

COMMISSION OF THE EUROPEAN COMMUNITIES

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TWELFTH REPORT FROM THE COMMISSION TO THE COUNCIL

on

Expenditure on and Utilization of Rail, Road and Inland Waterway
Infrastructure

1982

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ABBREVIATIONS AND SIGNS USED

-	Nil
0	Very low figure (generally less than half the last unit or decimal of the numbers mentioned in the heading)
o	Figures not available
000	thousand
mio	million
mrđ	thousand million
km	kilometre
v-km	vehicle-kilometre
tkm	tonne-kilometre
t	tonne
<	up to
≧	and over
%	percentage
"	ditto
NRT	net registered tonne
kW	kilowatt (1 kW = 1,359622 HP)
EUA	unit of account of the European Communities
BFR	Belgian franc
DKR	Danish krone
DM	German mark
FF	french franc
LIT	Italian lira
LFR	Luxembourg franc
HFL	Dutch guilder
IRL	Irish pound
UKL	Pound sterling

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A. INTRODUCTION

1. This is the twelfth annual report in a series starting in 1971. Since 1973 the reports have included data for Denmark, Ireland and the United Kingdom, and from 1981 for Greece. The summary tables and graphs which show trends since 1973 exclude Greece in some cases, but as explained last year the effect is minor: 1% of expenditures and less than 1% for traffic.

2. As some Member States have failed to supply 1982 data, the most recent figures available have been used, as shown in the list on page 5. The effect of this substitution on trends could be of some significance, but its extent and direction cannot be estimated.

Expenditures

3. In 1982 the ten Member States spent 45 mrd ECU on inland transport infrastructures which represents 2% of their Gross Domestic Product. Of this total 24,8% went on railways, 72,6% on roads and 2,6% on inland waterways, so that the shift from roads to railways already noted in 1981 seems to have continued.

4. The relative share of investment in total expenditures was again practically unchanged from the previous two years. In 1982 investment made up 30% of the total expenses for rail, 53% for roads and 48% for waterways.

5. Another trend which continued is the declining importance of transport infrastructure investment, which has dropped gradually from 5.2% of total gross fixed capital formation in the Community in 1977 to 4,3% in 1982.

Utilization

6. The utilization of infrastructures needs to be looked at separately for rail, road and waterways because of the different units used. Rail traffic, after small gains during 1979/80 slipped back in 1981, and lost another 3% in 1982, to stand at 95% of 1973 levels. For road traffic outside built-up areas 1982 was just over 1% up on 1981 to reach 130% of 1973 levels. Waterway traffic declined by 1% in 1982 and thus reached only 87% of 1973 levels.

B. ANALYSIS OF THE MAIN DATA

Expenditures

7. For the 10 Member States total infrastructure expenditures, converted into ECU, increased by 3,5% from 1981 to 1982 for Railways the increase was 5%, for roads 3,2% while expenditures on waterways declined by about 1%. These rates confirm the decline in real value already noted in paragraph 5 for investment, since the general price index in the Community rose by about 10%.

8. The overall results reflect different developments in the individual Member States and modes of transport, as well as changes in the value of national currencies. Expressed in national currencies, rail expenses remained static or increased slightly in Benelux, Germany, France and the UK, but were up 20% in Denmark, Ireland and Italy and as much as 50% in Greece. For roads there were significant increases in Denmark, Italy and the UK (13-23% no change in Greece and decreases in Belgium and Germany (2-8%). For waterways only Luxembourg increased expenditure (11%). Decreases were registered of 1% in Germany, 7% in Belgium and, exceptionally of 35% in the UK, where 1981 had seen a peak in investment.

9. These figures need to be assessed against a background of slightly lower inflation than in the previous year, but still ranging from over 5% in Germany to about 21% in Greece, with a Community average of nearly 11%.

Utilization

10. Looking at the 3% overall drop for rail traffic the changes ranged from 1-2% increases in Denmark and Italy to decreases of the same order in Belgium, France, Ireland and the Netherlands, with Germany and Luxembourg down 4% the UK's drop of over 9% is explained by a strike lasting 34 working days. For roads (1.2% up overall) the changes included 1 to 2% rises in Belgium, Denmark and Germany, 3% in the UK, 6-7% in Italy and Luxembourg, but a decrease of 4% in Ireland.

Finally the overall drop of 1% in waterway traffic was made up of a static position in Germany, the Netherlands and the UK, and decreases of 6-7% in Belgium and France.

The period 1973 to 1982

11. This report continues the practice of showing a series of tables and graphs on transport infrastructure expenditure and utilization trends in the Member States since the first energy crisis in 1973.

12. Spending on rail infrastructure in "real terms" rose each year until 1978 after which it remained steady at 112% of the 1973 level until 1982, when it dropped significantly to 106%. "Real" expenditure levels in 1982 compared with 1973 for individual Member States ranged from 13% up in the United Kingdom to about 90% in Italy and Ireland. On the other hand Germany and Denmark were down on 1973 by 8% and 17% respectively.

13. The picture for roads is more complex and when perusing table 18B it must be borne in mind that for some Member States expenditures incurred in earlier years were repeated in the absence of up-to-date data. At a time of rising prices this is likely to have understated the real expenditure for these Member States and, thus, the grand total for the Community. Table 18B shows that total Community expenditure calculated in terms of ECU and constant prices appears to have declined by as much as 28% from 1973 to 1982. If it were assumed for example, that expenditures for France, Luxembourg and the Netherlands had kept pace with inflation the overall decline for the Community would be about 4 - 5% less.

14. For individual Member States who supplied up-to-date data road expenditures declined in real terms (using national currencies) by about 6% in Italy, about 15% in Belgium and Germany and by 23% in the UK over the period. On the other hand they increased by about 5% in Denmark and 15% in Ireland.

15. Waterway expenditure trends in "real" terms showed wide differences. An increase of 26% in Belgium was offset by substantial decreases elsewhere: Germany 15%, France 12%, and the Netherlands as much as 40% to result in an overall decrease of some 28%.

16. Turning to utilization, overall rail traffic, having regained 1973 levels in 1979 and 1980 went down again during 1981 and 1982 and now stands at 5% below 1973. Only Ireland (+29%) and Italy(+3%) exceeded 1973 levels, with decreases elsewhere ranging from 1% in Belgium and the Netherlands to 4% (DK,F), 9% in Germany and around 15% in UK and Luxembourg.

17. The rate of growth of road traffic outside built-up areas continued to slow down during 1981 and 1982; it is now on average 30% above 1973 levels. Denmark is only just above 1973 (+4%) most Member States are in the 20 - 35% growth bracket (B,D,F,I,UK,IRL) whilst Luxembourg and the Netherlands are 50% up.

18. Waterways traffic declined in four Member States and in total by about 13%. Only France showed a steep drop (31%) probably due to overstating the base year 1973); since 1973 its waterway traffic like that in the United Kingdom has remained fairly stable.

C. THE REPORT

Background

19. The report has been drawn up pursuant to council regulation 1108/70/EEC introducing an accounting system for expenditure on infrastructure in respect of transport by rail, road and inland waterway and its amending regulation 1384/79.

Timing

20. Problems with regard to timing of the report have worsened. Delays in receiving certain data from Member States have unfortunately increased to the point where much of the material is up to 12 months late. Moreover no data at all has been received from the Netherlands for 1982 expenditures on rail, roads or waterways, whilst France has failed to provide any information on roads since 1980, and even the 1980 traffic data are insufficient. The failure of some Member States to cope with the problems of data collection undermines the highly creditable efforts made by other Member States in this connection. Moreover it prejudices the representative character of the overall report which is being used by many governmental and other bodies in assessing trends and the effects of policy. The Commission will make a special effort in the next 12 months to get this imbalance corrected.

Completeness

21. For railways data are complete except expenditure in the Netherlands. For several countries road expenses have not been broken down as required, especially as regards investment and police expenditures, whilst in some cases figures were not provided for one or two road categories. Traffic data are imperfect for several countries. UK waterway data are those relating to the British Waterways Board. Some of these imperfections will be apparent on the detailed tables, but not where earlier data were substituted for missing 1982 figures. A list of these instances is therefore shown at the end of the report.

22. Corrected data for earlier reports are annexed to the Report and incorporated in the summary tables.

23. To assist in the improvement of future reports, readers are particularly asked to advise the Commission of any problems or inaccuracies that come to their attention.

