	0	0	0	0	0	375
Heavy Duty Trucks	Articulated 28 - 34 t	Conventional	7283	6573	7379	6153	5135	4560	3647
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro I - 91/542/EEC Stage I	1262	1147	1287	1075	917	839	691
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro II - 91/542/EEC Stage II	1724	1571	1764	1474	1267	1150	948
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro III - 2000 Standards	2765	2535	2852	2397	2059	1880	1553
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro IV - 2005 Standards	1599	1985	2219	2159	2151	2229	1850
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro V - 2008 Standards	0	463	499	704	934	1173	1198
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro VI	0	0	0	0	0	0	296
Heavy Duty Trucks	Articulated 34 - 40 t	Conventional	110980	100229	112483	93783	78310	69487	55567
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro I - 91/542/EEC Stage I	19267	17513	19663	16434	14045	12756	10531
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro II - 91/542/EEC Stage II	26300	23942	26931	22540	19280	17533	14487
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro III - 2000 Standards	42196	38582	43553	36577	31383	28618	23709
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro IV - 2005 Standards	24364	30332	33866	32897	32783	33986	28218
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro V - 2008 Standards	0	7007	7545	10775	14220	17844	18292
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro VI	0	0	0	0	0	0	4529
Heavy Duty Trucks	Articulated 40 - 50 t	Conventional	520	463	522	437	367	326	257
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro I - 91/542/EEC Stage I	87	77	89	76	67	62	46
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro II - 91/542/EEC Stage II	125	116	122	105	92	85	66
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro III - 2000 Standards	193	183	200	171	150	132	112
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro IV - 2005 Standards	116	145	155	152	150	155	132
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro V - 2008 Standards	0	29	33	48	67	85	86
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro VI	0	0	0	0	0	0	20
Heavy Duty Trucks	Articulated 50 - 60 t	Conventional	212	193	222	181	150	132	105
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro I - 91/542/EEC Stage I	39	39	33	29	25	23	20
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro II - 91/542/EEC Stage II	48	48	55	48	33	31	26
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro III - 2000 Standards	77	77	89	67	58	54	46
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro IV - 2005 Standards	48	58	67	67	67	62	53
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro V - 2008 Standards	0	10	11	19	25	31	33
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro VI	0	0	0	0	0	0	7

Sector	Subsector	Technology	2008	2009	2010	2011	2012	2013	2014
Heavy Duty Trucks	Rigid 28 - 32 t	HD Euro V - 2008 Standards	0	208	205	345	391	444	442
Heavy Duty Trucks	Rigid 28 - 32 t	HD Euro VI	0	0	0	0	0	0	109
Heavy Duty Trucks	Rigid >32 t	Conventional	18762	10709	9924	9004	6459	5157	3995
Heavy Duty Trucks	Rigid >32 t	HD Euro I - 91/542/EEC Stage I	8321	4752	4411	4058	3000	2470	1998
Heavy Duty Trucks	Rigid >32 t	HD Euro II - 91/542/EEC Stage II	13659	7802	7244	6664	4925	4056	3281
Heavy Duty Trucks	Rigid >32 t	HD Euro III - 2000 Standards	15524	8867	8235	7575	5598	4610	3729
Heavy Duty Trucks	Rigid >32 t	HD Euro IV - 2005 Standards	6355	4940	4665	5157	4495	4258	3443
Heavy Duty Trucks	Rigid >32 t	HD Euro V - 2008 Standards	0	1145	1132	1907	2159	2444	2438
Heavy Duty Trucks	Rigid >32 t	HD Euro VI	0	0	0	0	0	0	607
Heavy Duty Trucks	Articulated 14 - 20 t	Conventional	7463	4218	3934	3626	2629	2123	1671
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro I - 91/542/EEC Stage I	1297	735	688	635	472	389	317
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro II - 91/542/EEC Stage II	1767	1007	942	873	647	536	435
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro III - 2000 Standards	2835	1624	1523	1415	1053	874	713
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro IV - 2005 Standards	1640	1276	1184	1273	1102	1039	849
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro V - 2008 Standards	0	294	263	417	477	545	549
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro VI	0	0	0	0	0	0	136
Heavy Duty Trucks	Articulated 20 - 28 t	Conventional	4894	2763	2579	2377	1724	1391	1095
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro I - 91/542/EEC Stage I	848	483	450	417	309	255	207
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro II - 91/542/EEC Stage II	1160	659	618	571	424	352	285
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro III - 2000 Standards	1859	1065	997	928	691	573	466
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro IV - 2005 Standards	1073	838	777	832	722	682	555
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro V - 2008 Standards	0	192	174	272	313	358	360
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro VI	0	0	0	0	0	0	89
Heavy Duty Trucks	Articulated 28 - 34 t	Conventional	3862	2181	2034	1876	1360	1099	864
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro I - 91/542/EEC Stage I	669	381	355	328	243	202	164
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro II - 91/542/EEC Stage II	914	521	486	449	336	277	225
