

EURADA-NEWS
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EURADA NEWS

<u>SOMMAIRE</u>		<u>SUMMARY</u>	
EDITORIAL	1	EDITORIAL	1
DATES A RETENIR	1	IMPORTANT DATES	1
AIDES D'ETAT		STATE AID	
Soutien aéroports/compagnies aériennes	2	Support to airports and airlines	2
RECHERCHE DE PARTENAIRES	9	PARTNER SEARCH	9
PIB REGIONAUX	10	REGIONAL GDP	10

EDITORIAL

The 2014-2020 period which must lead to the achievement of the Europe 2020 Agenda has now started and all of us of course deeply hope that the objectives will be reached.

However, should the issue of innovation in the public sector not have been more central in order to guarantee a good accomplishment of the strategy's implementation? Indeed, as a reminder:

- A good strategy on paper is by no means a guarantee of good execution.
- The JIMA principle (Just In My Administration) is absolutely not abolished nor the differences in the agendas of the various departments of the administration (see in Eurada-News Nr 371 the Commission's communication and its concept of holistic approach to anticipate and facilitate industrial changes at regional level appearing after the Member States and their regions have made their priority choices within the framework of the RIS³)!
- The use of calls for projects on a fixed date and with a biannual Work Programme. How can H2020 convey the image of funding excellence in this way? Who can expect that all researchers will not have great ideas on April 21 while the call for proposals closes on April 20? About the concept of "Smart Makers" eco- system (cf. Eurada -News No. 363, 7/10/13) , I recently heard that the concept was interesting and deserves to be explored, but that given that the work programme is completed in 2014 and 2015, the next opportunity will be in 2016 – for the call – and probably in 2017 or 2018 for its implementation! In conclusion, H2020 finances the best projects which can wait for a call for projects! Is it really more efficient and easier to analyze 360 files at once rather than six times 60 cases, that is to say every 2 months?

To be continued in our next issue!

IMPORTANT DATES

12.5.14 Defence Industry: Dual-use technologies and products/services, Brussels
16/17.6.2014 **Agorada 2014** in Brussels. Theme: Eco-innovation

OTHER EVENTS

18/20.3.2014 10th INSME Annual Meeting – "Investing in Innovation: Building a Sustainable Knowledge-based Economy", Abu Dhabi, www.2014.insme.org

26/27.6.2014 61st Congress of CNER, Aix-les-Bains (F)

19/22.10.2014 IEDC Annual Conference – "Steering Toward the Future: Convergence, Connectivity, and Creativity", Dallas-Fort Worth, TX

STATE AID

SUPPORT TO AIRPORTS AND AIRLINES

The European Commission has just adopted new guidelines for State aid to airport and airlines. Key features are:

State aid for investment in airport infrastructure is allowed if there is a genuine transport need and the public support is necessary to ensure the accessibility of a region. The new guidelines define maximum permissible aid intensities depending on the size of an airport, in order to ensure the right mix between public and private investment. The possibilities to grant aid are therefore higher for smaller airports than for larger ones.

Operating aid to regional airports (with less than 3 million passengers a year) will be allowed for a transitional period of 10 years under certain conditions, in order to give airports time to adjust their business model. To receive operating aid, airports need to work out a business plan paving the way towards full coverage of operating costs at the end of the transitional period. As under the current market conditions, airports with an annual passenger traffic of below 700 000 may face increased difficulties in achieving full cost coverage during the transitional period, the guidelines include a special regime for those airports, with higher aid intensities and a reassessment of the situation after 5 years.

Start-up aid to airlines to launch a new air route is permitted provided it remains limited in time. The compatibility conditions for start-up aid to airlines have been streamlined and adapted to recent market developments.

The Communication will soon be published in the Official Journal. The internet link to the English version is http://ec.europa.eu/competition/state_aid/modernisation/index_en.html

Below, the note entitled Competition policy brief "New State aid rules for a competitive aviation industry" regarding the Commission's communication.

Competition *policy brief*

Occasional discussion papers by the Competition Directorate-General of the European Commission

New State aid rules for a competitive aviation industry

1. State aid control 2.0

The Commission is modernising all the rules it uses for its State aid control. The Commission's guidelines are being revised to align them with the priorities of the EU's growth strategy, Europe 2020. The new rules will encourage Member States to put in place well-designed aid measures which further economic growth and objectives of common EU interest, while preserving competition in the Single Market. At the same time, the Commission will focus its attention on the cases with the strongest impact on the Single market, and will simplify the rules so as to make their implementation by the Member States easier. The new guidelines on State aid to airports and airlines contribute to that effort.

In a nutshell

These are smarter, tailored and simpler rules that:

- permit investment aid if there is a genuine transport need
- establish transition periods for small airports
- provide simple rules for start-up of new routes
- are flexible towards isolated regions
- ensure aid is not wasted and ends up where it is most needed

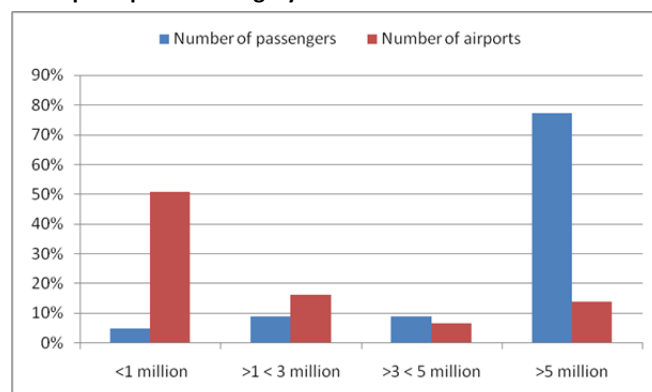
2. Introduction

European aviation industry

Aviation plays a fundamental role in the European economy for both EU citizens and industry, with more than 15 million annual commercial movements, 150 scheduled airlines, a network of over 440 airports, and 60 air navigation service providers. Airlines carry about 40 per cent of value of Europe's exports and imports, and transport 822 million passengers per year to and from Europe.

The majority of airports in the EU are small regional airports, with 60 per cent of the total serving fewer than 1 million passengers per year.

EU Airports per size category

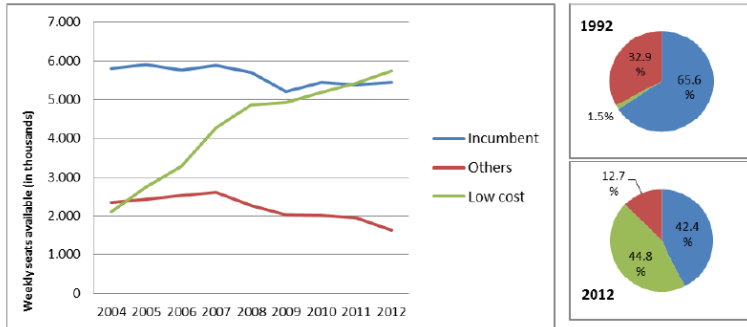


Over the past 20 years, the EU airport industry has undergone fundamental changes. Previously airports were mostly managed as public infrastructures to ensure accessibility and territorial development; in recent years they have specific commercial objectives and are competing with each other to attract air traffic. Over the last decade, many former military or general aviation airports have been converted into civil aviation airports. This development has been supported by the emergence of low-cost carriers.

Low-cost carriers have brought important benefits to passengers, enabling millions of European citizens to travel more cheaply. In 1992, over 65 per cent of passenger seats were sold by incumbent air carriers and only 1.5 per cent by low-cost carriers. Low-cost carriers (42.4%) exceeded the market share of incumbent air carriers (42.2%) for the first time in 2011. This trend continued in 2012.