Exchange Rates

24. Expenditures in national currencies have been converted into European Units of Account/European Currency Units, at the average rates for the year in question. Rounded off these are as follows:

1 EUA/ECU

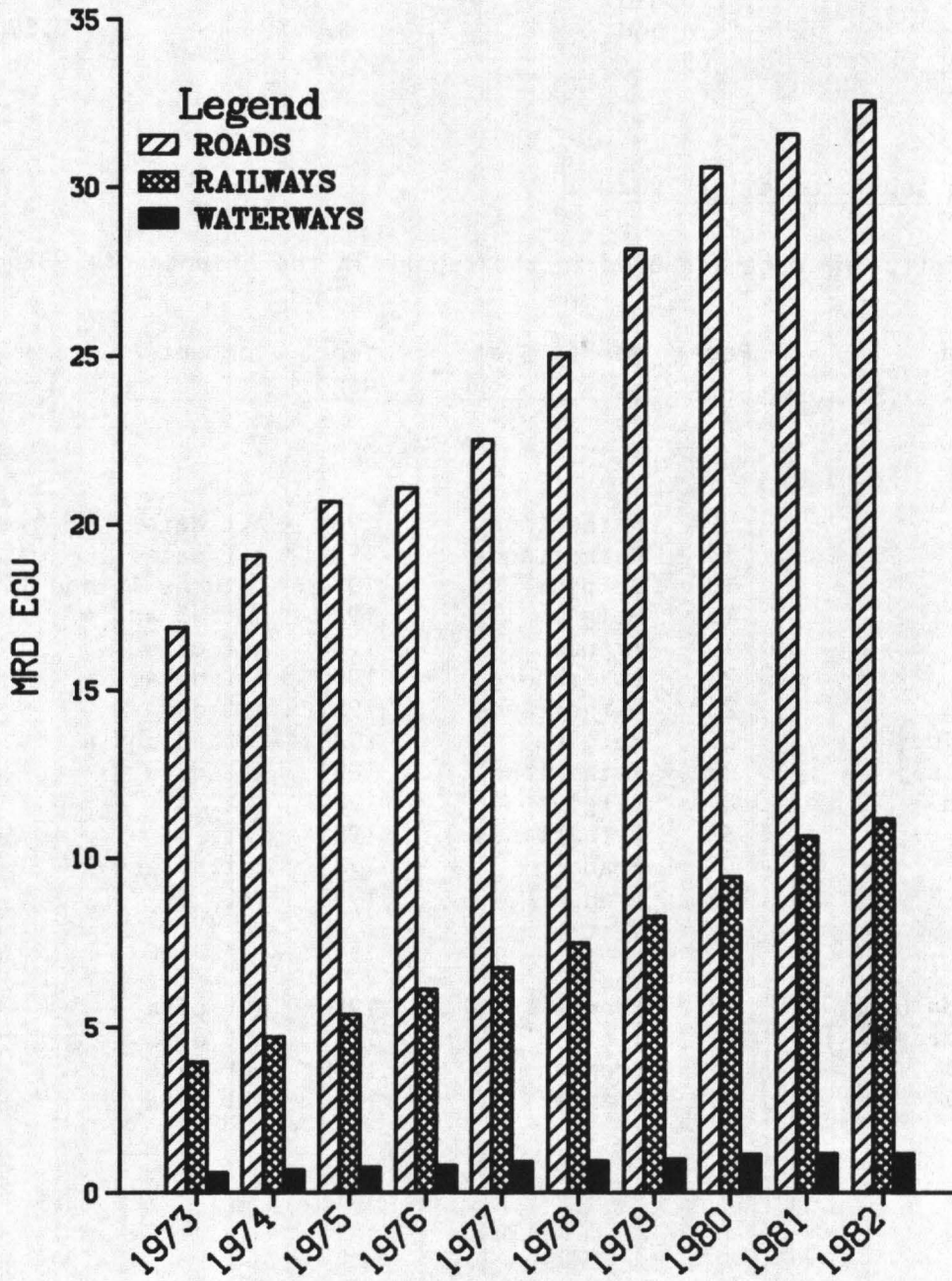
<u>National Currencies</u>	<u>1982</u>	<u>1981</u>	<u>1980</u>
BFR	44,7	41,3	40,6
DKR	8,16	7,92	7,83
DM	2,38	2,51	2,52
FF	6,43	6,04	5,87
LIT	1324	1263	1189
LFR	44,7	41,3	40,6
HFL	2,61	2,78	2,76
IRL	0,690	0,691	0,676
UKL	0,560	0,553	0,598
DR	65,3	61,6	-

Earlier data substituted for 1982

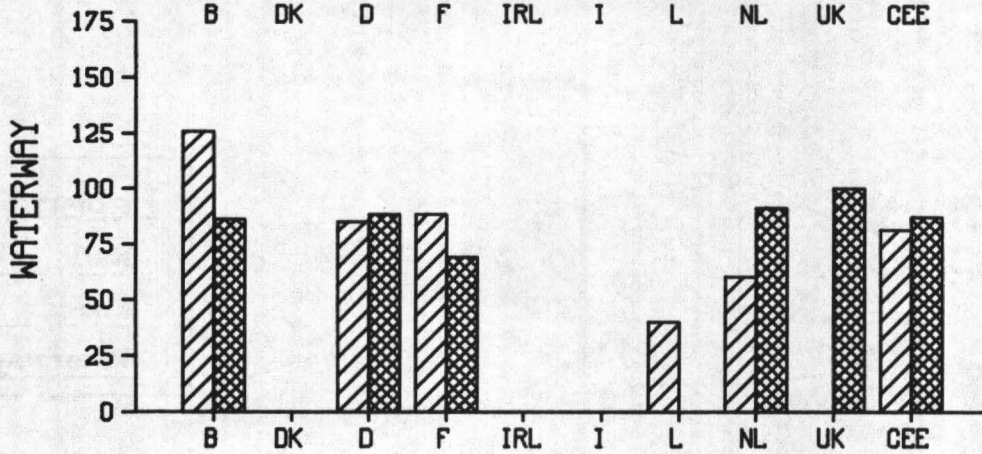
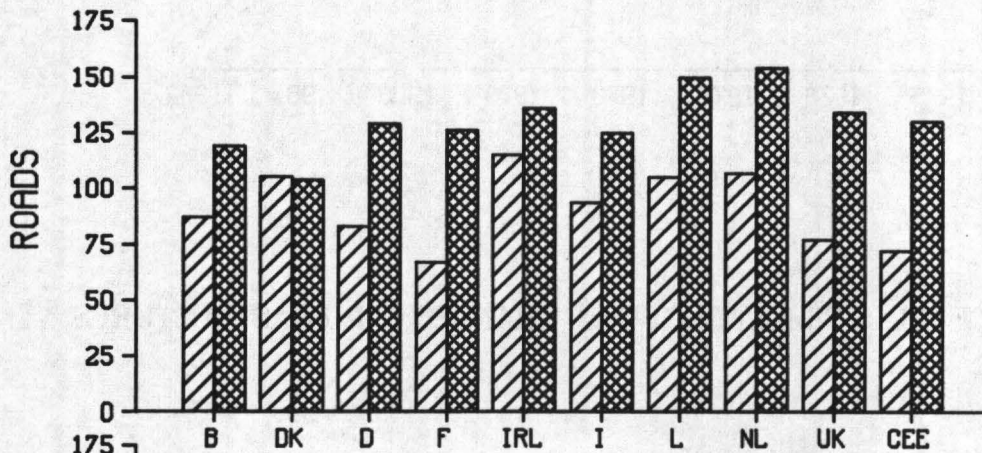
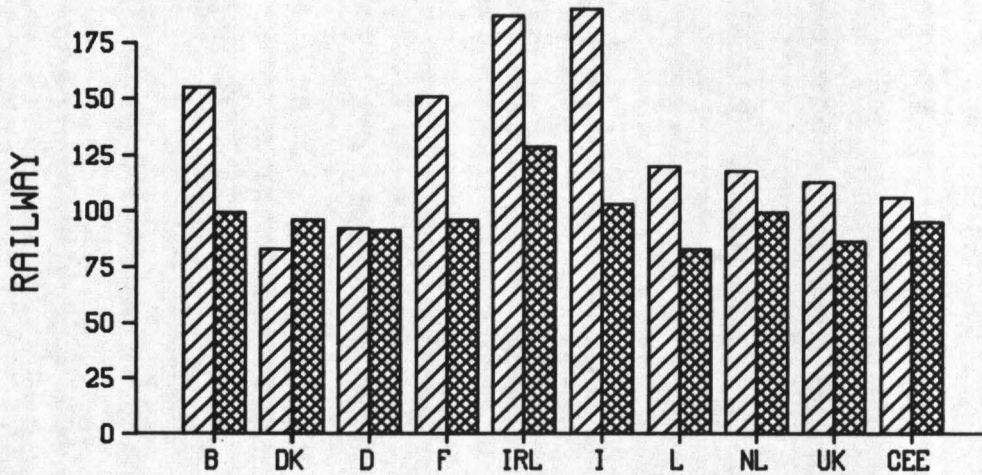
25. The following data are used in the report in the absence of 1982 data.