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro III - 2000 Standards	1466	841	786	730	545	453	368
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro IV - 2005 Standards	848	659	612	658	570	537	438
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro V - 2008 Standards	0	153	138	215	247	283	284
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro VI	0	0	0	0	0	0	70
Heavy Duty Trucks	Articulated 34 - 40 t	Conventional	58846	33252	31011	28585	20740	16750	13170
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro I - 91/542/EEC Stage I	10216	5810	5421	5009	3720	3075	2496
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro II - 91/542/EEC Stage II	13945	7943	7425	6870	5106	4226	3434
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro III - 2000 Standards	22374	12800	12007	11149	8311	6899	5619
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro IV - 2005 Standards	12919	10063	9337	10027	8682	8192	6688
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro V - 2008 Standards	0	2325	2080	3284	3766	4301	4336
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro VI	0	0	0	0	0	0	1073
Heavy Duty Trucks	Articulated 40 - 50 t	Conventional	276	153	144	133	97	79	61
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro I - 91/542/EEC Stage I	46	26	24	23	18	15	11
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro II - 91/542/EEC Stage II	66	38	34	32	24	21	16
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro III - 2000 Standards	102	61	55	52	40	32	27
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro IV - 2005 Standards	61	48	43	46	40	37	31
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro V - 2008 Standards	0	10	9	14	18	21	20
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro VI	0	0	0	0	0	0	5
Heavy Duty Trucks	Articulated 50 - 60 t	Conventional	112	64	61	55	40	32	25
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro I - 91/542/EEC Stage I	20	13	9	9	7	6	5
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro II - 91/542/EEC Stage II	26	16	15	14	9	7	6
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro III - 2000 Standards	41	26	24	20	15	13	11
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro IV - 2005 Standards	26	19	18	20	18	15	12
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro V - 2008 Standards	0	3	3	6	7	7	8
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro VI	0	0	0	0	0	0	2

Sector	Subsector	Technology	2008	2009	2010	2011	2012	2013	2014
Heavy Duty Trucks	Rigid 28 - 32 t	HD Euro V - 2008 Standards	0	292	338	522	650	794	801
Heavy Duty Trucks	Rigid 28 - 32 t	HD Euro VI	0	0	0	0	0	0	198
Heavy Duty Trucks	Rigid >32 t	Conventional	14686	15043	16371	13626	10751	9231	7247
Heavy Duty Trucks	Rigid >32 t	HD Euro I - 91/542/EEC Stage I	6513	6675	7277	6142	4993	4421	3625
Heavy Duty Trucks	Rigid >32 t	HD Euro II - 91/542/EEC Stage II	10691	10960	11950	10086	8197	7260	5951
Heavy Duty Trucks	Rigid >32 t	HD Euro III - 2000 Standards	12151	12455	13585	11464	9318	8252	6763
Heavy Duty Trucks	Rigid >32 t	HD Euro IV - 2005 Standards	4974	6940	7696	7805	7481	7622	6245
Heavy Duty Trucks	Rigid >32 t	HD Euro V - 2008 Standards	0	1608	1867	2887	3593	4374	4423
Heavy Duty Trucks	Rigid >32 t	HD Euro VI	0	0	0	0	0	0	1101
Heavy Duty Trucks	Articulated 14 - 20 t	Conventional	5842	5924	6490	5488	4376	3801	3031
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro I - 91/542/EEC Stage I	1016	1033	1135	961	786	697	574
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro II - 91/542/EEC Stage II	1383	1415	1554	1321	1077	959	790
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro III - 2000 Standards	2219	2282	2513	2141	1753	1565	1293
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro IV - 2005 Standards	1283	1792	1953	1926	1833	1860	1539
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro V - 2008 Standards	0	413	434	632	794	975	996
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro VI	0	0	0	0	0	0	246
Heavy Duty Trucks	Articulated 20 - 28 t	Conventional	3830	3881	4254	3597	2870	2490	1987
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro I - 91/542/EEC Stage I	664	678	742	632	514	456	376
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro II - 91/542/EEC Stage II	908	925	1019	864	705	630	518
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro III - 2000 Standards	1455	1496	1645	1404	1150	1026	846
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro IV - 2005 Standards	840	1177	1282	1259	1202	1220	1007
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro V - 2008 Standards	0	269	288	412	522	640	654
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro VI	0	0	0	0	0	0	161
Heavy Duty Trucks	Articulated 28 - 34 t	Conventional	3023	3063	3356	2838	2263	1967	1568
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro I - 91/542/EEC Stage I	524	535	585	496	404	362	297
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro II - 91/542/EEC Stage II	716	732	802	680	558	496	407
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro III - 2000 Standards	1148	1181	1297	1106	908	811	668
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro IV - 2005 Standards	664	925	1009	996	948	962	795
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro V - 2008 Standards	0	216	227	325	412	506	515