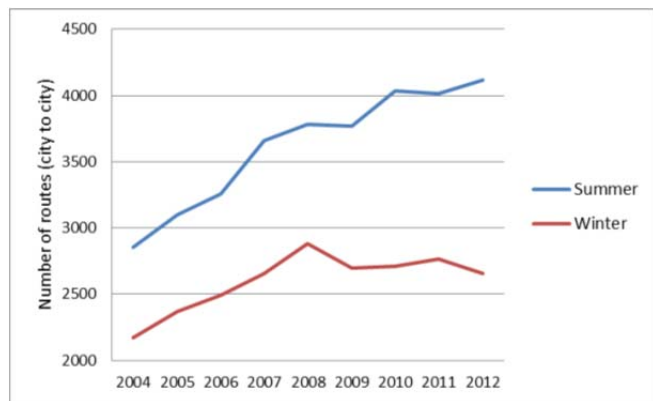
Now there is effective and growing competition among European airports, brought about by route liberalisation and airport privatisation. The major European airports compete with each other for point-to-point and transfer traffic in order to expand

both their route/airline portfolio and reduce their dependence on the established hub carriers.



Regional airports have fostered the growth of point-to-point carriers, mainly low-cost carriers, in offering their capacity to airlines. As a consequence, the number of city pairs offered within the EU has risen, and competition among all airlines has increased, both among flag carriers and low-cost carriers. The results are lower fares, increased frequencies and more destinations for air travellers and air freight.

Number of intra-EU27 and domestic routes per season (summer vs. winter), 2004-2012



Smaller regional airports have also become accustomed to market pressures, as they compete for no-frills and regional services. In addition, privatisation has become an increasingly important trend in the airport industry, introducing even greater efficiency across the sector.

Why impose State aid control for airports and airlines?

Airports improve access to regions, which facilitates market access for regional businesses. They can also have significant economic impact in terms of employment and contribution to a country's GDP. For many remote communities and small islands, access to the rest of the country and beyond is often only possible by air.

Despite their positive effects on regional development and accessibility, regional airports present a dilemma. First, public funding to airport infrastructure has often resulted in duplication of (unprofitable) airports in the same catchment area, creating

ghost airports and overcapacity at regional airports, while leaving the congestion problem of main airports unsolved.

Today 63 per cent of EU citizens live within a two-hour drive from at least two airports.



Second, the vast majority of regional airports do not generate sufficient revenue to even cover their costs. Regional airports sharing the same catchment area may suffer from a cannibalisation effect, i.e. a split of traffic among several underutilized airports, which prevents all of them from growing to become more attractive, and results in higher costs as density/scale economies are not realised. Ultimately the capacity of regional airports is and remains underutilised. Subsidies are then used to pay for investments, to cover operating losses and to attract price-sensitive airlines. Mainly low-cost carriers receive a mixture of discounts, success fees and marketing payments to stimulate traffic. When airports and airlines receive aid, their more efficient and more innovative competitors see the rewards for their efforts disappear. All this leads to distortion of competition.

The context in which the new guidelines have been discussed makes the issues at stake all the more pressing. While the European economy is showing signs of improvement and significant efforts have been made by airports to increase their profitability, 42 per cent of European airports remain loss-making. Expanding aid to airports and airlines is not the answer, even if regions have adequate resources. Instead the rules need to be tailored to ensure that the current level of public resources can be used more efficiently and in a less distortive fashion. Also, in public consultations, stakeholders have asked us for greater clarity and better rules. For these reasons we have created a new set of rules that are smarter, simpler and more flexible.

The new rules replace current guidelines dating from 2005. These guidelines formed the basis for nearly 100 decisions over the eight years they were in force.

Four reforms in particular are critical: (1) a transition period for operating aid, to allow unprofitable airports to adjust gradually to changing markets, (2) better targeted investment aid, to ensure that public support targets cases where it is truly needed, (3) simplified rules for start-up aid, to attract airlines to fly to new destinations and start using new and untested airports, and (4) clear rules for the assessment of airport-airline agreements, to ensure that they are aid-free and contribute to the profitability of the airports concerned.

New EU guidelines say goodbye to ghost airports



3. Improvements introduced by the new guidelines

Transitional periods for operating aid

One of the innovations in the new guidelines is the provision of a transition period, during which 50 to 80 per cent of the initial funding gap (the amount of operating costs not covered by revenues during 2009 to 2013) of small airports may be covered by aid.

To give small airports enough time to adjust to new market developments, the new rules allow granting of operating aid to small unprofitable airports during a 10-year transitional period, after which the airport must be able to cover its own costs.

The key element for assessing operating aid to airports is an *ex ante* business plan that proves the airport will be able to cover all operating costs by the end of the 10-year transitional period.

For airports handling fewer than 3 million passengers, the maximum permissible amount of aid will be limited to 50% of the initial operating funding gap of the airport (the amount of operating costs not covered by revenues during 2009 to 2013) for each year of the transitional period.

For example: if the initial funding gap of a given airport is equal to EUR 1 million, the maximum amount of operating aid that the airport could receive would be EUR 5 million over ten years (50% x 1 million x 10).

For airports handling up to 700 thousand passengers, the maximum amount of aid will be 80% of the initial operating funding gap, for a period of five years. After that, the Commission will reassess the case and see whether special rules should be devised.

At the end of the transitional period, airports must be able to finance their operations from their own resources and may no longer receive operating aid. In the intervening time, those airports should improve their finances by gradual increasing airport charges to airlines, introducing rationalization measures by differentiation of business models, and attracting new airlines and customers to fill idle capacity.

Certain European airports have already started to diversify their activities to increase profitability. For example, Tampere-Pirkkala airport in Finland (a regional airport handling around 600,000 passengers per year) converted its vacant cargo hangar into a low-cost terminal to offer cheaper services at a more efficient cost base than at its full service terminal.

Connectivity remains ensured where necessary

Although airports in general may no longer receive aid after the transitional period, it will still be possible to receive compensation for uncovered operating costs of services of general economic interest (SGEI). This applies to airports with an important role in improving regional connectivity of isolated, remote or peripheral regions of the EU. For example, compensation could be permitted if the disappearance of an airport would hamper the social and economic development of an area by isolating it from the rest of the EU. The assessment will depend on the particular characteristics of each airport and of the region that it serves.

If the State aid to discharge a SGEI is granted to airports where the average annual traffic does not exceed 200,000 passengers over the duration of the SGEI entrustment, it is exempt from the notification requirement, but needs to comply with the compatibility criteria set out in the 2012 SGEI Decision¹. State aid not covered by the 2012 SGEI Decision (notably to airports exceeding the traffic threshold of 200,000 passengers) can be declared compatible under Article 106(2) of the Treaty, if the conditions of the 2012 SGEI Framework² are met. However, the State aid granted to discharge a SGEI at airports with annual traffic above 200,000 passengers needs to be notified to the Commission.

¹ [Official Journal L7, 11.01.2012, p. 3-10](#)

² [Official Journal C8, 11.01.2012, p. 15-22](#)

For further information see the 2012 SGEI Package [IP/11/1571](#)

Better targeted investment aid

Besides making operating aid smarter, the guidelines improve the rules for investment aid.

In the first place these rules are clearer. The Commission's case experience has shown that many regional airports operate far below their full capacity. The 2005 guidelines do not provide clear rules on overcapacity and duplication of infrastructure. They do not make a distinction for financing needs according to airport size, and leave open the issue of maximum permissible aid intensity.

The new guidelines will allow investment aid only if there is a genuine transport need and only when the positive effects are clear, such as improved accessibility, regional development and less traffic congestion at major airports.

Aid should only be used to create additional transport capacity where there is a demand for it. Public money should not be wasted on aiding investments that lack satisfactory prospects or undermine existing airports in the same catchment area. Funds should not be spent on aiding areas that are already well connected by other modes of transport – such as high-speed trains.

As a general rule, only projects that would not have been undertaken, or would not have been undertaken to the same extent without State aid, will be supported.

The new rules for investment aid are not only more clearly outlined, but also better tailored to airport size.

Aid will not be allowed to exceed certain ceilings. Depending on the size of the airport, these range from 25 per cent to 75 per cent of maximum permissible aid.

Airport size	Aid intensity
3 - 5 million	Up to 25%
1 - 3 million	Up to 50%
Below 1 million	Up to 75%

The percentage of maximum permissible aid will be higher for smaller airports than for larger airports.