<u>Type of data</u>	<u>Page</u>	<u>Member State</u>	<u>Year used</u>	<u>Comments</u>
<u>Expenses</u>				
Rail	9	Netherlands	1981	All data
..	10	Netherlands	1981	All data
..	10	Belgium	1981	Columns 11 and 14
Road	15	Belgium	1980	Cat: 3 and 4
..	19	France	1980	All data
..	22	Luxembourg	1980	All data
..	23	Netherlands	1981	All data
Roads (outside urban areas)}	25	Belgium	1980	Cat. 3 and 4
	28	Netherlands	1981	All data
Roads (urban)	29	Belgium	1980	Cat. 4
.. ..	32	Netherlands	1981	Cat. 4
Waterways	35	France	1981	Col. 2 and 3
..	35	France	1980	Col. 8
<u>Traffic</u>				
Road (outside urban areas)}	47	France	1980	All data
..	49	Italy	1981	All data
.. (urban)	55	France	1980	All data
.. (total)	60	France	1980	All data

EEC TRANSPORT INFRASTRUCTURE EXPENSES (at current prices)

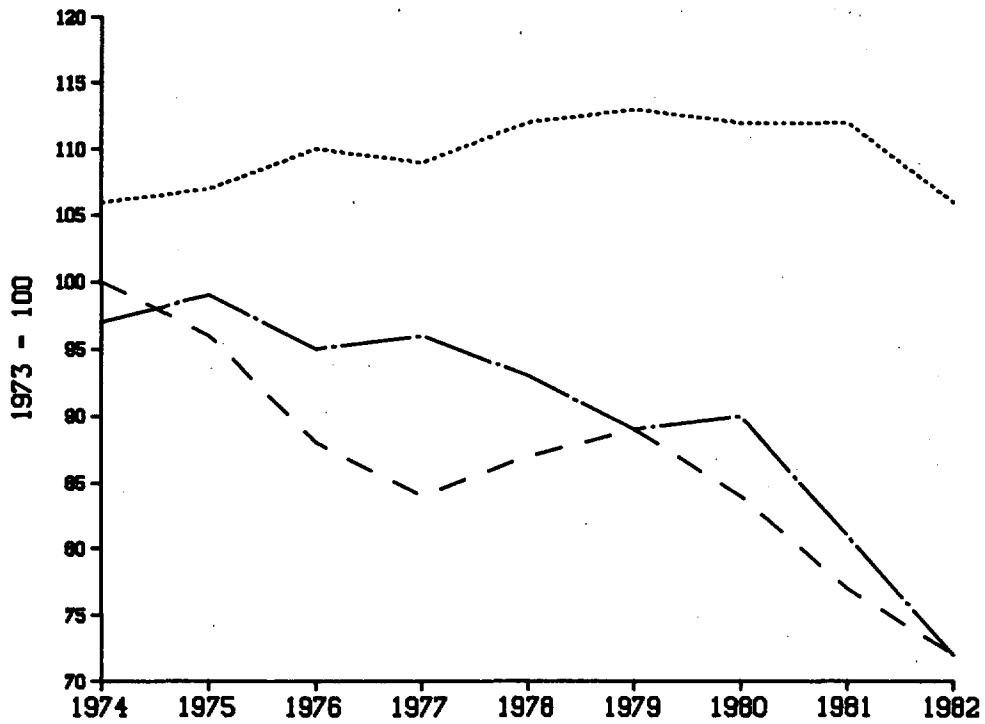


INDICES OF INFRASTRUCTURE EXPENSES AND UTILIZATION FOR 1982
(in terms of 1973 values) (1973=100)

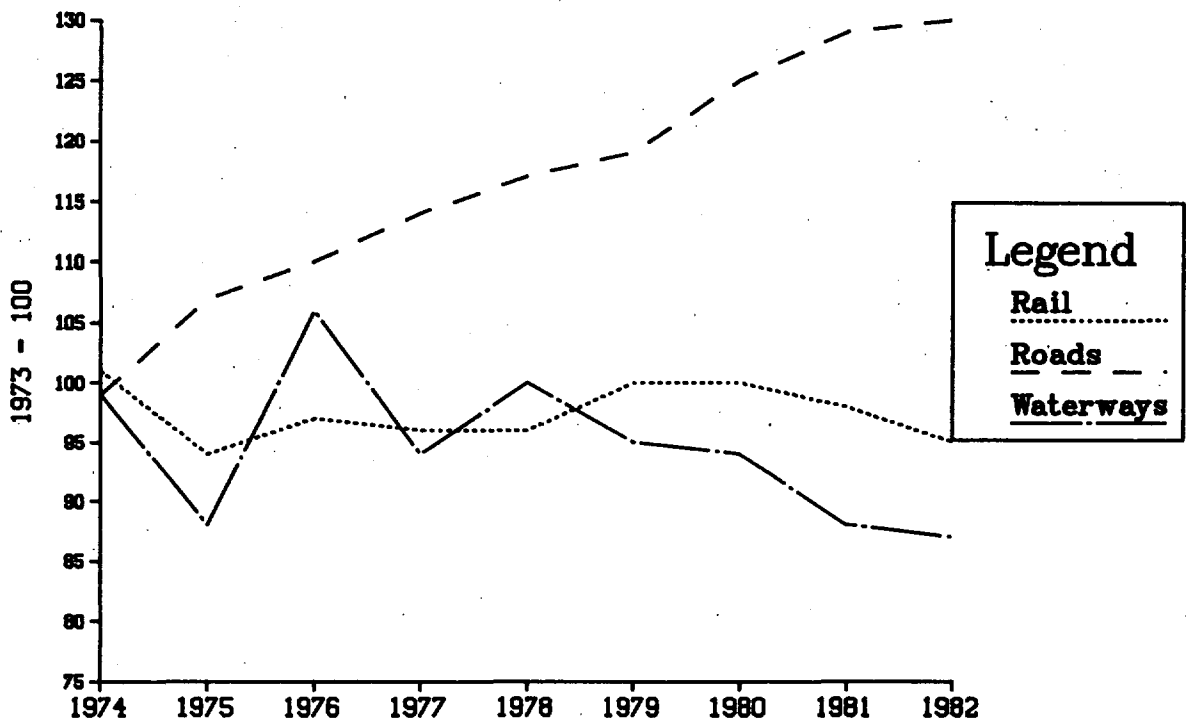


Legend
Expenses
Utilization

EVOLUTION OF EEC EXPENDITURES ON TRANSPORT INFRASTRUCTURES (at constant prices)



EVOLUTION OF THE UTILIZATION OF EEC TRANSPORT INFRASTRUCTURES



ALL MEMBER STATES

NATIONAL CURRENCIES IN MIO

MEMBER STATES (1)	NETWORK (2)	UNIT (3)	INVESTMENT EXPENDITURE			OPERATING EXPENDITURE			TOTAL I (10)=(6)+(9)
			NEW CONSTRUCTION AND EXTENSION (4)	RECONSTRUCTION AND RENEWAL (5)	TOTAL (6)=(4)+(5)	CURRENT EXPENDITURE (7)	OVERHEADS (8)	TOTAL (9)=(7)+(8)	
BELGIQUE / BELGIE	SNCB/ NMBS	BFR	9 840	3 402	13 242	8 574	4 682	13 256	26 498
DANMARK	DSB	DKR	166,5	166,4	332,9	713,1	109,6	822,7	1 155,6
DEUTSCHLAND	DB	DM	°	°	1 338	3 043	3 227	6 270	7 608
FRANCE	SNCF	FF	2 133	1 940	4 073	5 000	2 398	7 398	11 471
HELLAS	OSE	DR		2 063	2 063	1 846	484	2 330	4 393
IRELAND	CIE	IRL	12	7,2	19,2	16	3,8	19,8	39
ITALIA	FS	LIT 000	433,2	320,2	753,4	1 574,8	719,8	2 294,6	3 048
LUXEMBOURG	CFL	LFR	195	271	466	739	360	1 099	1 565
NEDERLAND	NS	HFL	°	°	405	519	30	549	954
UNITED KINGDOM	BRB + NIR	UKL	°	°	246,8	482	118,6	600,6	847,4

ALL MEMBER STATES

(CONTINUATION OF PRECEDING TABLE)

NATIONAL CURRENCIES IN MIO

MEMBER STATES	NETWORK	UNIT	TOTAL I	COMPENSATION FOR INFRASTRUCTURE CHARGES		TOTAL II	COMPENSATION FOR PENSION AND RETIRE- MENT CHARGES
				INCLUDED IN (10) (11)	NOT INCLUDED IN (10) (12)		
(1)	(2)	(3)	(10)=(6)+(9)			(13)=10+12	(14)
BELGIQUE / BELGIE	SNCB/ NMBS	BFR	26 498	4 132		26 498	2 133
DANMARK	DSB	DKR	1 155,6			1 155,6	
DEUTSCHLAND	DB	DM	7 608		928	8 536	1 255
FRANCE	SNCF	FF	11 471		4 510	15 981	
HELLAS	OSE	DR	4 393	3 305		4 393	
IRELAND	CIE	IRL	39		4,8	43,8	,6
ITALIA	FS	LIT 000	3 048			3 048	
LUXEMBOURG	CFL	LFR	1 565			1 565	406
NEDERLAND	NS	HFL	954			954	-
UNITED KINGDOM	BRB + NIR	UKL	847,4			847,4	-