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro VI	0	0	0	0	0	0	127
Heavy Duty Trucks	Articulated 34 - 40 t	Conventional	46061	46709	51157	43262	34520	29982	23889
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro I - 91/542/EEC Stage I	7997	8161	8942	7581	6191	5504	4528
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro II - 91/542/EEC Stage II	10915	11157	12248	10398	8499	7565	6228
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro III - 2000 Standards	17513	17980	19808	16873	13834	12348	10193
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro IV - 2005 Standards	10112	14135	15402	15175	14451	14664	12131
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro V - 2008 Standards	0	3265	3432	4971	6268	7699	7864
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro VI	0	0	0	0	0	0	1947
Heavy Duty Trucks	Articulated 40 - 50 t	Conventional	216	216	237	202	162	141	110
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro I - 91/542/EEC Stage I	36	36	40	35	29	27	20
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro II - 91/542/EEC Stage II	52	54	56	48	40	37	28
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro III - 2000 Standards	80	85	91	79	66	57	48
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro IV - 2005 Standards	48	67	71	70	66	67	57
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro V - 2008 Standards	0	13	15	22	29	37	37
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro VI	0	0	0	0	0	0	8
Heavy Duty Trucks	Articulated 50 - 60 t	Conventional	88	90	101	83	66	57	45
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro I - 91/542/EEC Stage I	16	18	15	13	11	10	8
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro II - 91/542/EEC Stage II	20	22	25	22	15	13	11
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro III - 2000 Standards	32	36	40	31	26	23	20
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro IV - 2005 Standards	20	27	30	31	29	27	23
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro V - 2008 Standards	0	4	5	9	11	13	14
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro VI	0	0	0	0	0	0	3

Sector	Subsector	Technology	2008	2009	2010	2011	2012	2013	2014
Heavy Duty Trucks	Rigid 28 - 32 t	HD Euro V - 2008 Standards	0	336	285	486	661	853	886
Heavy Duty Trucks	Rigid 28 - 32 t	HD Euro VI	0	0	0	0	0	0	219
Heavy Duty Trucks	Rigid >32 t	Conventional	20274	17327	13818	12694	10928	9907	8016
Heavy Duty Trucks	Rigid >32 t	HD Euro I - 91/542/EEC Stage I	8992	7688	6142	5722	5076	4745	4010
Heavy Duty Trucks	Rigid >32 t	HD Euro II - 91/542/EEC Stage II	14760	12624	10087	9396	8333	7792	6583
Heavy Duty Trucks	Rigid >32 t	HD Euro III - 2000 Standards	16774	14347	11467	10679	9472	8857	7481
Heavy Duty Trucks	Rigid >32 t	HD Euro IV - 2005 Standards	6866	7993	6496	7271	7604	8180	6908
Heavy Duty Trucks	Rigid >32 t	HD Euro V - 2008 Standards	0	1852	1576	2689	3653	4694	4892
Heavy Duty Trucks	Rigid >32 t	HD Euro VI	0	0	0	0	0	0	1218
Heavy Duty Trucks	Articulated 14 - 20 t	Conventional	8064	6824	5478	5113	4448	4079	3352
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro I - 91/542/EEC Stage I	1402	1190	958	895	799	748	635
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro II - 91/542/EEC Stage II	1910	1630	1312	1230	1094	1029	873
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro III - 2000 Standards	3063	2628	2121	1994	1782	1680	1430
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro IV - 2005 Standards	1772	2064	1648	1794	1864	1997	1703
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro V - 2008 Standards	0	476	366	589	807	1047	1102
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro VI	0	0	0	0	0	0	272
Heavy Duty Trucks	Articulated 20 - 28 t	Conventional	5288	4470	3591	3351	2917	2673	2197
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro I - 91/542/EEC Stage I	916	781	626	589	523	489	416
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro II - 91/542/EEC Stage II	1253	1066	860	805	717	676	573
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro III - 2000 Standards	2009	1723	1389	1308	1169	1101	936
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro IV - 2005 Standards	1159	1356	1082	1173	1221	1309	1114
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro V - 2008 Standards	0	310	243	384	530	687	723
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro VI	0	0	0	0	0	0	178
Heavy Duty Trucks	Articulated 28 - 34 t	Conventional	4173	3528	2833	2644	2301	2112	1734
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro I - 91/542/EEC Stage I	723	616	494	462	411	389	329
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro II - 91/542/EEC Stage II	988	843	677	633	568	532	451
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro III - 2000 Standards	1584	1361	1095	1030	923	871	739
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro IV - 2005 Standards	916	1066	852	928	964	1032	880
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro V - 2008 Standards	0	248	192	302	418	543	570
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro VI	0	0	0	0	0	0	141
Heavy Duty Trucks	Articulated 34 - 40 t	Conventional	63586	53801	43180	40301	35090	32178	26425
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro I - 91/542/EEC Stage I	11039	9401	7548	7062	6293	5907	5008
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro II - 91/542/EEC Stage II	15069	12851	10338	9686	8639	8119	6889