Some flexibility may also apply to larger airports (over 5 million passengers). Public funding may, for instance, be justified when an existing site is being relocated. Otherwise, state funding may only be allowed under very exceptional circumstances. There must be a clear market failure. The Commission will also take the size of investments into account as well as the impossibility of financing investments on the capital markets. At the same time, the aid must have very clear positive effects and competition distortions must be limited.

More flexibility for airports located in remote and peripheral regions

The ceilings for investment aid to finance airport infrastructure at airports located in remote regions (such as outermost regions, sparsely populated areas, islands) may be increased by up to 20 per cent irrespective of the airport size.

In addition, small airports located in peripheral regions of the EU may be eligible for higher maximum levels of aid.

Simpler start-up aid for new airlines

In order to improve connectivity between regions, the 2005 guidelines allowed airlines to receive start-up aid for operating new destinations from regional airports or operating new schedules with increased flight frequencies. All parties involved, i.e. airlines, airports and public authorities, considered these rules complex and cumbersome.

Under the old rules, only airlines at 18 airports in eight Member States received start-up aid for launching new routes and new schedules from those airports. Under the new rules, more airlines should be able to receive aid they are legitimately entitled to.

The new guidelines simplify the conditions for start-up aid. In the future airlines will be able to receive aid covering 50 per cent of airport charges for new destinations during a three-year period.

More flexible arrangements in terms of airport size and eligible destinations could be justified for airports located in remote regions, for example on an island or in a sparsely populated area.

Airline-airport arrangements

The new guidelines also provide guidance on how State aid rules apply to agreements between airports and airlines, including rebates and other advantages granted by airports and public authorities to airlines. Since airports are still predominately publicly owned and often rely on public support to finance their operations, State aid rules can also apply to agreements between airports and airlines. Public authorities are often directly or indirectly involved in attracting airlines through marketing support, rebates or incentive schemes with the objective of increasing the connectivity of a region. State aid rules apply to all agreements between airlines and airports irrespective of their business model.

Agreements concluded between airlines and airports will be considered free of aid if a private investor, operating under normal market conditions, would have accepted the same terms. The best way of assessing this is to require that the airport be capable of covering all costs stemming from the agreement with an airline. In other words, airport revenue (airport charges and the non-aeronautical revenue, such as shops and parking) must at least pay for the incremental costs induced by the presence of the airline, and contribute to the airport's profitability.

If the arrangement is not profitable, the airport/airline deal will be considered as public support to the airline.

Unless it meets the conditions for start-up aid, the benefiting airline would need to pay back any incompatible aid.

Example: Following several complaints, the Commission investigated alleged aid to air carriers at Berlin Schönefeld Airport. The agreements with the carriers were considered free of aid because each of these agreements could reasonably be expected to improve the financial situation of the airport when they were entered into.

4. Impact

Stricter rules coupled with a ten-year transitional period for receiving State aid will encourage airport managers to cut costs and operate more efficiently. The Commission has conducted an impact assessment to estimate the effects of the new rules.³

Benefits for tax payers

The first beneficiary of the new rule is the European tax payer. According to the assessment, operating aid per passenger could be halved from €6.19 to as little as €3.09 per passenger. This could save public authorities across Europe as much as €2.35 billion over a ten-year period (see table below for estimates per airport category).

Estimated amount of operating aid in EU airports, in million EUR, for a period of 10 years

Airport size	Current situation	New rules
<200 000	1 949	974-1 949
200-500 000	2 497	1 248
500 000 – 1 million	183	92
1 – 3 million	71	36
3 –5 million	0	0
Total	4 700	2350- 3 325
Average per passenger (in EUR)	6.19	3.09-4.29

Ticket prices

Under the new rules – as is only fair – it is the passenger, not the tax payer, who funds the cost of air travel. While reducing State aid could in theory lead to an increase in ticket prices, this change is estimated to be minor.

According to our calculations, if airports passed on the loss of subsidies entirely to their passengers, this would lead to at most a €3 increase in airfare per journey. However, these calculations do not take airports' savings into account.

First, to cover gaps created by decreasing State aid, airports will increase the efficiency of their operations. Estimates of the total amount of savings per passenger during the transition period run between €6.7 and €12.6 per passenger.

Second, in line with current trends, airports will open up other sources of revenue, such as shops, restaurants, cafés and car-

parking to cover costs. Possible revenues could increase from €3.5 to €8.2 per passenger.

So, on balance, gains in revenues through increased efficiency and running commercial operations add up to a total increase of between €10.2 and €20.8 per passenger, which clearly offsets the €3 increase in cost per passenger.

The new rules are not likely to affect the low-cost carrier model, providing these companies continue to operate efficiently.

Expected savings made by EU airports, in EUR per passenger⁴

Airport revenue	Airports with passenger traffic			Non-aeronautical revenue			Non-aeronautical revenue potential per passenger	
	Max	Average	Min	Max	Average	Min	Max	
1-3 million	€ 7.72	€ 4.68	€ 1.61			€ 3.07	€ 6.11	
1-500 000	€ 9.75	€ 5.26	€ 2.77			€ 2.48	€ 6.98	
500 000 - 200 000	€ 14.11	€ 5.60	€ 0.70			€ 4.89	€ 13.41	
Below 200 000	€ 9.56	€ 6.81	€ 3.27			€ 3.53	€ 6.28	
Average						€ 3.50	€ 8.19	

Airport costs	Airports with passenger traffic			Operating costs			Cost efficiency gains per passenger	
	Max	Average	Min	Max	Average	Min	Max	
1-3 million	€ 13.50	€ 7.96	€ 4.74			€ 5.54	€ 8.76	
1-500 000	€ 13.45	€ 10.97	€ 8.66			€ 2.49	€ 4.79	
500 000 - 200 000	€ 24.16	€ 14.23	€ 4.51			€ 9.93	€ 19.64	
Below 200 000	€ 28.32	€ 19.57	€ 11.26			€ 8.76	€ 17.06	
Average						€ 6.68	€ 12.56	

Total efficiency gains	Airports with passenger traffic			Total efficiency gains per passenger	
	Max	Average	Min	Min	Max
1-3 million				€ 8.61	€ 14.86
1-500 000				€ 4.97	€ 11.77
500 000 - 200 000				€ 14.82	€ 33.05
Below 200 000				€ 12.29	€ 23.34
Average				€ 10.17	€ 20.76

Connectivity

The new rules guarantee that isolated regions, in particular remote regions, will remain connected to the rest of the EU. Key airports in such areas may still receive State aid to discharge such an SGEI even after the end of the transition period.

Moreover, airports (irrespective of their size) located in remote regions will be able to benefit from higher aid intensity ceilings to develop their infrastructure. In order to increase the mobility of EU citizens by establishing access points for intra-EU flights and to stimulate regional development in remote regions, the criteria for granting start-up aid for new routes from these regions are more flexible.

³ SWD(2014) 42 and SWD(2014) 43.

⁴ Calculated under the assumption that currently underperforming airports would be able to achieve at least the average level of non-aeronautical revenues or operating costs (i. e. minimum efficiency gain). The upper boundary is calculated under the assumption that currently underperforming airports will move to the present-day average by adjusting their revenue and cost structure.

Outlook

We expect that most airports will be able to transform themselves during the ten-year transition period, and that only the most inefficient airports will close down.

According to the impact assessment, no airports handling over 500,000 passengers will close. However, some smaller airports may close if they fail to improve efficiency and increase revenues.

Considering the example of the United Kingdom, where many small airports are commercially viable, there is reason to be optimistic and to believe the number of closures will be low.

Simpler rules on start-up aid make it likely that new connections will appear, which will increase connectivity.

The new rules will, however, put an end to subsidised airports that duplicate existing capacity. These are a waste of tax payers' money and undermine competition.

The conditions under which Member States may grant state aid to companies in financial difficulty are not set out in the present Guidelines, but in the Commission's Rescue & Restructuring Guidelines⁵. Such aid can only be granted under strict conditions, ensuring that the aided company will become viable without continued state support, that the company contributes to the costs of the restructuring and that the distortion of competition created by the aid is effectively off-set⁶.