ALL MEMBER STATES

IN MIO OF ECU

MEMBER STATES (1)	NETWORK (2)	UNIT (3)	INVESTMENT EXPENDITURE			OPERATING EXPENDITURE			TOTAL I (10)=(6)+(9)
			NEW CONSTRUCTION AND EXTENSION (4)	RECONSTRUCTION AND RENEWAL (5)	TOTAL (6)=(4)+(5)	CURRENT EXPENDITURE (7)	OVERHEADS (8)	TOTAL (9)=(7)+(8)	
BELGIQUE / BELGIE	SNCB/ NMBS	ECU	220,1	76,1	296,2	191,8	104,7	296,5	592,6
DANMARK	DSB	ECU	20,4	20,4	40,8	87,4	13,4	100,9	141,7
DEUTSCHLAND	DB	ECU	°	°	563,1	1 280,7	1 358,2	2 638,9	3 202
FRANCE	SNCF	ECU	331,7	301,7	633,3	777,5	372,9	1 150,3	1 783,6
HELLAS	OSE	ECU		31,6	31,6	28,3	7,4	35,7	67,2
IRELAND	CIE	ECU	17,4	10,4	27,8	23,2	5,5	28,7	56,6
ITALIA	FS	ECU	327,2	241,9	569,1	1 189,6	543,7	1 733,4	2 302,5
LUXEMBOURG	CFL	ECU	4,4	6,1	10,4	16,5	8,1	24,6	35
NEDERLAND	NS	ECU	°	°	154,9	198,6	11,5	210	365
UNITED KINGDOM	BRB + NIR	ECU	°	°	440,3	859,9	211,6	1 071,5	1 511,9
EEC TOTAL			°	°	2 767,7	4 653,5	2 637	7 290,5	10 058,1

ALL MEMBER STATES

(CONTINUATION OF PRECEDING TABLE)

IN MIO OF ECU

MEMBER STATES	NETWORK	UNIT	TOTAL I	COMPENSATION FOR INFRASTRUCTURE CHARGES		TOTAL II	COMPENSATION FOR PENSION AND RETIRE- MENT CHARGES
				INCLUDED IN (10) (11)	NOT INCLUDED IN (10) (12)		
(1)	(2)	(3)	(10)=(6)+(9)	(11)	(12)	(13)=10+12	(14)
BELGIQUE / BELGIE	SNCB/ NMBS	ECU	592,6	92,4		592,6	47,7
DANMARK	DSB	ECU	141,7			141,7	
DEUTSCHLAND	DB	ECU	3 202		390,6	3 592,6	528,2
FRANCE	SNCF	ECU	1 783,6		701,3	2 484,9	
HELLAS	OSE	ECU	67,2	50,6		67,2	
IRELAND	CIE	ECU	56,6		7	63,5	,9
ITALIA	FS	ECU	2 302,5			2 302,5	
LUXEMBOURG	CFL	ECU	35			35	9,1
NEDERLAND	NS	ECU	365			365	-
UNITED KINGDOM	BRB + NIR	ECU	1 511,9			1 511,9	-
EEC TOTAL			10 058,1	143	1 098,8	11 156,9	585,9

ALL MEMBER STATES

IN %

MEMBER STATES (1)	NETWORK (2)	UNIT (3)	INVESTMENT EXPENDITURE			OPERATING EXPENDITURE			TOTAL I (10)=(6)+(9)
			NEW CONSTRUCTION AND EXTENSION (4)	RECONSTRUCTION AND RENEWAL (5)	TOTAL (6)=(4)+(5)	CURRENT EXPENDITURE (7)	OVERHEADS (8)	TOTAL (9)=(7)+(8)	
BELGIQUE / BELGIE	SNCB/ NMBS	°/°	37,1	12,8	50	32,4	17,7	50	100
DANMARK	DSB	°/°	14,4	14,4	28,8	61,7	9,5	71,2	100
DEUTSCHLAND	DB	°/°	°	°	15,7	35,6	37,8	73,5	89,1
FRANCE	SNCF	°/°	13,3	12,1	25,5	31,3	15	46,3	71,8
HELLAS	OSE	°/°		47	47	42	11	53	100
IRELAND	CIE	°/°	27,4	16,4	43,8	36,5	8,7	45,2	89
ITALIA	FS	°/°	14,2	10,5	24,7	51,7	23,6	75,3	100
LUXEMBOURG	CFL	°/°	12,5	17,3	29,8	47,2	23	70,2	100
NEDERLAND	NS	°/°	°	°	42,5	54,4	3,1	57,5	100
UNITED KINGDOM	BRB + NIR	°/°	°	°	29,1	56,9	14	70,9	100
EEC TOTAL			°	°	24,8	41,7	23,6	65,3	90,2

ALL MEMBER STATES

(CONTINUATION OF PRECEDING TABLE)

IN %

MEMBER STATES	NETWORK	UNIT	TOTAL I	COMPENSATION FOR INFRASTRUCTURE CHARGES		TOTAL II	COMPENSATION FOR PENSION AND RETIRE- MENT CHARGES
				INCLUDED IN (10) (11)	NOT INCLUDED IN (10) (12)		
(1)	(2)	(3)	(10)=(6)+(9)	(11)	(12)	(13)=10+12	(14)
BELGIQUE / BELGIE	SNCB/ NMBS	°/°	100	15,6		100	8
DANMARK	DSB	°/°	100			100	
DEUTSCHLAND	DB	°/°	89,1		10,9	100	14,7
FRANCE	SNCF	°/°	71,8		28,2	100	
HELLAS	OSE	°/°	100	75,2		100	
IRELAND	CIE	°/°	89		11	100	1,4
ITALIA	FS	°/°	100			100	
LUXEMBOURG	CFL	°/°	100			100	25,9
NEDERLAND	NS	°/°	100			100	-
UNITED KINGDOM	BRB + NIR	°/°	100			100	-
EEC TOTAL			90,2	1,3	9,8	100	5,3

MEMBER STATE : BELGIQUE / BELGIE

ENTIRE NETWORK

NATIONAL CURRENCY AND ECU IN MIO, °/°

CATEGORY OF ROADS (1)	INVESTMENT EXPENDITURE			OPERATING EXPENDITURE			TOTAL			
	NEW CON- STRUCTION AND EXTENSION	RECON- STRUCTION AND RENEWAL	TOTAL	CURRENT EXPENDI- TURE	POLICE EXPENDI- TURE	OVERHEADS	TOTAL	BFR	ECU	°/°
	(2)	(3)	(4)=2+3	(5)	(6)	(7)	(8)=5+6+7	(9)	(10)	(11)
1. AUTOROUTES / AUTOSNELWEGEN			12 540	1 283		893	2 176	14 716	329,1	20,8
2. ROUTES NATION ALES / RIJKS- WEGEN			12 793	4 281	°	2 329	6 610	19 403	434	27,5
3. ROUTES PROVIN- CIALES / PRO- VINCIALE WEGEN			740	483			483	1 223	27,4	1,7
4. ROUTES COMMU- NALES/ GEMEENTEWEGEN			13 116	13 540	4 222		17 762	30 878	690,6	43,7
CERTAIN MOTORWAYS AND OTHER NATIONAL ROADS COMBINED					4 155	266	4 421	4 421	98,9	6,3
TOTAL BFR			39 189	19 587	8 377	3 488	31 452	70 641		
TOTAL ECU			876,5	438,1	187,4	78	703,4		1 579,9	
TOTAL °/°			55,5	27,7	11,9	4,9	44,5			100

MEMBER STATE : DANMARK

ENTIRE NETWORK

NATIONAL CURRENCY AND ECU IN MIO, °/°

CATEGORY OF ROADS (1)	INVESTMENT EXPENDITURE			OPERATING EXPENDITURE				TOTAL		
	NEW CON- STRUCTION AND EXTENSION (2)	RECON- STRUCTION AND RENEWAL (3)	TOTAL (4)=2+3	CURRENT EXPENDI- TURE (5)	POLICE EXPENDI- TURE (6)	OVERHEADS (7)	TOTAL (8)=5+6+7	DKR (9)	ECU (10)	°/° (11)
1. MOTORVEJE	640	8	648	145	°	146	291	939	115,1	14,8
2. HOVED- LANDEVEJE	357	53	410	341	°	163	504	914	112,1	14,4
3. LANDEVEJE	332	75	407	385	°	126	511	918	112,5	14,4
4. KOMMUNEVEJE	675	118	793	1 978	°	817	2 795	3 588	439,9	56,4
TOTAL DKR	2 004	254	2 258	2 849	°	1 252	4 101	6 359		
TOTAL ECU	245,7	31,1	276,8	349,3	°	153,5	502,8		779,6	
TOTAL °/°	31,5	4	35,5	44,8	°	19,7	64,5			100