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro III - 2000 Standards	24176	20710	16719	15718	14062	13253	11275
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro IV - 2005 Standards	13959	16282	13000	14137	14689	15738	13419
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro V - 2008 Standards	0	3761	2897	4630	6372	8263	8699
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro VI	0	0	0	0	0	0	2154
Heavy Duty Trucks	Articulated 40 - 50 t	Conventional	298	248	200	188	164	151	122
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro I - 91/542/EEC Stage I	50	41	34	33	30	29	22
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro II - 91/542/EEC Stage II	72	62	47	45	41	40	31
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro III - 2000 Standards	110	98	77	74	67	61	53
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro IV - 2005 Standards	66	78	60	65	67	72	63
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro V - 2008 Standards	0	16	13	20	30	40	41
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro VI	0	0	0	0	0	0	9
Heavy Duty Trucks	Articulated 50 - 60 t	Conventional	121	103	85	78	67	61	50
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro I - 91/542/EEC Stage I	22	21	13	12	11	11	9
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro II - 91/542/EEC Stage II	28	26	21	20	15	14	13
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro III - 2000 Standards	44	41	34	29	26	25	22
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro IV - 2005 Standards	28	31	26	29	30	29	25
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro V - 2008 Standards	0	5	4	8	11	14	16
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro VI	0	0	0	0	0	0	3

Sector	Subsector	Technology	2008	2009	2010	2011	2012	2013	2014
Heavy Duty Trucks	Rigid 28 - 32 t	HD Euro IV - 2005 Standards	803	812	625	776	658	696	628
Heavy Duty Trucks	Rigid 28 - 32 t	HD Euro V - 2008 Standards	0	188	152	287	315	400	445
Heavy Duty Trucks	Rigid 28 - 32 t	HD Euro VI	0	0	0	0	0	0	110
Heavy Duty Trucks	Rigid >32 t	Conventional	13045	9707	7341	7488	5214	4651	4023
Heavy Duty Trucks	Rigid >32 t	HD Euro I - 91/542/EEC Stage I	5786	4307	3263	3375	2422	2228	2012
Heavy Duty Trucks	Rigid >32 t	HD Euro II - 91/542/EEC Stage II	9497	7072	5359	5543	3976	3658	3304
Heavy Duty Trucks	Rigid >32 t	HD Euro III - 2000 Standards	10794	8038	6092	6300	4519	4158	3754
Heavy Duty Trucks	Rigid >32 t	HD Euro IV - 2005 Standards	4418	4478	3451	4289	3628	3840	3467
Heavy Duty Trucks	Rigid >32 t	HD Euro V - 2008 Standards	0	1038	837	1586	1743	2204	2455
Heavy Duty Trucks	Rigid >32 t	HD Euro VI	0	0	0	0	0	0	611
Heavy Duty Trucks	Articulated 14 - 20 t	Conventional	5189	3823	2910	3016	2122	1915	1682
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro I - 91/542/EEC Stage I	902	667	509	528	381	351	319
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro II - 91/542/EEC Stage II	1229	913	697	726	522	483	438
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro III - 2000 Standards	1971	1472	1127	1176	850	789	718
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro IV - 2005 Standards	1140	1157	876	1058	889	937	855
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro V - 2008 Standards	0	267	195	347	385	491	553
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro VI	0	0	0	0	0	0	137
Heavy Duty Trucks	Articulated 20 - 28 t	Conventional	3403	2504	1908	1977	1392	1255	1103
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro I - 91/542/EEC Stage I	590	438	333	347	249	230	209
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro II - 91/542/EEC Stage II	806	597	457	475	342	317	287
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro III - 2000 Standards	1293	965	738	771	558	517	470
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro IV - 2005 Standards	746	759	575	692	583	615	559
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro V - 2008 Standards	0	174	129	227	253	323	363
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro VI	0	0	0	0	0	0	90
Heavy Duty Trucks	Articulated 28 - 34 t	Conventional	2685	1977	1505	1560	1098	991	870
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro I - 91/542/EEC Stage I	465	345	262	272	196	182	165
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro II - 91/542/EEC Stage II	636	472	360	374	271	250	226
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro III - 2000 Standards	1019	762	582	608	440	409	371
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro IV - 2005 Standards	590	597	453	547	460	485	441
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro V - 2008 Standards	0	139	102	178	200	255	286
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro VI	0	0	0	0	0	0	71
Heavy Duty Trucks	Articulated 34 - 40 t	Conventional	40915	30142	22939	23773	16742	15106	13261
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro I - 91/542/EEC Stage I	7103	5267	4010	4166	3003	2773	2513
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro II - 91/542/EEC Stage II	9696	7200	5492	5714	4122	3812	3457
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro III - 2000 Standards	15556	11603	8882	9272	6709	6222	5658
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro IV - 2005 Standards	8982	9122	6906	8339	7009	7389	6734