In conclusion - the new guidelines for State aid to the aviation industry provide rules that are smart, simpler and better tailored to the industry. They ensure that State aid - taxpayers' money - is not wasted, and is spent where it will benefit passengers and citizens the most.

⁵ [Official Journal C244 1.10.2004, p.2 ff](#)

⁶ [MEMO/04/172](#)

PARTNER SEARCH

DEVELOPING MANAGERIAL ABILITIES AND ICT INNOVATION SKILLS AMONG STUDENTS

A consortium of two Romanian companies intends to apply for an ICT-35-2014 Project. The focus of the project is aimed to develop managerial abilities and ICT innovation skills among the targeted group of students.

The main activities of the project consists in developing an e-learning platform for entrepreneurial skills including writing a business plan and specific business opportunities and treats in each European country, utilization of the ICT tools, transit from lab to market of innovative products and services, commercializing existing innovative technologies on the global market, services in benefit of the SMEs, together with a minimal legal information needed to bring a business idea to life/to the market.

There will be contests at national and European level as well as summer schools for the winners.

The consortium is therefore looking for partners among EEN partners, Research Institutes and HR Companies with good connections in the Academic environment of each European Country.

The target is 10 countries.

The experience and expertise as EEN partner are welcome.

They are targeting at least 3-5 major Entrepreneurial Universities in each country, to ensure the national level of the competition in each country and at least 10 European countries in the first year.

The partners should, except the good connections with the Academic environment, be able to develop specific on-line training programs and to organize national business plan contest, so a good knowledge of national business environment and legislation is required.

Further information can be obtained from Mr. Mihai Chiran (mchiran@pic-oil.ro) and Mr. Gabriel Vladuț (gabriel.vladut@ipacv.ro).

REGIONAL GDP

The 2011 Eurostat report relating to regional GDP confirms the predominant ranking of capital regions (7 in the Top 10).

75 regions have a GDP per capita below 75% of EU average, while 41 regions (unchanged as compared with 2010) have a GDP per capita above 125% of EU average.

The Top 20 regions with the highest GDP level encountered the following major changes:

- The Region Noord-Holland (NL) is no longer in the Top 20 ranking and is replaced by the Region of Stuttgart (D).
- The Region of Bratislava (SK) is now in fifth position (seventh in 2010), before the regions of Ile-de-France (FR) and Groningen (NL).

No in/out to be noted in the Top 20 ranking of the regions with the lowest GDP levels.

The differences between the extremes of the ranking are as follows: Inner London (UK) = 321 (as against 328 in 2010) and Severozapaden (BG) = 29 (as against 26 in 2010).

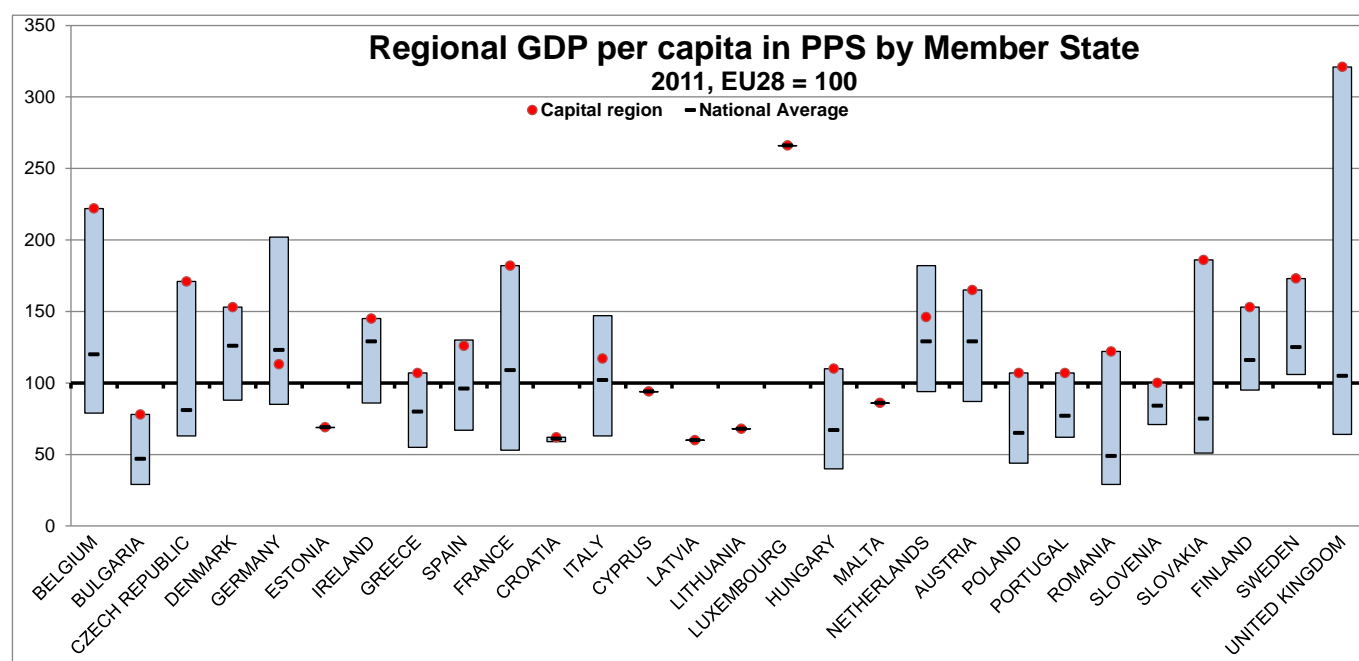
29/2014 - 27 February 2014

Regional GDP

GDP per capita in the EU in 2011: seven capital regions among the ten most prosperous

In 2011, GDP per capita¹, expressed in terms of purchasing power standards², in the EU28's 272 NUTS-2³ regions ranged from 29% of the EU28 average in the regions of **Severozapaden** in Bulgaria and **Nord-Est** in Romania, to 321% of the average in **Inner London** in the United Kingdom.

This information is taken from data released by Eurostat, the statistical office of the European Union.



The bar shows for each Member State the range from the region with the lowest value to that with the highest value.

41 regions with GDP per capita above 125% of the EU average...

The leading regions in the ranking of regional GDP per capita in 2011, after **Inner London** in the United Kingdom (321% of the average), were the **Grand Duchy of Luxembourg** (266%), **Bruxelles/Brussel** in Belgium (222%), **Hamburg** in Germany (202%), **Bratislava** in Slovakia (186%), **Île de France** in France and **Groningen** in the Netherlands (both 182%), **Stockholm** in Sweden (173%), and **Praha** in the Czech Republic (171%).

Among the 41 regions exceeding the 125% level, eleven were in **Germany**, five each in the **Netherlands** and **Austria**, three each in **Belgium**, **Italy** and the **United Kingdom**, two each in **Spain** and **Finland**, one each in the **Czech Republic**, **Denmark**, **Ireland**, **France**, **Slovakia** and **Sweden**, as well as in the single region **Grand Duchy of Luxembourg**.

It should be noted, however, that in some regions the GDP per capita figures can be significantly influenced by commuter flows. Net commuter inflows in these regions push up production to a level that could not be achieved by the resident active population on its own. There is a corresponding effect in regions with commuter outflows.

...and 75 regions below 75%

The eight lowest regions in the ranking were all in Bulgaria and Romania, with the lowest figures recorded in **Severozapaden** in Bulgaria and **Nord-Est** in Romania (both 29% of the average), followed by **Severen tsentralen** in Bulgaria (31%) and **Yuzhen tsentralen** in Bulgaria (32%).

Among the 75 regions below the 75% level, fifteen were in **Poland**, nine in **Greece**, seven each in the **Czech Republic** and **Romania**, six in **Hungary**, five each in **Bulgaria** and **Italy**, four each in **Portugal** and the **United Kingdom**, three in **Slovakia**, two each in **Spain**, **France** (both overseas departments) and **Croatia**, one in **Slovenia**, as well as in the single region Member States of **Estonia**, **Latvia** and **Lithuania**.