MEMBER STATE : DEUTSCHLAND

ENTIRE NETWORK

NATIONAL CURRENCY AND ECU IN MIO, ‰

CATEGORY OF ROADS (1)	INVESTMENT EXPENDITURE			OPERATING EXPENDITURE			TOTAL			
	NEW CON- STRUCTION AND EXTENSION	RECON- STRUCTION AND RENEWAL	TOTAL	CURRENT EXPENDI- TURE	POLICE EXPENDI- TURE	OVERHEADS	TOTAL	DM	ECU	‰
	(2)	(3)	(4)=2+3	(5)	(6)	(7)	(8)=5+6+7	(9)	(10)	(11)
1. BUNDES- AUTOBAHNEN			2 615	420	322	208	950	3 565	1 500,4	14
2. BUNDESSTRASSEN			2 847	556	790	255	1 601	4 448	1 872,1	17,4
3. LANDSTRASSEN			2 290	795	615	358	1 768	4 058	1 707,9	15,9
4. KREISSTRASSEN			1 194	665	284	184	1 133	2 327	979,4	9,1
5. GEMEINDE- STRASSEN			5 955	2 834	1 203	1 116	5 153	11 108	4 675,1	43,6
TOTAL DM			14 901	5 270	3 214	2 121	10 605	25 506		
TOTAL ECU			6 271,5	2 218	1 352,7	892,7	4 463,4		10 734,8	
TOTAL ‰			58,4	20,7	12,6	8,3	41,6			100

MEMBER STATE : HELLAS

ENTIRE NETWORK

NATIONAL CURRENCY AND ECU IN MIO, °/°

CATEGORY OF ROADS (1)	INVESTMENT EXPENDITURE			OPERATING EXPENDITURE			TOTAL			
	NEW CON- STRUCTION AND EXTENSION (2)	RECON- STRUCTION AND RENEWAL (3)	TOTAL (4)=2+3	CURRENT EXPENDI- TURE (5)	POLICE EXPENDI- TURE (6)	OVERHEADS (7)	TOTAL (8)=5+6+7	DR (9)	ECU (10)	°/° (11)
	1. AFTOKINITODRO- MOI / EXPRESS HIGHWAYS									
2. ETHNIKOI DRO- MOI / NATIONAL ROADS	1 422	4 733	6 155	118			118	6 273	96	28,8
3. EPARCHIAKOI DROMOI/PROVIN- CIAL ROADS			6 863		1 700	2 000	3 700	10 563	161,7	48,4
4. DIMOTIKOI+KOI- NOTIKOI/COMMU- NAL ROADS			4 481		500		500	4 981	76,2	22,8
TOTAL DR			17 499	118	2 200	2 000	4 318	21 817		
TOTAL ECU			267,8	1,8	33,7	30,6	66,1		333,9	
TOTAL °/°			80,2	,5	10,1	9,2	19,8			100

MEMBER STATE : FRANCE

ENTIRE NETWORK

NATIONAL CURRENCY AND ECU IN MIO, °/°

CATEGORY OF ROADS (1)	INVESTMENT EXPENDITURE			OPERATING EXPENDITURE			TOTAL			
	NEW CON- STRUCTION AND EXTENSION (2)	RECON- STRUCTION AND RENEWAL (3)	TOTAL (4)=2+3	CURRENT EXPENDI- TURE (5)	POLICE EXPENDI- TURE (6)	OVERHEADS (7)	TOTAL (8)=5+6+7	FF (9)	ECU (10)	°/° (11)
	1. AUTOROUTES			5 190	1 504			1 504	6 694	1 040,9
2. ROUTES NATIONALES	4 328	542	4 870	2 161		1 324	3 485	8 355	1 299,1	22,2
3. CHEMINS DEPARTEMENTAUX			5 660	3 562			3 562	9 222	1 433,9	24,5
4. VOIES COMMUNALES			7 013	3 562			3 562	10 575	1 644,3	28,1
EXPENSES NOT ALLOCATED					2 791		2 791	2 791	434	7,4
TOTAL FF			22 733	10 789	2 791	1 324	14 904	37 637		
TOTAL ECU			3 534,8	1 677,6	434	205,9	2 317,5		5 852,3	
TOTAL °/°			60,4	28,7	7,4	3,5	39,6			100

MEMBER STATE : IRELAND

ENTIRE NETWORK

NATIONAL CURRENCY AND ECU IN MIO, %

CATEGORY OF ROADS (1)	INVESTMENT EXPENDITURE			OPERATING EXPENDITURE				TOTAL		
	NEW CON- STRUCTION AND EXTENSION	RECON- STRUCTION AND RENEWAL	TOTAL	CURRENT EXPENDI- TURE	POLICE EXPENDI- TURE	OVERHEADS	TOTAL	IRL	ECU	%
	(2)	(3)	(4)=2+3	(5)	(6)	(7)	(8)=5+6+7	(9)	(10)	(11)
1. NATIONAL PRIMARY (RURAL +URBAN)			48,1	9,7			9,7	57,8	83,8	27,9
2. NATIONAL SECONDARY (RURAL +URBAN)			9,3	5,8			5,8	15,1	21,9	7,3
3. MAIN + COUNTRY			17,2	58,6			58,6	75,8	109,9	36,6
4. OTHER URBAN			12,8	8,9			8,9	21,7	31,5	10,5
OVERHEADS NOT ALLO- CATED						36,8	36,8	36,8	53,4	17,8
TOTAL IRL			87,4	83		36,8	119,8	207,2		
TOTAL ECU			126,7	120,4		53,4	173,7		300,5	
TOTAL %			42,2	40,1		17,8	57,8			100

MEMBER STATE : ITALIA

ENTIRE NETWORK

NATIONAL CURRENCY AND ECU IN MIO, °/°

CATEGORY OF ROADS (1)	INVESTMENT EXPENDITURE			OPERATING EXPENDITURE			TOTAL			
	NEW CON- STRUCTION AND EXTENSION	RECON- STRUCTION AND RENEWAL	TOTAL	CURRENT EXPENDI- TURE	POLICE EXPENDI- TURE	OVERHEADS	TOTAL	LIT 000	ECU	°/°
	(2)	(3)	(4)=2+3	(5)	(6)	(7)	(8)=5+6+7	(9)	(10)	(11)
1. AUTOSTRADA IN CONCESSIONE	371,1	9,4	380,5	439,1	4,5	196,2	639,8	1 020,3	770,7	14,7
2. STRADE STATALI	1 083,7	191,9	1 275,6	573,6	156,8		730,4	2 006	1 515,4	28,9
3. STRADE PROVINCIALI			378,4	767,5	17,4		784,9	1 163,3	878,8	16,8
4. STRADE COMMUNALI			1 125,4	781,4	576,5	268,4	1 626,3	2 751,7	2 078,7	39,6
TOTAL LIT000			3 159,9	2 561,6	755,2	464,6	3 781,4	6 941,3		
TOTAL ECU			2 387	1 935,1	570,5	351	2 856,5		5 243,5	
TOTAL °/°			45,5	36,9	10,9	6,7	54,5			100

MEMBER STATE : LUXEMBOURG

ENTIRE NETWORK

NATIONAL CURRENCY AND ECU IN MIO, ‰

CATEGORY OF ROADS (1)	INVESTMENT EXPENDITURE			OPERATING EXPENDITURE				TOTAL		
	NEW CON- STRUCTION AND EXTENSION (2)	RECON- STRUCTION AND RENEWAL (3)	TOTAL (4)=2+3	CURRENT EXPENDI- TURE (5)	POLICE EXPENDI- TURE (6)	OVERHEADS (7)	TOTAL (8)=5+6+7	LFR (9)	ECU (10)	‰ (11)
	1. AUTOROUTES	889,6	-	889,6	42,5	2	8,7	53,2	942,8	21,1
2. ROUTES NATIONALES			667,9	1 001,5	47,4	206	1 254,9	1 922,8	43	46,9
3. CHEMINS REPRIS										
4. CHEMINS VICINAUX			628,2	533,8	24,7	45,7	604,2	1 232,4	27,6	30,1
TOTAL LFR			2 185,7	1 577,8	74,1	260,4	1 912,3	4 098		
TOTAL ECU			48,9	35,3	1,7	5,8	42,8		91,7	
TOTAL ‰			53,3	38,5	1,8	6,4	46,7			100

MEMBER STATE : NEDERLAND

ENTIRE NETWORK

NATIONAL CURRENCY AND ECU IN MIO. o/o

CATEGORY OF ROADS (1)	INVESTMENT EXPENDITURE			OPERATING EXPENDITURE			TOTAL			
	NEW CON- STRUCTION AND EXTENSION (2)	RECON- STRUCTION AND RENEWAL (3)	TOTAL (4)=2+3	CURRENT EXPENDI- TURE (5)	POLICE EXPENDI- TURE (6)	OVERHEADS (7)	TOTAL (8)=5+6+7	HFL (9)	ECU (10)	o/o (11)
1. AUTOSNELWEGEN			626	167		203	370	996	381	15,6
2. OVERIGE RIJKS- WEGEN			56	126		46	172	228	87,2	3,6
3. PROVINCIALE WEGEN			281	221			221	502	192,1	7,8
4. GEMEENTEWEGEN			1 784	1 396	860	18	2 274	4 058	1 552,5	63,4
5. WATER- EN WEG- SCHAPPEN			28	53			53	81	31	1,3
EXPENSES NOT ALLOCATED (SOME IMPORTANT BRID- GES AND TUNNELS AND POLICE EXPENDITURE)			6	45	485		530	536	205,1	8,4
TOTAL HFL			2 781	2 008	1 345	267	3 620	6 401		
TOTAL ECU			1 063,9	768,2	514,6	102,1	1 384,9		2 448,8	
TOTAL o/o			43,4	31,4	21	4,2	56,6			100