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro V - 2008 Standards	0	2107	1539	2731	3040	3879	4365
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro VI	0	0	0	0	0	0	1081
Heavy Duty Trucks	Articulated 40 - 50 t	Conventional	192	139	106	111	78	71	61
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro I - 91/542/EEC Stage I	32	23	18	19	14	14	11
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro II - 91/542/EEC Stage II	46	35	25	27	20	19	16
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro III - 2000 Standards	71	55	41	43	32	29	27
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro IV - 2005 Standards	43	43	32	39	32	34	31
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro V - 2008 Standards	0	9	7	12	14	19	20
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro VI	0	0	0	0	0	0	5
Heavy Duty Trucks	Articulated 50 - 60 t	Conventional	78	58	45	46	32	29	25
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro I - 91/542/EEC Stage I	14	12	7	7	5	5	5
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro II - 91/542/EEC Stage II	18	14	11	12	7	7	6
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro III - 2000 Standards	28	23	18	17	12	12	11
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro IV - 2005 Standards	18	17	14	17	14	14	13
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro V - 2008 Standards	0	3	2	5	5	7	8
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro VI	0	0	0	0	0	0	2

Sector	Subsector	Technology	2008	2009	2010	2011	2012	2013	2014
Heavy Duty Trucks	Rigid 28 - 32 t	HD Euro V - 2008 Standards	0	276	273	480	580	661	841
Heavy Duty Trucks	Rigid 28 - 32 t	HD Euro VI	0	0	0	0	0	0	208
Heavy Duty Trucks	Rigid >32 t	Conventional	18086	14205	13232	12517	9585	7684	7609
Heavy Duty Trucks	Rigid >32 t	HD Euro I - 91/542/EEC Stage I	8021	6303	5882	5642	4452	3680	3806
Heavy Duty Trucks	Rigid >32 t	HD Euro II - 91/542/EEC Stage II	13167	10349	9659	9265	7308	6043	6248
Heavy Duty Trucks	Rigid >32 t	HD Euro III - 2000 Standards	14964	11761	10980	10530	8307	6869	7101
Heavy Duty Trucks	Rigid >32 t	HD Euro IV - 2005 Standards	6125	6553	6220	7169	6669	6345	6557
Heavy Duty Trucks	Rigid >32 t	HD Euro V - 2008 Standards	0	1518	1509	2652	3204	3641	4644
Heavy Duty Trucks	Rigid >32 t	HD Euro VI	0	0	0	0	0	0	1156
Heavy Duty Trucks	Articulated 14 - 20 t	Conventional	7194	5594	5245	5042	3901	3164	3182
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro I - 91/542/EEC Stage I	1251	976	918	883	701	580	603
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro II - 91/542/EEC Stage II	1704	1336	1256	1213	960	798	829
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro III - 2000 Standards	2733	2155	2031	1967	1563	1303	1358
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro IV - 2005 Standards	1581	1692	1578	1769	1635	1548	1616
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro V - 2008 Standards	0	390	351	580	708	812	1046
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro VI	0	0	0	0	0	0	258
Heavy Duty Trucks	Articulated 20 - 28 t	Conventional	4717	3665	3438	3305	2558	2073	2086
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro I - 91/542/EEC Stage I	817	640	600	580	459	379	395
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro II - 91/542/EEC Stage II	1118	874	824	794	629	525	544
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro III - 2000 Standards	1792	1412	1330	1290	1025	854	888
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro IV - 2005 Standards	1034	1111	1036	1157	1071	1016	1058
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro V - 2008 Standards	0	254	232	379	465	533	686
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro VI	0	0	0	0	0	0	169
Heavy Duty Trucks	Articulated 28 - 34 t	Conventional	3723	2893	2712	2607	2018	1638	1646
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro I - 91/542/EEC Stage I	645	505	473	455	360	301	312
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro II - 91/542/EEC Stage II	881	691	649	625	498	413	428
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro III - 2000 Standards	1413	1115	1048	1016	809	675	701
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro IV - 2005 Standards	817	874	816	915	845	801	835
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro V - 2008 Standards	0	204	184	298	367	421	541
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro VI	0	0	0	0	0	0	134
Heavy Duty Trucks	Articulated 34 - 40 t	Conventional	56725	44107	41347	39740	30775	24957	25081
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro I - 91/542/EEC Stage I	9848	7707	7228	6964	5520	4581	4754
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro II - 91/542/EEC Stage II	13443	10536	9899	9551	7577	6297	6539
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro III - 2000 Standards	21567	16978	16009	15499	12333	10278	10702
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro IV - 2005 Standards	12453	13348	12449	13940	12883	12206	12737
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro V - 2008 Standards	0	3084	2774	4566	5588	6409	8256
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro VI	0	0	0	0	0	0	2044
Heavy Duty Trucks	Articulated 40 - 50 t	Conventional	266	204	192	185	144	117	116
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro I - 91/542/EEC Stage I	44	34	33	32	26	22	21