Regional GDP per capita in the EU28 in 2011

(in PPS, EU28 = 100)

The twenty highest:			The twenty lowest:		
1	Inner London (UK)*	321	1	Severozapaden (BG)	29
2	Luxembourg (LU)*	266	1	Nord-Est (RO)	29
3	Bruxelles-Cap. / Brussels Hfdst. (BE)*	222	3	Severen tsentralen (BG)	31
4	Hamburg (DE)	202	4	Yuzhen tsentralen (BG)	32
5	Bratislavský kraj (SK)*	186	5	Sud-Vest Oltenia (RO)	37
6	Île de France (FR)*	182	6	Severoiztochen (BG)	38
6	Groningen (NL)	182	6	Yugoiztochen (BG)	38
8	Stockholm (SE)*	173	8	Sud-Est (RO)	39
9	Praha (CZ)*	171	9	Észak-Magyarország (HU)	40
10	Oberbayern (DE)	168	9	Sud-Muntenia (RO)	40
11	Wien (AT)*	165	11	Nord-Vest (RO)	42
12	Darmstadt (DE)	162	12	Észak-Alföld (HU)	43
13	North Eastern Scotland (UK)	159	13	Dél-Alföld (HU)	44
14	Bremen (DE)	158	13	Lubelskie (PL)	44
15	Hovedstaden (DK)*	153	13	Podkarpackie (PL)	44
15	Helsinki-Uusimaa (FI)*	153	16	Dél-Dunántúl (HU)	45
17	Stuttgart (DE)	152	16	Centru (RO)	45
17	Utrecht (NL)	152	18	Podlaskie (PL)	47
19	Salzburg (AT)	149	18	Warmińsko-Mazurskie (PL)	47
20	Bolzano / Bozen (IT)	147	20	Świętokrzyskie (PL)	49

* Capital region

1. GDP, and thus GDP per capita, provides a measure of the total economic activity in a region. It may be used to compare the degree of economic development of regions. GDP does not measure the income ultimately available to private households in a region. Details of the methodology used can be found in "Regional Accounts Methods: gross value added and gross fixed capital formation by activity", **Eurostat**, 1995, ISBN 92-827-0159-X.
2. The PPS (purchasing power standard) is an artificial currency that takes into account differences in national price levels. This unit allows meaningful volume comparisons of economic indicators over countries. Aggregates expressed in PPS are derived by dividing aggregates in current prices and national currency by the respective Purchasing Power Parity (PPP).
3. These data are based on the Nomenclature of Territorial Units for Statistics (NUTS) as modified in January 2011. NUTS 2010 provides a uniform, consistent breakdown of territorial units for the production of regional statistics for the EU. Level 2 of the nomenclature has 272 regions: Belgium (11), Bulgaria (6), the Czech Republic (8), Denmark (5), Germany (38), Ireland (2), Greece (13), Spain (19), France (26), Croatia (2), Italy (21), Hungary (7), the Netherlands (12), Austria (9), Poland (16), Portugal (7), Romania (8), Slovenia (2), Slovakia (4), Finland (5), Sweden (8) and the United Kingdom (37). Estonia, Cyprus, Latvia, Lithuania, Luxembourg and Malta are all considered as single regions at NUTS 2 level. For a list of the European statistical regions see: http://epp.eurostat.ec.europa.eu/portal/page/portal/nuts_nomenclature/introduction.

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Regional GDP in the European Union

Region (NUTS 2010)	GDP 2011 million EUR	GDP per capita 2011, EUR	GDP 2011 million PPS	GDP per capita 2011, PPS	GDP per capita 2011, PPS, EU28=100
EU28	12 711 918	25 100	12 711 918	25 100	100
BELGIUM	369 259	33 600	331 072	30 200	120
<i>Bruxelles-Cap. / Brussels Hfdst.</i>	<i>69 895</i>	<i>62 000</i>	<i>62 667</i>	<i>55 600</i>	<i>222</i>
<i>Vlaams Gewest</i>	<i>212 354</i>	<i>33 600</i>	<i>190 393</i>	<i>30 100</i>	<i>120</i>
Prov. Antwerpen	68 816	38 900	61 699	34 800	139
Prov. Limburg (BE)	23 512	27 800	21 081	24 900	99
Prov. Oost-Vlaanderen	44 280	30 600	39 700	27 400	109
Prov. Vlaams Brabant	38 684	35 500	34 684	31 800	127
Prov. West-Vlaanderen	37 062	31 800	33 230	28 500	114
<i>Région Wallonne</i>	<i>86 767</i>	<i>24 600</i>	<i>77 794</i>	<i>22 000</i>	<i>88</i>
Prov. Brabant Wallon	12 743	33 200	11 425	29 800	119
Prov. Hainaut	29 190	22 100	26 172	19 900	79
Prov. Liège	27 232	25 200	24 416	22 600	90
Prov. Luxembourg (BE)	6 148	22 600	5 512	20 300	81
Prov. Namur	11 453	24 000	10 269	21 500	86
<i>Extra-regio*</i>	<i>243</i>		<i>218</i>		
BULGARIA	38 505	5 200	85 803	11 700	47
<i>Severna i Iztochna Bulgaria</i>	<i>14 426</i>	<i>3 900</i>	<i>32 146</i>	<i>8 600</i>	<i>34</i>
Severozapaden	2 732	3 200	6 088	7 200	29
Severen tsentralen	2 999	3 500	6 683	7 800	31
Severoiztochen	4 089	4 200	9 111	9 400	38
Yugoiztochen	4 606	4 300	10 264	9 500	38
<i>Yugozapadna i Yuzhna Tsentralna Bulgaria</i>	<i>24 079</i>	<i>6 700</i>	<i>53 658</i>	<i>14 900</i>	<i>59</i>
Yugozapaden	18 722	8 800	41 721	19 600	78
Yuzhen tsentralen	5 357	3 600	11 937	8 100	32
CZECH REPUBLIC	155 486	14 800	213 540	20 300	81
Praha	38 672	31 200	53 112	42 900	171
Střední Čechy	16 867	13 200	23 165	18 200	73
Jihozápad	15 517	12 900	21 310	17 600	70
Severozápad	12 977	11 500	17 823	15 700	63
Severovýchod	18 340	12 200	25 187	16 700	67
Jihovýchod	22 466	13 400	30 854	18 400	73
Střední Morava	14 715	12 000	20 209	16 500	66
Moravskoslezsko	15 932	12 900	21 881	17 800	71
DENMARK	240 487	43 200	175 279	31 500	126
Hovedstaden	89 604	52 500	65 308	38 300	153
Sjælland	24 753	30 200	18 042	22 000	88
Syddanmark	45 856	38 200	33 422	27 800	111
Midtjylland	48 912	38 700	35 649	28 200	113
Nordjylland	21 853	37 700	15 927	27 500	110
<i>Extra-regio*</i>	<i>9 509</i>		<i>6 930</i>		
GERMANY	2 609 900	31 900	2 521 440	30 800	123
<i>Baden-Württemberg</i>	<i>385 391</i>	<i>35 800</i>	<i>372 328</i>	<i>34 600</i>	<i>138</i>
Stuttgart	157 661	39 300	152 317	38 000	152
Karlsruhe	96 563	35 200	93 290	34 000	135
Freiburg	68 817	31 300	66 484	30 200	120
Tübingen	62 350	34 400	60 237	33 300	133
<i>Bayern</i>	<i>459 317</i>	<i>36 600</i>	<i>443 749</i>	<i>35 300</i>	<i>141</i>
Oberbayern	192 397	43 700	185 876	42 200	168
Niederbayern	38 694	32 500	37 383	31 400	125
Oberpfalz	36 336	33 600	35 104	32 500	130
Oberfranken	32 105	30 000	31 017	29 000	116
Mittelfranken	59 155	34 500	57 150	33 300	133
Unterfranken	42 738	32 500	41 290	31 400	125
Schwaben	57 891	32 400	55 929	31 300	125
<i>Berlin</i>	<i>101 815</i>	<i>29 300</i>	<i>98 365</i>	<i>28 300</i>	<i>113</i>
<i>Brandenburg</i>	<i>56 852</i>	<i>22 800</i>	<i>54 925</i>	<i>22 000</i>	<i>88</i>
<i>Bremen</i>	<i>27 135</i>	<i>41 100</i>	<i>26 216</i>	<i>39 700</i>	<i>158</i>
<i>Hamburg</i>	<i>94 071</i>	<i>52 500</i>	<i>90 883</i>	<i>50 700</i>	<i>202</i>
<i>Hessen</i>	<i>227 689</i>	<i>37 500</i>	<i>219 972</i>	<i>36 200</i>	<i>144</i>
Darmstadt	160 276	42 000	154 843	40 500	162
Gießen	30 123	29 000	29 102	28 000	112
Kassel	37 290	30 600	36 026	29 600	118
<i>Mecklenburg-Vorpommern</i>	<i>35 714</i>	<i>21 800</i>	<i>34 504</i>	<i>21 100</i>	<i>84</i>
<i>Niedersachsen</i>	<i>225 784</i>	<i>28 500</i>	<i>218 131</i>	<i>27 500</i>	<i>110</i>
Braunschweig	52 118	32 400	50 352	31 300	125
Hannover	66 259	31 000	64 013	29 900	119
Lüneburg	37 270	22 000	36 007	21 300	85
Weser-Ems	70 136	28 300	67 759	27 300	109
<i>Nordrhein-Westfalen</i>	<i>576 094</i>	<i>32 300</i>	<i>556 568</i>	<i>31 200</i>	<i>124</i>
Düsseldorf	183 446	35 600	177 228	34 400	137
Köln	147 296	33 500	142 304	32 400	129
Münster	74 761	28 800	72 227	27 800	111
Detmold	63 795	31 300	61 632	30 300	121
Arnsberg	106 796	29 300	103 177	28 300	113
<i>Rheinland-Pfalz</i>	<i>115 699</i>	<i>28 900</i>	<i>111 778</i>	<i>27 900</i>	<i>111</i>
Koblenz	41 172	27 800	39 777	26 900	107
Trier	13 404	26 100	12 949	25 300	101
Rheinhessen-Pfalz	61 123	30 500	59 051	29 400	117
<i>Saarland</i>	<i>31 713</i>	<i>31 200</i>	<i>30 638</i>	<i>30 200</i>	<i>120</i>