MEMBER STATE : UNITED KINGDOM

ENTIRE NETWORK

NATIONAL CURRENCY AND ECU IN MIO, o/o

CATEGORY OF ROADS (1)	INVESTMENT EXPENDITURE			OPERATING EXPENDITURE			TOTAL			
	NEW CON- STRUCTION AND EXTENSION (2)	RECON- STRUCTION AND RENEWAL (3)	TOTAL (4)=2+3	CURRENT EXPENDI- TURE (5)	POLICE EXPENDI- TURE (6)	OVERHEADS (7)	TOTAL (8)=5+6+7	UKL (9)	ECU (10)	o/o (11)
1. MOTORWAYS			298	136	25,6		161,6	459,6	820	15,7
2. TRUNK ROADS			428	106	37,3		143,3	571,3	1 019,3	19,5
3. PRINCIPAL AND OTHER ROADS			569	1 076	171,3		1 247,3	1 816,3	3 240,5	61,9
ALL ROADS IN NORTHERN IRELAND			39	50			50	89	158,8	3
TOTAL UKL			1 334	1 368	234,2		1 602,2	2 936,2		
TOTAL ECU			2 380	2 440,7	417,8		2 858,5		5 238,5	
TOTAL o/o			45,4	46,6	8		54,6			100

MEMBER STATE : BELGIQUE / BELGIE

OUTSIDE BUILT-UP AREAS

NATIONAL CURRENCY AND ECU IN MIO, %

CATEGORY OF ROADS (1)	INVESTMENT EXPENDITURE			OPERATING EXPENDITURE			TOTAL			
	NEW CON- STRUCTION AND EXTENSION (2)	RECON- STRUCTION AND RENEWAL (3)	TOTAL (4)=2+3	CURRENT EXPENDI- TURE (5)	POLICE EXPENDI- TURE (6)	OVERHEADS (7)	TOTAL (8)=5+6+7	BFR (9)	ECU (10)	% (11)
1. AUTOROUTES / AUTOSNELWEGEN			12 540	1 283		893	2 176	14 716	329,1	22,9
2. ROUTES NATION ALES / RIJKS- WEGEN			12 793	4 281		2 329	6 610	19 403	434	30,3
3. ROUTES PROVIN- CIALES / PRO- VINCIALE WEGEN			740	483			483	1 223	27,4	1,9
4. ROUTES COMMU- NALES/ GEMEENTEWEGEN			11 333	10 407	2 637		13 044	24 377	545,2	38
CERTAIN MOTORWAYS AND OTHER NATIONAL ROADS COMBINED	-	-	-	-	4 155	266	4 421	4 421	98,9	6,9
TOTAL BFR			37 406	16 454	6 792	3 488	26 734	64 140		
TOTAL ECU			836,6	368	151,9	78	597,9		1 434,5	
TOTAL %			58,3	25,7	10,6	5,4	41,7			100

MEMBER STATE : DEUTSCHLAND

OUTSIDE BUILT-UP AREAS

NATIONAL CURRENCY AND ECU IN MIO, %

CATEGORY OF ROADS (1)	INVESTMENT EXPENDITURE			OPERATING EXPENDITURE			TOTAL			
	NEW CON- STRUCTION AND EXTENSION (2)	RECON- STRUCTION AND RENEWAL (3)	TOTAL (4)=2+3	CURRENT EXPENDI- TURE (5)	POLICE EXPENDI- TURE (6)	OVERHEADS (7)	TOTAL (8)=5+6+7	DM (9)	ECU (10)	% (11)
1. BUNDES- AUTOBAHNEN			2 615	420	322	208	950	3 565	1 500,4	23,3
2. BUNDESSTRASSEN			2 145	404	459	195	1 058	3 203	1 348,1	20,9
3. LANDSTRASSEN			1 637	566	383	256	1 205	2 842	1 196,1	18,5
4. KREISSSTRASSEN			871	500	186	135	821	1 692	712,1	11
5. GEMEINDE- STRASSEN			2 393	1 146	180	303	1 629	4 022	1 692,8	26,2
TOTAL DM			9 661	3 036	1 530	1 097	5 663	15 324		
TOTAL ECU			4 066,1	1 277,8	643,9	461,7	2 383,4		6 449,5	
TOTAL %			63	19,8	10	7,2	37			100

MEMBER STATE : NEDERLAND

OUTSIDE BUILT-UP AREAS

NATIONAL CURRENCY AND ECU IN MIO, %

CATEGORY OF ROADS (1)	INVESTMENT EXPENDITURE			OPERATING EXPENDITURE				TOTAL		
	NEW CON- STRUCTION AND EXTENSION (2)	RECON- STRUCTION AND RENEWAL (3)	TOTAL (4)=2+3	CURRENT EXPENDI- TURE (5)	POLICE EXPENDI- TURE (6)	OVERHEADS (7)	TOTAL (8)=5+6+7	HFL (9)	ECU (10)	% (11)
	1. AUTOSNELWEGEN			626	167		203	370	996	381
2. OVERIGE RIJKS- WEGEN			56	126		46	172	228	87,2	8,1
3. PROVINCIALE WEGEN			281	221			221	502	192,1	17,9
4. GEMEENTEWEGEN			226	234		3	237	463	177,1	16,5
5. WATER- EN WEG- SCHAPPEN			28	53			53	81	31	2,9
EXPENSES NOT ALLOCATED (SOME IMPORTANT BRID- GES AND TUNNELS AND POLICE EXPENDITURE)			6	45	485		530	536	205,1	19,1
TOTAL HFL			1 223	846	485	252	1 583	2 806		
TOTAL ECU			467,9	323,7	185,5	96,4	605,6		1 073,5	
TOTAL %			43,6	30,1	17,3	9	56,4			100

MEMBER STATE : BELGIQUE / BELGIE

WITHIN BUILT-UP AREAS

NATIONAL CURRENCY AND ECU IN MIO. °/°

CATEGORY OF ROADS (1)	INVESTMENT EXPENDITURE			OPERATING EXPENDITURE			TOTAL			
	NEW CON- STRUCTION AND EXTENSION (2)	RECON- STRUCTION AND RENEWAL (3)	TOTAL (4)=2+3	CURRENT EXPENDI- TURE (5)	POLICE EXPENDI- TURE (6)	OVERHEADS (7)	TOTAL (8)=5+6+7	BFR (9)	ECU (10)	°/° (11)
	1. AUTOROUTES / AUTOSNELWEGEN									
2. ROUTES NATION ALES / RIJKS- WEGEN										
3. ROUTES PROVIN- CIALES / PRO- VINCIALE WEGEN										
4. ROUTES COMMU- NALES/ GEMEENTEWEGEN			1 783	3 133	1 585		4 718	6 501	145,4	100
CERTAIN MOTORWAYS AND OTHER NATIONAL ROADS COMBINED										
TOTAL BFR			1 783	3 133	1 585		4 718	6 501		
TOTAL ECU			39,9	70,1	35,4		105,5		145,4	
TOTAL °/°			27,4	48,2	24,4		72,6			100

MEMBER STATE : DEUTSCHLAND

WITHIN BUILT-UP AREAS

NATIONAL CURRENCY AND ECU IN MIO, %

CATEGORY OF ROADS (1)	INVESTMENT EXPENDITURE			OPERATING EXPENDITURE			TOTAL			
	NEW CON- STRUCTION AND EXTENSION	RECON- STRUCTION AND RENEWAL	TOTAL	CURRENT EXPENDI- TURE	POLICE EXPENDI- TURE	OVERHEADS	TOTAL	DM	ECU	%
	(2)	(3)	(4)=2+3	(5)	(6)	(7)	(8)=5+6+7	(9)	(10)	(11)
1. BUNDES- AUTOBAHNEN										
2. BUNDESSTRASSEN			702	152	331	60	543	1 245	524	12,2
3. LANDSTRASSEN			653	229	232	102	563	1 216	511,8	11,9
4. KREISSTRASSEN			323	165	98	49	312	635	267,3	6,2
5. GEMEINDE- STRASSEN			3 562	1 688	1 023	813	3 524	7 086	2 982,3	69,6
TOTAL DM			5 240	2 234	1 684	1 024	4 942	10 182		
TOTAL ECU			2 205,4	940,2	708,8	431	2 080		4 285,4	
TOTAL %			51,5	21,9	16,5	10,1	48,5			100