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro II - 91/542/EEC Stage II	64	51	45	44	36	31	30
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro III - 2000 Standards	98	81	73	73	59	47	51
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro IV - 2005 Standards	59	64	57	64	59	56	59
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro V - 2008 Standards	0	13	12	20	26	31	39
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro VI	0	0	0	0	0	0	9
Heavy Duty Trucks	Articulated 50 - 60 t	Conventional	108	85	82	77	59	47	48
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro I - 91/542/EEC Stage I	20	17	12	12	10	8	9
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro II - 91/542/EEC Stage II	25	21	20	20	13	11	12
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro III - 2000 Standards	39	34	33	28	23	20	21
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro IV - 2005 Standards	25	25	24	28	26	22	24
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro V - 2008 Standards	0	4	4	8	10	11	15
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro VI	0	0	0	0	0	0	3

Sector	Subsector	Technology	2008	2009	2010	2011	2012	2013	2014
Heavy Duty Trucks	Rigid 28 - 32 t	HD Euro V - 2008 Standards	0	369	190	512	450	573	754
Heavy Duty Trucks	Rigid 28 - 32 t	HD Euro VI	0	0	0	0	0	0	186
Heavy Duty Trucks	Rigid >32 t	Conventional	24991	19018	9176	13368	7443	6656	6820
Heavy Duty Trucks	Rigid >32 t	HD Euro I - 91/542/EEC Stage I	11084	8439	4079	6025	3457	3188	3411
Heavy Duty Trucks	Rigid >32 t	HD Euro II - 91/542/EEC Stage II	18194	13856	6698	9894	5675	5235	5600
Heavy Duty Trucks	Rigid >32 t	HD Euro III - 2000 Standards	20677	15747	7615	11246	6451	5950	6365
Heavy Duty Trucks	Rigid >32 t	HD Euro IV - 2005 Standards	8464	8774	4314	7656	5179	5496	5877
Heavy Duty Trucks	Rigid >32 t	HD Euro V - 2008 Standards	0	2033	1047	2832	2488	3154	4162
Heavy Duty Trucks	Rigid >32 t	HD Euro VI	0	0	0	0	0	0	1036
Heavy Duty Trucks	Articulated 14 - 20 t	Conventional	9940	7490	3638	5384	3030	2741	2852
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro I - 91/542/EEC Stage I	1728	1306	636	943	544	503	541
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro II - 91/542/EEC Stage II	2354	1789	871	1295	745	691	743
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro III - 2000 Standards	3776	2885	1409	2100	1213	1129	1217
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro IV - 2005 Standards	2184	2266	1095	1889	1269	1341	1449
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro V - 2008 Standards	0	522	243	620	549	703	937
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro VI	0	0	0	0	0	0	232
Heavy Duty Trucks	Articulated 20 - 28 t	Conventional	6518	4907	2385	3529	1987	1796	1869
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro I - 91/542/EEC Stage I	1129	858	416	620	356	329	354
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro II - 91/542/EEC Stage II	1544	1170	571	848	488	454	487
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro III - 2000 Standards	2477	1891	922	1377	796	740	796
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro IV - 2005 Standards	1429	1488	718	1235	832	880	948
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro V - 2008 Standards	0	341	161	405	361	462	615
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro VI	0	0	0	0	0	0	152
Heavy Duty Trucks	Articulated 28 - 34 t	Conventional	5144	3873	1881	2785	1567	1419	1475
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro I - 91/542/EEC Stage I	891	676	328	486	280	261	280
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro II - 91/542/EEC Stage II	1218	926	450	667	387	358	383
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro III - 2000 Standards	1953	1494	727	1085	628	585	628
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro IV - 2005 Standards	1129	1170	566	977	656	694	748
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro V - 2008 Standards	0	273	127	318	285	365	485
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro VI	0	0	0	0	0	0	120
Heavy Duty Trucks	Articulated 34 - 40 t	Conventional	78381	59054	28674	42440	23899	21618	22481
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro I - 91/542/EEC Stage I	13608	10318	5012	7437	4286	3968	4261
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro II - 91/542/EEC Stage II	18575	14106	6865	10200	5884	5455	5861
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro III - 2000 Standards	29801	22732	11103	16552	9578	8903	9592
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro IV - 2005 Standards	17207	17871	8633	14887	10005	10573	11417
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro V - 2008 Standards	0	4129	1924	4876	4340	5551	7401
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro VI	0	0	0	0	0	0	1832
Heavy Duty Trucks	Articulated 40 - 50 t	Conventional	367	273	133	198	112	102	104
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro I - 91/542/EEC Stage I	61	45	23	34	20	19	19
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro II - 91/542/EEC Stage II	88	68	31	47	28	27	27
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro III - 2000 Standards	136	108	51	77	46	41	45
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro IV - 2005 Standards	82	85	40	69	46	48	53
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro V - 2008 Standards	0	17	8	22	20	27	35