Regional GDP in the European Union

Region (NUTS 2010)	GDP 2011 million EUR	GDP per capita 2011, EUR	GDP 2011 million PPS	GDP per capita 2011, PPS	GDP per capita 2011, PPS, EU28=100
EU28	12 711 918	25 100	12 711 918	25 100	100
GERMANY (continued)	2 609 900	31 900	2 521 440	30 800	123
Sachsen	96 019	23 200	92 765	22 400	89
Dresden	37 639	23 200	36 363	22 400	89
Chemnitz	33 873	22 300	32 725	21 500	86
Leipzig	24 508	24 600	23 677	23 700	95
Sachsen-Anhalt	51 817	22 300	50 061	21 500	86
Schleswig-Holstein	75 892	26 800	73 320	25 900	103
Thüringen	48 897	22 000	47 239	21 200	85
ESTONIA	16 216	12 100	23 275	17 400	69
IRELAND	162 600	35 500	147 848	32 300	129
Border, Midland and Western	29 299	23 700	26 641	21 500	86
Southern and Eastern	133 300	39 900	121 207	36 300	145
GREECE	208 532	18 500	226 286	20 000	80
Voreia Ellada	51 600	14 200	55 994	15 400	62
Anatoliki Makedonia, Thraki	8 228	13 100	8 928	14 200	57
Kentriki Makedonia	28 095	14 400	30 488	15 600	62
Dytiki Makedonia	5 371	18 500	5 829	20 000	80
Thessalia	9 906	13 000	10 749	14 200	56
Kentriki Ellada	36 332	14 900	39 425	16 200	64
Ipeiros	4 499	12 800	4 882	13 800	55
Ionia Nisia	3 717	17 400	4 033	18 900	75
Dytiki Ellada	9 595	13 700	10 412	14 900	59
Stereia Ellada	9 542	16 600	10 355	18 100	72
Peloponnisos	8 978	14 900	9 743	16 200	65
Attiki	100 317	24 800	108 859	26 900	107
Nisia Aigaiou, Kriti	20 282	17 100	22 009	18 500	74
Voreio Aigaio	3 009	14 500	3 265	15 800	63
Notio Aigaio	7 076	20 600	7 679	22 300	89
Kriti	10 197	16 000	11 065	17 300	69
SPAIN	1 046 327	22 700	1 115 678	24 200	96
Noroeste	91 166	20 900	97 208	22 300	89
Galicia	55 940	20 500	59 647	21 800	87
Principado de Asturias	22 472	21 300	23 962	22 700	91
Cantabria	12 754	22 100	13 599	23 500	94
Noreste	124 294	28 400	132 532	30 300	121
País Vasco	64 857	30 500	69 156	32 500	130
Comunidad Foral de Navarra	18 144	29 100	19 347	31 100	124
La Rioja	7 986	25 500	8 515	27 200	109
Aragón	33 307	25 300	35 514	27 000	108
Comunidad de Madrid	188 445	29 600	200 935	31 500	126
Centro (ES)	109 398	19 500	116 649	20 800	83
Castilla y León	55 331	22 300	58 998	23 800	95
Castilla-La Mancha	37 113	18 100	39 573	19 300	77
Extremadura	16 954	15 700	18 078	16 700	67
Este	319 625	23 900	340 809	25 400	101
Cataluña	194 285	26 600	207 162	28 400	113
Comunidad Valenciana	99 372	19 900	105 958	21 200	85
Illes Balears	25 968	23 800	27 689	25 300	101
Sur	171 617	17 300	182 992	18 500	74
Andalucía	141 603	17 100	150 989	18 300	73
Región de Murcia	27 177	18 500	28 979	19 700	79
Ciudad Autónoma de Ceuta	1 499	19 600	1 598	20 900	83
Ciudad Autónoma de Melilla	1 338	17 800	1 427	19 000	76
Canarias	40 718	19 300	43 417	20 600	82
Extra-regio*	1 065		1 136		
FRANCE	2 001 398	30 700	1 782 405	27 400	109
Île de France	608 648	51 200	542 049	45 600	182
Bassin parisien	271 762	25 200	242 026	22 400	90
Champagne-Ardenne	34 745	26 000	30 943	23 200	92
Picardie	44 932	23 400	40 016	20 800	83
Haute-Normandie	49 619	26 900	44 189	24 000	96
Centre	65 494	25 600	58 327	22 800	91
Basse-Normandie	35 136	23 800	31 291	21 200	84
Bourgogne	41 837	25 500	37 259	22 700	90
Nord-Pas-de-Calais	100 311	24 800	89 335	22 100	88
Est	136 735	25 400	121 773	22 600	90
Lorraine	55 250	23 500	49 204	20 900	83
Alsace	52 916	28 500	47 126	25 400	101
Franche-Comté	28 569	24 300	25 443	21 600	86
Ouest	222 722	25 800	198 352	23 000	92
Pays de la Loire	97 948	27 100	87 231	24 100	96
Bretagne	81 158	25 100	72 278	22 400	89
Poitou-Charentes	43 616	24 500	38 844	21 800	87
Sud-ouest	182 772	26 400	162 773	23 500	94
Aquitaine	87 672	26 800	78 079	23 900	95
Midi-Pyrénées	77 798	26 700	69 285	23 800	95
Limousin	17 302	23 300	15 409	20 800	83
Centre-est	226 457	29 500	201 678	26 300	105
Rhône-Alpes	193 266	30 600	172 119	27 300	109
Auvergne	33 191	24 500	29 559	21 900	87