MEMBER STATE : NEDERLAND

WITHIN BUILT-UP AREAS

NATIONAL CURRENCY AND ECU IN MIO, %

CATEGORY OF ROADS (1)	INVESTMENT EXPENDITURE			OPERATING EXPENDITURE				TOTAL		
	NEW CON- STRUCTION AND EXTENSION (2)	RECON- STRUCTION AND RENEWAL (3)	TOTAL (4)=2+3	CURRENT EXPENDI- TURE (5)	POLICE EXPENDI- TURE (6)	OVERHEADS (7)	TOTAL (8)=5+6+7	HFL (9)	ECU (10)	% (11)
	1. AUTOSNELWEGEN									
2. OVERIGE RIJKS- WEGEN										
3. PROVINCIALE WEGEN										
4. GEMEENTEWEGEN			1 558	1 162	860	15	2 037	3 595	1 375,3	100
5. WATER- EN WEG- SCHAPPEN										
EXPENSES NOT ALLOCATED (SOME IMPORTANT BRID- GES AND TUNNELS AND POLICE EXPENDITURE)										
TOTAL HFL			1 558	1 162	860	15	2 037	3 595		
TOTAL ECU			596	444,5	329	5,7	779,3		1 375,3	
TOTAL %			43,3	32,3	23,9	,4	56,7			100

MEMBER STATE : BELGIQUE / BELGIE

ENTIRE NETWORK EXCLUDING WATERWAYS LESS THAN 250 T

NATIONAL CURRENCY AND ECU IN MIO. %/o

CATEGORY OF WATERWAY AND DEADWEIGHT TONNAGE (T) (1)	INVESTMENT EXPENDITURE			OPERATING EXPENDITURE			TOTAL			
	NEW CON- STRUCTION AND EXTENSION (2)	RECON- STRUCTION AND RENEWAL (3)	TOTAL (4)=2+3	CURRENT EXPENDI- TURE (5)	POLICE EXPENDI- TURE (6)	OVERHEADS (7)	TOTAL (8)=5+6+7	BFR (9)=4+8	ECU (10)	%/o (11)
REGULATED RIVERS										
I 250 - 399	-	9	9	12	-	19	31	40	9	4
II 400 - 599	-	-	-	-	-	22	22	22	5	2
III 600 - 999	-	-	-	-	-	-	-	-	-	-
IV 1.000 - 1.499	-	2	2	15	-	3	18	20	4	2
V 1.500 - 2.999	40	7	47	141	-	97	238	285	6,4	3,1
VI 3.000 - T	-	-	-	-	-	32	32	32	7	4
TOTAL	40	18	58	168		173	341	399	8,9	4,4
CANALIZED RIVERS										
I 250 - 399	439	48	487	65	-	458	523	1 010	22,6	11,1
II 400 - 599	-	3	3	17	-	32	49	52	1,2	6
III 600 - 999	-	-	-	-	-	-	-	-	-	-
IV 1.000 - 1.499	962	11	973	68	-	241	309	1 282	28,7	14
V 1.500 - 2.999	352	1	353	11	-	88	99	452	10,1	5
VI 3.000 - T	-	-	-	-	-	-	-	-	-	-
TOTAL	1 753	63	1 816	161		819	980	2 796	62,5	30,6
CANALS										
I 250 - 399	49	90	139	27	-	568	595	734	16,4	8
II 400 - 599	243	57	300	52	-	236	288	588	13,2	6,4
III 600 - 999	-	-	-	-	-	-	-	-	-	-
IV 1.000 - 1.499	54	164	218	25	-	136	161	379	8,5	4,2
V 1.500 - 2.999	1 350	48	1 398	48	-	197	245	1 643	36,7	18
VI 3.000 - T	1 067	4	1 071	9	-	229	238	1 309	29,3	14,3
TOTAL	2 763	363	3 126	161		1 366	1 527	4 653	104,1	51
OTHER WATERWAYS										
	1 242	36	1 278	2	-	2	4	1 282	28,7	14
TOTAL BFR	5 798	480	6 278	492		2 360	2 852	9 130		
TOTAL ECU	129,7	10,7	140,4	11		52,8	63,8		204,2	
TOTAL %/o	63,5	5,3	68,8	5,4		25,8	31,2			100

MEMBER STATE : DEUTSCHLAND

ENTIRE NETWORK EXCLUDING WATERWAYS LESS THAN 250 T

NATIONAL CURRENCY AND ECU IN MIO, %

CATEGORY OF WATERWAY AND DEADWEIGHT TONNAGE (T) (1)	INVESTMENT EXPENDITURE			OPERATING EXPENDITURE			TOTAL			
	NEW CON- STRUCTION AND EXTENSION	RECON- STRUCTION AND RENEWAL	TOTAL	CURRENT EXPENDI- TURE	POLICE EXPENDI- TURE	OVERHEADS	TOTAL	DM	ECU	%
	(2)	(3)	(4)=2+3	(5)	(6)	(7)	(8)=5+6+7	(9)=4+8	(10)	(11)
REGULATED RIVERS					25		25	25	10,5	2
I 250 - 399										
II 400 - 599										
III 600 - 999	°	°	0	12		3	15	15	6,3	1,2
IV 1.000 - 1.499	°	°	36	32		8	40	76	32	6,1
V 1.500 - 2.999	°	°	54	54		19	73	127	53,5	10,2
VI 3.000 - T	°	°	2	5		4	9	11	4,6	,9
TOTAL	°	°	92	103	25	34	162	254	106,9	20,4
CANALIZED RIVERS					9		9	9	3,8	,7
I 250 - 399	°	°	4	21		7	28	32	13,5	2,6
II 400 - 599										
III 600 - 999										
IV 1.000 - 1.499	°	°	221	144		40	184	405	170,5	32,5
V 1.500 - 2.999				3		1	4	4	1,7	,3
VI 3.000 - T	°	°	225	168	9	48	225	450	189,4	36,1
TOTAL	°	°	225	168	9	48	225	450	189,4	36,1
CANALS					11		11	11	4,6	,9
I 250 - 399										
II 400 - 599										
III 600 - 999	°	°	100	37		14	51	151	63,6	12,1
IV 1.000 - 1.499	°	°	250	82		32	114	364	153,2	29,2
V 1.500 - 2.999										
VI 3.000 - T	°	°	350	119	11	46	176	526	221,4	42,2
TOTAL	°	°	350	119	11	46	176	526	221,4	42,2
OTHER WATERWAYS	°	°	0	12	1	3	16	16	6,7	1,3
TOTAL DM	°	°	667	402	46	131	579	1 246		
TOTAL ECU	°	°	280,7	169,2	19,4	55,1	243,7		524,4	
TOTAL %	°	°	53,5	32,3	3,7	10,5	46,5			100

MEMBER STATE : FRANCE

ENTIRE NETWORK EXCLUDING WATERWAYS LESS THAN 250 T

NATIONAL CURRENCY AND ECU IN MIO, ‰

CATEGORY OF WATERWAY AND DEADWEIGHT TONNAGE (T) (1)	INVESTMENT EXPENDITURE			OPERATING EXPENDITURE			TOTAL			
	NEW CON- STRUCTION AND EXTENSION (2)	RECON- STRUCTION AND RENEWAL (3)	TOTAL (4)=2+3	CURRENT EXPENDI- TURE (5)	POLICE EXPENDI- TURE (6)	OVERHEADS (7)	TOTAL (8)=5+6+7	FF (9)=4+8	ECU (10)	‰ (11)
	REGULATED RIVERS									
I 250 - 399										
II 400 - 599										
III 600 - 999										
IV 1.000 - 1.499										
V 1.500 - 2.999										
VI 3.000 - T		10,1	10,1							
TOTAL		10,1	10,1							
CANALIZED RIVERS										
I 250 - 399	2,5	10,6	13,1							
II 400 - 599	,9	1,8	2,7							
III 600 - 999	23,3	,2	23,5							
IV 1.000 - 1.499	7,1	0	7,1							
V 1.500 - 2.999	0	2,9	2,9							
VI 3.000 - T	14,9	44,3	59,2							
TOTAL	48,7	59,8	108,5							
CANALS										
I 250 - 399	29,2	62,5	91,7							
II 400 - 599	0	0	0							
III 600 - 999	6	9,5	15,5							
IV 1.000 - 1.499	1,5	0	1,5							
V 1.500 - 2.999	0	1,2	1,2							
VI 3.000 - T	106,7	5,6	112,3							
TOTAL	143,4	78,8	222,2							
OTHER WATERWAYS										
TOTAL FF	192,1	148,7	340,8				943	1 283,8		
TOTAL ECU	29,9	23,1	53				146,6		199,6	
TOTAL ‰	15	11,6	26,5				73,5			100