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro VI	0	0	0	0	0	0	8
Heavy Duty Trucks	Articulated 50 - 60 t	Conventional	150	114	57	82	46	41	43
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro I - 91/542/EEC Stage I	27	23	8	13	8	7	8
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro II - 91/542/EEC Stage II	34	28	14	22	10	10	11
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro III - 2000 Standards	54	45	23	30	18	17	19
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro IV - 2005 Standards	34	34	17	30	20	19	21
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro V - 2008 Standards	0	6	3	9	8	10	13
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro VI	0	0	0	0	0	0	3

Sector	Subsector	Technology	2008	2009	2010	2011	2012	2013	2014
Heavy Duty Trucks	Rigid 28 - 32 t	HD Euro V - 2008 Standards	0	252	192	512	612	915	1158
Heavy Duty Trucks	Rigid 28 - 32 t	HD Euro VI	0	0	0	0	0	0	286
Heavy Duty Trucks	Rigid >32 t	Conventional	19087	12962	9295	13361	10111	10633	10476
Heavy Duty Trucks	Rigid >32 t	HD Euro I - 91/542/EEC Stage I	8465	5751	4132	6022	4696	5093	5240
Heavy Duty Trucks	Rigid >32 t	HD Euro II - 91/542/EEC Stage II	13896	9444	6785	9889	7709	8363	8603
Heavy Duty Trucks	Rigid >32 t	HD Euro III - 2000 Standards	15793	10732	7714	11240	8763	9506	9777
Heavy Duty Trucks	Rigid >32 t	HD Euro IV - 2005 Standards	6465	5980	4370	7652	7035	8780	9028
Heavy Duty Trucks	Rigid >32 t	HD Euro V - 2008 Standards	0	1386	1060	2830	3380	5039	6394
Heavy Duty Trucks	Rigid >32 t	HD Euro VI	0	0	0	0	0	0	1591
Heavy Duty Trucks	Articulated 14 - 20 t	Conventional	7592	5105	3685	5381	4116	4378	4381
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro I - 91/542/EEC Stage I	1320	890	645	942	739	803	830
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro II - 91/542/EEC Stage II	1798	1219	883	1295	1012	1104	1141
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro III - 2000 Standards	2884	1966	1427	2099	1648	1803	1869
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro IV - 2005 Standards	1668	1544	1109	1888	1724	2143	2225
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro V - 2008 Standards	0	356	246	619	746	1124	1440
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro VI	0	0	0	0	0	0	356
Heavy Duty Trucks	Articulated 20 - 28 t	Conventional	4978	3344	2416	3527	2699	2869	2872
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro I - 91/542/EEC Stage I	863	584	421	619	484	525	544
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro II - 91/542/EEC Stage II	1180	797	579	847	663	726	749
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro III - 2000 Standards	1892	1289	934	1377	1082	1181	1223
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro IV - 2005 Standards	1091	1014	728	1235	1130	1405	1456
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro V - 2008 Standards	0	232	163	404	491	737	945
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro VI	0	0	0	0	0	0	233
Heavy Duty Trucks	Articulated 28 - 34 t	Conventional	3929	2640	1905	2783	2129	2266	2266
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro I - 91/542/EEC Stage I	681	461	332	486	380	417	430
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro II - 91/542/EEC Stage II	930	631	456	667	525	571	589
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro III - 2000 Standards	1491	1018	736	1084	854	934	965
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro IV - 2005 Standards	863	797	573	976	892	1108	1149
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro V - 2008 Standards	0	186	129	318	387	583	745
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro VI	0	0	0	0	0	0	184
Heavy Duty Trucks	Articulated 34 - 40 t	Conventional	59865	40247	29046	42418	32465	34537	34534
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro I - 91/542/EEC Stage I	10393	7032	5077	7433	5823	6340	6545
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro II - 91/542/EEC Stage II	14187	9614	6954	10195	7993	8714	9004
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro III - 2000 Standards	22761	15493	11247	16544	13010	14224	14735
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro IV - 2005 Standards	13142	12180	8745	14879	13591	16892	17537
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro V - 2008 Standards	0	2814	1948	4874	5895	8869	11368
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro VI	0	0	0	0	0	0	2814
Heavy Duty Trucks	Articulated 40 - 50 t	Conventional	281	186	135	198	152	162	160
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro I - 91/542/EEC Stage I	47	31	23	34	28	31	29
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro II - 91/542/EEC Stage II	68	46	32	47	38	42	41
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro III - 2000 Standards	104	74	52	77	62	66	70
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro IV - 2005 Standards	62	58	40	69	62	77	82
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro V - 2008 Standards	0	12	9	22	28	42	53
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro VI	0	0	0	0	0	0	12
Heavy Duty Trucks	Articulated 50 - 60 t	Conventional	114	77	57	82	62	66	65
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro I - 91/542/EEC Stage I	21	15	9	13	10	12	12
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro II - 91/542/EEC Stage II	26	19	14	22	14	15	16