Regional GDP in the European Union

Region (NUTS 2010)	GDP 2011 million EUR	GDP per capita 2011, EUR	GDP 2011 million PPS	GDP per capita 2011, PPS	GDP per capita 2011, PPS, EU28=100
EU28	12 711 918	25 100	12 711 918	25 100	100
FRANCE (continued)	2 001 398	30 700	1 782 405	27 400	109
<i>Méditerranée</i>	215 149	27 100	191 607	24 200	96
Languedoc-Roussillon	63 103	23 500	56 198	20 900	83
Provence-Alpes-Côte d'Azur	143 966	29 200	128 213	26 000	104
Corse	8 080	25 600	7 196	22 800	91
<i>Départements d'Outre-Mer</i>	36 842	19 700	32 811	17 600	70
Guadeloupe**	8 733	21 600	7 777	19 200	77
Martinique**	8 453	21 600	7 528	19 200	77
Guyane**	3 566	14 800	3 176	13 200	53
Réunion**	16 090	19 300	14 329	17 200	69
CROATIA	44 384	10 400	65 320	15 300	61
Jadranska Hrvatska	30 297	10 600	44 587	15 600	62
Kontinentalna Hrvatska	14 087	10 000	20 732	14 700	59
ITALY	1 580 410	26 000	1 547 036	25 500	102
<i>Nord Ovest</i>	511 484	31 700	500 683	31 000	124
Piemonte	125 997	28 200	123 336	27 600	110
Valle d'Aosta / Vallée d'Aoste	4 328	33 700	4 236	33 000	132
Liguria	43 998	27 200	43 069	26 700	106
Lombardia	337 161	33 900	330 042	33 200	132
<i>Nord Est</i>	364 560	31 200	356 862	30 600	122
Provincia Autonoma di Bolzano / Bozen	19 234	37 700	18 828	36 900	147
Provincia Autonoma di Trento	16 563	31 200	16 213	30 500	122
Veneto	149 527	30 200	146 369	29 600	118
Friuli-Venezia Giulia	36 628	29 600	35 855	29 000	116
Emilia-Romagna	142 609	32 100	139 597	31 400	125
<i>Centro (IT)</i>	340 669	28 400	333 475	27 800	111
Toscana	106 013	28 200	103 775	27 600	110
Umbria	21 533	23 700	21 078	23 200	93
Marche	40 877	26 100	40 014	25 500	102
Lazio	172 246	29 900	168 609	29 300	117
<i>Sud</i>	243 895	17 200	238 744	16 800	67
Abruzzo	30 073	22 400	29 438	21 900	87
Molise	6 414	20 100	6 278	19 700	78
Campania	93 635	16 000	91 658	15 700	63
Puglia	69 974	17 100	68 496	16 700	67
Basilicata	10 744	18 300	10 517	17 900	71
Calabria	33 055	16 400	32 357	16 100	64
<i>Isole</i>	117 031	17 400	114 560	17 000	68
Sicilia	83 956	16 600	82 183	16 300	65
Sardegna	33 075	19 700	32 377	19 300	77
<i>Extra-regio*</i>	2 771		2 712		
CYPRUS	17 979	21 100	20 101	23 600	94
LATVIA	20 211	9 800	30 938	15 000	60
Excluding extra-regio	20 181	9 800	30 892	15 000	60
<i>Extra-regio*</i>	30		46		
LITHUANIA	30 958	10 200	51 297	16 900	68
LUXEMBOURG (GRAND-DUCHY)	41 730	80 300	34 642	66 700	266
HUNGARY	98 921	9 900	168 114	16 900	67
<i>Közép Magyarország</i>	48 297	16 200	82 080	27 600	110
<i>Dunántúl</i>	25 746	8 500	43 756	14 500	58
Közép Dunántúl	9 524	8 700	16 186	14 800	59
Nyugat Dunántúl	10 031	10 100	17 048	17 100	68
Dél Dunántúl	6 191	6 600	10 521	11 200	45
<i>Alföld es Észak</i>	24 877	6 300	42 279	10 600	42
Észak Magyarország	7 011	5 900	11 915	10 000	40
Észak-Alföld	9 331	6 300	15 858	10 700	43
Dél-Alföld	8 536	6 500	14 506	11 100	44
MALTA	6 645	16 000	8 953	21 500	86
Excluding extra-regio	6 631	15 900	8 934	21 500	86
<i>Extra-regio*</i>	14		19		
NETHERLANDS	599 047	35 900	541 789	32 500	129
<i>Noord-Nederland</i>	61 524	35 800	55 643	32 400	129
Groningen	29 216	50 400	26 423	45 600	182
Friesland (NL)	18 827	29 100	17 028	26 300	105
Drenthe	13 481	27 500	12 192	24 800	99
<i>Oost-Nederland</i>	106 486	30 100	96 308	27 200	109
Overijssel	35 705	31 400	32 292	28 400	113
Gelderland	60 490	30 100	54 708	27 200	109
Flevoland	10 292	26 100	9 308	23 600	94
<i>West-Nederland</i>	299 652	38 100	271 010	34 500	138
Utrecht	52 096	42 300	47 117	38 200	152
Noord-Holland	109 282	40 500	98 836	36 600	146
Zuid-Holland	125 187	35 400	113 222	32 000	128
Zeeland	13 088	34 300	11 837	31 000	124
<i>Zuid-Nederland</i>	125 594	35 100	113 589	31 700	127
Noord-Brabant	89 539	36 400	80 981	32 900	131
Limburg (NL)	36 055	32 100	32 609	29 000	116
<i>Extra-regio*</i>	5 790		5 237		

Regional GDP in the European Union

Region (NUTS 2010)	GDP 2011 million EUR	GDP per capita 2011, EUR	GDP 2011 million PPS	GDP per capita 2011, PPS	GDP per capita 2011, PPS, EU28=100
EU28	12 711 918	25 100	12 711 918	25 100	100
AUSTRIA	299 240	35 700	271 183	32 300	129
<i>Ostösterreich</i>	132 098	36 600	119 712	33 200	132
Burgenland (AT)	6 830	24 000	6 189	21 700	87
Niederösterreich	47 327	29 400	42 889	26 600	106
Wien	77 942	45 600	70 634	41 300	165
<i>Südösterreich</i>	54 349	30 800	49 253	27 900	111
Kärnten	16 936	30 400	15 348	27 600	110
Steiermark	37 413	31 000	33 905	28 100	112
<i>Westösterreich</i>	112 679	37 300	102 114	33 800	135
Oberösterreich	50 677	35 900	45 926	32 500	130
Salzburg	21 856	41 300	19 807	37 500	149
Tirol	26 095	36 800	23 648	33 400	133
Vorarlberg	14 051	38 000	12 733	34 400	137
<i>Extra-regio*</i>	115		104		
POLAND	370 851	9 600	630 379	16 400	65
<i>Region Centralny</i>	105 561	13 500	179 434	23 000	92
Łódzkie	22 631	8 900	38 469	15 200	60
Mazowieckie	82 930	15 700	140 965	26 700	107
<i>Region Południowy</i>	75 778	9 500	128 808	16 200	64
Małopolskie	27 653	8 300	47 006	14 100	56
Śląskie	48 124	10 400	81 803	17 700	70
<i>Region Wschodni</i>	45 537	6 700	77 405	11 400	46
Lubelskie	14 208	6 500	24 150	11 100	44
Podkarpackie	13 840	6 500	23 525	11 100	44
Świętokrzyskie	9 181	7 200	15 606	12 200	49
Podlaskie	8 309	6 900	14 124	11 800	47
<i>Region Północno-Zachodni</i>	56 714	9 200	96 403	15 600	62
Wielkopolskie	34 569	10 000	58 761	17 000	68
Zachodniopomorskie	14 002	8 100	23 801	13 800	55
Lubuskie	8 143	8 000	13 841	13 500	54
<i>Region Południowo-Zachodni</i>	39 646	10 100	67 390	17 100	68
Dolnośląskie	31 815	10 900	54 080	18 500	74
Opolskie	7 830	7 700	13 310	13 100	52
<i>Region Północny</i>	47 615	8 200	80 938	13 900	55
Kujawsko-Pomorskie	16 597	7 900	28 212	13 400	54
Warmińsko-Mazurskie	10 098	6 900	17 164	11 800	47
Pomorskie	20 921	9 200	35 561	15 600	62
PORTUGAL	171 126	16 100	205 108	19 300	77
<i>Continente</i>	162 087	16 000	194 274	19 200	77
Norte	48 675	13 000	58 341	15 600	62
Algarve	7 152	16 400	8 573	19 700	79
Centro (PT)	31 629	13 300	37 910	16 000	64
Lisboa	63 572	22 500	76 196	26 900	107
Alentejo	11 059	14 700	13 255	17 700	70
<i>Região Autónoma dos Açores</i>	3 714	15 100	4 451	18 200	72
<i>Região Autónoma da Madeira</i>	5 141	20 800	6 162	24 900	99
<i>Extra-regio*</i>	184		221		
ROMANIA	131 478	6 200	259 640	12 200	49
<i>Macroregiunea Unu</i>	28 899	5 500	57 069	10 900	44
Nord-Vest	14 401	5 300	28 439	10 500	42
Centru	14 498	5 800	28 630	11 400	45
<i>Macroregiunea Doi</i>	27 465	4 200	54 237	8 400	33
Nord-Est	13 458	3 600	26 576	7 200	29
Sud-Est	14 007	5 000	27 661	9 900	39
<i>Macroregiunea Trei</i>	51 472	9 400	101 647	18 500	74
Sud - Muntenia	16 479	5 100	32 542	10 000	40
București - Ilfov	34 994	15 500	69 105	30 700	122
<i>Macroregiunea Patru</i>	23 522	5 700	46 451	11 200	45
Sud-Vest Oltenia	10 480	4 700	20 696	9 300	37
Vest	13 042	6 800	25 755	13 500	54
<i>Extra-regio*</i>	120		237		
SLOVENIA	36 150	17 600	43 477	21 200	84
Vzhodna Slovenija	15 944	14 700	19 176	17 700	71
Zahodna Slovenija	20 206	20 900	24 301	25 100	100
SLOVAKIA	68 974	12 800	102 038	18 900	75
Bratislavský kraj	19 021	31 500	28 138	46 600	186
Západné Slovensko	22 510	12 200	33 300	18 100	72
Stredné Slovensko	13 520	10 000	20 001	14 800	59
Východné Slovensko	13 924	8 700	20 598	12 800	51
FINLAND	188 744	35 000	156 520	29 000	116
<i>Manner-Suomi</i>	187 481	35 000	155 473	29 000	116
Länsi-Suomi	43 180	31 700	35 808	26 300	105
Helsinki-Uusimaa	71 242	46 200	59 079	38 300	153
Etelä-Suomi	35 718	30 800	29 620	25 600	102
Pohjois- ja Itä-Suomi	37 342	28 800	30 967	23 900	95
<i>Aland</i>	1 174	41 700	974	34 600	138
<i>Extra-regio*</i>	88		73		