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro III - 2000 Standards	42	31	23	30	24	27	29
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro IV - 2005 Standards	26	23	17	30	28	31	33
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro V - 2008 Standards	0	4	3	9	10	15	20
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro VI	0	0	0	0	0	0	4

Sector	Subsector	Technology	2008	2009	2010	2011	2012	2013	2014
Heavy Duty Trucks	Rigid 28 - 32 t	HD Euro V - 2008 Standards	0	47	382	731	982	1071	1201
Heavy Duty Trucks	Rigid 28 - 32 t	HD Euro VI	0	0	0	0	0	0	297
Heavy Duty Trucks	Rigid >32 t	Conventional	19087	2441	18487	19088	16228	12447	10864
Heavy Duty Trucks	Rigid >32 t	HD Euro I - 91/542/EEC Stage I	8465	1083	8218	8604	7537	5962	5434
Heavy Duty Trucks	Rigid >32 t	HD Euro II - 91/542/EEC Stage II	13896	1778	13495	14129	12373	9790	8921
Heavy Duty Trucks	Rigid >32 t	HD Euro III - 2000 Standards	15793	2021	15341	16058	14065	11128	10139
Heavy Duty Trucks	Rigid >32 t	HD Euro IV - 2005 Standards	6465	1126	8691	10933	11292	10278	9362
Heavy Duty Trucks	Rigid >32 t	HD Euro V - 2008 Standards	0	261	2109	4044	5424	5898	6630
Heavy Duty Trucks	Rigid >32 t	HD Euro VI	0	0	0	0	0	0	1650
Heavy Duty Trucks	Articulated 14 - 20 t	Conventional	7592	961	7329	7688	6605	5125	4543
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro I - 91/542/EEC Stage I	1320	168	1282	1346	1187	940	861
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro II - 91/542/EEC Stage II	1798	230	1755	1850	1625	1293	1184
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro III - 2000 Standards	2884	370	2838	2999	2645	2111	1939
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro IV - 2005 Standards	1668	291	2205	2698	2767	2508	2308
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro V - 2008 Standards	0	67	490	885	1198	1315	1493
Heavy Duty Trucks	Articulated 14 - 20 t	HD Euro VI	0	0	0	0	0	0	369
Heavy Duty Trucks	Articulated 20 - 28 t	Conventional	4978	630	4804	5039	4331	3358	2978
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro I - 91/542/EEC Stage I	863	110	838	885	776	615	564
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro II - 91/542/EEC Stage II	1180	150	1151	1211	1065	850	776
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro III - 2000 Standards	1892	243	1858	1967	1736	1383	1268
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro IV - 2005 Standards	1091	191	1447	1764	1814	1645	1510
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro V - 2008 Standards	0	44	325	578	788	863	980
Heavy Duty Trucks	Articulated 20 - 28 t	HD Euro VI	0	0	0	0	0	0	242
Heavy Duty Trucks	Articulated 28 - 34 t	Conventional	3929	497	3790	3976	3416	2653	2350
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro I - 91/542/EEC Stage I	681	87	661	694	610	488	445
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro II - 91/542/EEC Stage II	930	119	906	953	843	669	611
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro III - 2000 Standards	1491	192	1465	1549	1370	1094	1001
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro IV - 2005 Standards	863	150	1140	1395	1431	1297	1192
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro V - 2008 Standards	0	35	256	455	621	682	772
Heavy Duty Trucks	Articulated 28 - 34 t	HD Euro VI	0	0	0	0	0	0	191
Heavy Duty Trucks	Articulated 34 - 40 t	Conventional	59865	7579	57769	60601	52105	40429	35812
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro I - 91/542/EEC Stage I	10393	1324	10098	10619	9345	7421	6787
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro II - 91/542/EEC Stage II	14187	1810	13831	14565	12828	10201	9337
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro III - 2000 Standards	22761	2917	22368	23636	20881	16651	15280
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro IV - 2005 Standards	13142	2294	17393	21257	21813	19774	18186
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro V - 2008 Standards	0	530	3875	6963	9462	10382	11789
Heavy Duty Trucks	Articulated 34 - 40 t	HD Euro VI	0	0	0	0	0	0	2919
Heavy Duty Trucks	Articulated 40 - 50 t	Conventional	281	35	268	283	244	190	165
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro I - 91/542/EEC Stage I	47	6	46	49	44	36	30
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro II - 91/542/EEC Stage II	68	9	63	68	61	50	42
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro III - 2000 Standards	104	14	103	111	100	77	72
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro IV - 2005 Standards	62	11	80	98	100	90	85
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro V - 2008 Standards	0	2	17	31	44	50	55
Heavy Duty Trucks	Articulated 40 - 50 t	HD Euro VI	0	0	0	0	0	0	13
Heavy Duty Trucks	Articulated 50 - 60 t	Conventional	114	15	114	117	100	77	68
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro I - 91/542/EEC Stage I	21	3	17	18	17	14	13
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro II - 91/542/EEC Stage II	26	4	28	31	22	18	17
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro III - 2000 Standards	42	6	46	43	39	32	30
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro IV - 2005 Standards	26	4	34	43	44	36	34
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro V - 2008 Standards	0	1	6	12	17	18	21
Heavy Duty Trucks	Articulated 50 - 60 t	HD Euro VI	0	0	0	0	0	0	4