Regional GDP in the European Union

Region (NUTS 2010)	GDP 2011 million EUR	GDP per capita 2011, EUR	GDP 2011 million PPS	GDP per capita 2011, PPS	GDP per capita 2011, PPS, EU28=100
EU28	12 711 918	25 100	12 711 918	25 100	100
SWEDEN	385 451	40 800	296 837	31 400	125
Östra Sverige	171 838	47 100	132 333	36 300	145
Stockholm	116 569	56 200	89 770	43 300	173
Östra Mellansverige	55 269	35 100	42 563	27 000	108
Södra Sverige	150 386	36 700	115 813	28 200	113
Småland med öarna	29 141	35 900	22 441	27 600	110
Sydsverige	48 754	34 800	37 546	26 800	107
Västsverige	72 491	38 400	55 825	29 600	118
Norra Sverige	63 118	37 100	48 607	28 500	114
Norra Mellansverige	28 448	34 400	21 908	26 500	106
Mellersta Norrland	13 914	37 700	10 715	29 000	116
Övre Norrland	20 756	40 900	15 984	31 500	125
Extra-regio*	110		84		
UNITED KINGDOM	1 770 910	28 200	1 655 919	26 400	105
North East (England)	53 604	20 800	50 123	19 500	78
Tees Valley & Durham	22 275	19 100	20 828	17 900	71
Northumberland and Tyne & Wear	31 329	22 200	29 295	20 800	83
North West (England)	166 395	23 800	155 591	22 200	89
Cumbria	11 054	22 300	10 336	20 900	83
Greater Manchester	64 361	24 200	60 182	22 600	90
Lancashire	30 425	21 000	28 449	19 600	78
Cheshire	28 332	31 700	26 493	29 600	118
Merseyside	32 223	21 600	30 131	20 200	80
Yorkshire & the Humber	120 310	23 000	112 498	21 500	86
East Yorkshire & Northern Lincolnshire	19 560	21 500	18 290	20 100	80
North Yorkshire	18 991	24 000	17 757	22 400	89
South Yorkshire	26 630	20 000	24 901	18 700	75
West Yorkshire	55 129	25 000	51 549	23 300	93
East Midlands (England)	103 711	23 100	96 977	21 600	86
Derbyshire & Nottinghamshire	47 500	22 700	44 415	21 200	85
Leicestershire, Rutland & Northamptonshire	42 158	24 800	39 421	23 200	93
Lincolnshire	14 054	19 800	13 141	18 500	74
West Midlands (England)	126 336	22 700	118 133	21 200	85
Herefordshire, Worcestershire & Warwickshire	30 827	24 000	28 825	22 400	89
Shropshire & Staffordshire	32 244	20 700	30 150	19 300	77
West Midlands	63 266	23 300	59 158	21 800	87
East of England	148 692	25 600	139 037	23 900	95
East Anglia	59 897	25 200	56 007	23 600	94
Bedfordshire & Hertfordshire	49 423	28 700	46 214	26 800	107
Essex	39 372	23 000	36 815	21 500	86
London	394 759	48 500	369 126	45 400	181
Inner London	276 323	86 000	258 380	80 400	321
Outer London	118 436	24 100	110 746	22 500	90
South East (England)	255 188	29 800	238 618	27 800	111
Berkshire, Buckinghamshire & Oxfordshire	86 541	38 400	80 922	35 900	143
Surrey, East & West Sussex	78 099	28 700	73 027	26 800	107
Hampshire & Isle of Wight	51 652	27 400	48 298	25 600	102
Kent	38 896	22 700	36 370	21 200	85
South West (England)	130 633	24 900	122 151	23 200	93
Gloucestershire, Wiltshire & Bristol/Bath area	68 659	29 400	64 201	27 500	110
Dorset & Somerset	28 527	22 500	26 675	21 100	84
Cornwall & Isles of Scilly	9 187	17 300	8 590	16 200	64
Devon	24 259	21 600	22 684	20 200	80
Wales	60 428	19 900	56 504	18 600	74
West Wales & The Valleys	32 982	17 200	30 840	16 100	64
East Wales	27 446	24 500	25 664	22 900	91
Scotland	137 864	26 200	128 912	24 500	98
Eastern Scotland	52 647	26 200	49 229	24 500	98
South Western Scotland	55 130	23 800	51 550	22 300	89
North Eastern Scotland	20 138	42 700	18 831	39 900	159
Highlands & Islands	9 948	21 500	9 302	20 100	80
Northern Ireland	37 813	21 000	35 358	19 700	78
Extra-regio*	35 176		32 892		

* **Extra-regio:** The extra-regio territory is made up of parts of the economic territory of a country which cannot be assigned to a single region. It consists of the national air-space, territorial waters and the continental shelf lying in international waters over which the country enjoys exclusive rights, territorial exclaves, deposits of oil, natural gas etc. worked by resident units.

Until 2011, the gross value added (GVA) produced in the extra-regio was allocated pro-rata to the inhabited regions of the country concerned. The order of magnitude of the extra-regio GVA depends in particular on the resource endowment in terms of natural gas and oil. For EU Member States the share of extra-regio GVA varies typically from almost zero to about 2.5% of total GVA at national level. In 2011, Member States and the European Commission agreed to give countries the possibility to calculate regional GDP also for the extra-regio. The resulting GDP is available only in absolute values, because the extra-regio territory by definition does not have a resident population.

Member States are entitled, but not obliged to calculate GDP for the extra-regio. In the table extra-regio GDP appears only for those Member States which decided to make use of this possibility.

** **French overseas departments:** Data estimated by Eurostat