MEMBER STATE : ITALIA

ENTIRE NETWORK EXCLUDING WATERWAYS LESS THAN 250 T

NATIONAL CURRENCY AND ECU IN MIO, %

CATEGORY OF WATERWAY AND DEADWEIGHT TONNAGE (T) (1)	INVESTMENT EXPENDITURE			OPERATING EXPENDITURE			TOTAL			
	NEW CON- STRUCTION AND EXTENSION (2)	RECON- STRUCTION AND RENEWAL (3)	TOTAL (4)=2+3	CURRENT EXPENDI- TURE (5)	POLICE EXPENDI- TURE (6)	OVERHEADS (7)	TOTAL (8)=5+6+7	LIT000 (9)=4+8	ECU (10)	% (11)
REGULATED RIVERS										
I 250 - 399										
II 400 - 599										
III 600 - 999										
IV 1.000 - 1.499										
V 1.500 - 2.999										
VI 3.000 - T										
TOTAL										
CANALIZED RIVERS										
I 250 - 399										
II 400 - 599										
III 600 - 999										
IV 1.000 - 1.499										
V 1.500 - 2.999										
VI 3.000 - T										
TOTAL										
CANALS										
I 250 - 399										
II 400 - 599										
III 600 - 999										
IV 1.000 - 1.499										
V 1.500 - 2.999										
VI 3.000 - T										
TOTAL										
OTHER WATERWAYS										
TOTAL LIT000	21,5	,5	22	7,5			7,5	29,5		
TOTAL ECU	16,2	,4	16,6	5,7			5,7		22,3	
TOTAL %	72,9	1,7	74,6	25,4			25,4			100

MEMBER STATE : LUXEMBOURG

ENTIRE NETWORK EXCLUDING WATERWAYS LESS THAN 250 T

NATIONAL CURRENCY AND ECU IN MIO, %

CATEGORY OF WATERWAY AND DEADWEIGHT TONNAGE (T) (1)	INVESTMENT EXPENDITURE			OPERATING EXPENDITURE			TOTAL			
	NEW CON- STRUCTION AND EXTENSION (2)	RECON- STRUCTION AND RENEWAL (3)	TOTAL (4)=2+3	CURRENT EXPENDI- TURE (5)	POLICE EXPENDI- TURE (6)	OVERHEADS (7)	TOTAL (8)=5+6+7	LFR (9)=4+8	ECU (10)	% (11)
	REGULATED RIVERS									
I 250 - 399										
II 400 - 599										
III 600 - 999										
IV 1.000 - 1.499										
V 1.500 - 2.999										
VI 3.000 - T										
TOTAL										
CANALIZED RIVERS										
I 250 - 399										
II 400 - 599										
III 600 - 999										
IV 1.000 - 1.499	0	6	6	3,2	,8	2,6	6,6	12,6	,3	100
V 1.500 - 2.999										
VI 3.000 - T										
TOTAL	0	6	6	3,2	,8	2,6	6,6	12,6	,3	100
CANALS										
I 250 - 399										
II 400 - 599										
III 600 - 999										
IV 1.000 - 1.499										
V 1.500 - 2.999										
VI 3.000 - T										
TOTAL										
OTHER WATERWAYS										
TOTAL LFR	0	6	6	3,2	,8	2,6	6,6	12,6		
TOTAL ECU	0	,1	,1	,1	0	,1	,1		,3	
TOTAL %	0	47,6	47,6	25,4	6,3	20,6	52,4			100

MEMBER STATE : NEDERLAND

ENTIRE NETWORK EXCLUDING WATERWAYS LESS THAN 250 T

NATIONAL CURRENCY AND ECU IN MIO, %

CATEGORY OF WATERWAY AND DEADWEIGHT TONNAGE (T) (1)	INVESTMENT EXPENDITURE			OPERATING EXPENDITURE			TOTAL			
	NEW CON- STRUCTION AND EXTENSION (2)	RECON- STRUCTION AND RENEWAL (3)	TOTAL (4)=2+3	CURRENT EXPENDI- TURE (5)	POLICE EXPENDI- TURE (6)	OVERHEADS (7)	TOTAL (8)=5+6+7	HFL (9)=4+8	ECU (10)	% (11)
	REGULATED RIVERS									
I 250 - 399			,2	,7			,7	,9	,3	,2
II 400 - 599			1,8	1,2			1,2	3	1,1	,6
III 600 - 999				,2			,2	,2	,1	0
IV 1.000 - 1.499			,9	5,6		1,5	7,1	8	3,1	1,7
V 1.500 - 2.999			1,2	10,2		2,8	13	14,2	5,4	3,1
VI 3.000 - T			17,3	7,2		6,3	13,5	30,8	11,8	6,6
TOTAL			21,4	25,1		10,6	35,7	57,1	21,8	12,3
CANALIZED RIVERS										
I 250 - 399			-	,4			,4	,4	,2	,1
II 400 - 599										
III 600 - 999			1,7	3,5			3,5	5,2	2	1,1
IV 1.000 - 1.499				1,4		,1	1,5	1,5	,6	,3
V 1.500 - 2.999			22,7	10,7		8,6	19,3	42	16,1	9,1
VI 3.000 - T			1,7	6,6		2,1	8,7	10,4	4	2,2
TOTAL			26,1	22,6		10,8	33,4	59,5	22,8	12,8
CANALS										
I 250 - 399			,2	2,5			2,5	2,7	1	,6
II 400 - 599			15,6	34,5		8,7	43,2	58,8	22,5	12,7
III 600 - 999			2	2,6		,6	3,2	5,2	2	1,1
IV 1.000 - 1.499			17,8	36,8		5,3	42,1	59,9	22,9	12,9
V 1.500 - 2.999			7,6	31,6		8,2	39,8	47,4	18,1	10,2
VI 3.000 - T			23,4	11,9		8,8	20,7	44,1	16,9	9,5
TOTAL			66,6	119,9		31,6	151,5	218,1	83,4	47,1
OTHER WATERWAYS										
			34,3	35	55,6	3,8	94,4	128,7	49,2	27,8
TOTAL HFL										
			148,4	202,6	55,6	56,8	315	463,4		
TOTAL ECU										
			56,8	77,5	21,3	21,7	120,5		177,3	
TOTAL %										
			32	43,7	12	12,3	68			100

MEMBER STATE : UNITED KINGDOM

ONLY THE NETWORK OF THE BRITISH WATERWAYS BOARD

NATIONAL CURRENCY AND ECU IN MIO, %

CATEGORY OF WATERWAY AND DEADWEIGHT TONNAGE (T) (1)	INVESTMENT EXPENDITURE			OPERATING EXPENDITURE			TOTAL			
	NEW CON- STRUCTION AND EXTENSION (2)	RECON- STRUCTION AND RENEWAL (3)	TOTAL (4)=2+3	CURRENT EXPENDI- TURE (5)	POLICE EXPENDI- TURE (6)	OVERHEADS (7)	TOTAL (8)=5+6+7	UKL (9)=4+8	ECU (10)	% (11)
	<i>REGULATED RIVERS</i>									
I 250 - 399										
II 400 - 599										
III 600 - 999										
IV 1.000 - 1.499										
V 1.500 - 2.999										
VI 3.000 - T										
TOTAL				,9		,1	1	1	1,8	15,4
<i>CANALIZED RIVERS</i>										
I 250 - 399										
II 400 - 599										
III 600 - 999										
IV 1.000 - 1.499										
V 1.500 - 2.999										
VI 3.000 - T										
TOTAL				1		,1	1,1	1,1	2	16,9
<i>CANALS</i>										
I 250 - 399										
II 400 - 599										
III 600 - 999										
IV 1.000 - 1.499										
V 1.500 - 2.999										
VI 3.000 - T										
TOTAL			2,6	1,8		0	1,8	4,4	7,9	67,7
<i>OTHER WATERWAYS</i>										
TOTAL UKL			2,6	3,7		,2	3,9	6,5		
TOTAL ECU			4,6	6,6		,4	7		11,6	
TOTAL %			40	56,9		3,1	60			100

MEMBER STATES	UNIT IN MIO	LOANS CONTRACTED DURING THE YEAR			CHARGES IN RESPECT OF EARLIER LOANS					
					REPAYMENTS			INTEREST		
		RAILWAYS	ROADS	INLAND WATERWAYS	RAILWAYS	ROADS	INLAND WATERWAYS	RAILWAYS	ROADS	INLAND WATERWAYS
BELGIQUE/BELGIE	BFR	8 500	47 000	-	166	31 414	-	2 929	29 242	-
DANMARK	DKR	332,9	-	-	139,7	-	-	293,4	-	-
DEUTSCHLAND	DM	-	-	-	-	-	-	-	-	-
FRANCE	FF	2 018	-	-	861	-	-	1 653	-	-
HELLAS	DR	507	-	-	208	-	-	204	-	-
IRELAND	IRL	,1	-	-	-	-	-	,4	-	-
ITALIA	LIT000	-	2 301,9	-	18,3	342,9	-	1	1 031,4	-
LUXEMBOURG	LFR	-	-	-	17,4	-	-	11,4	-	-
NEDERLAND	HFL	-	-	-	-	-	-	-	-	-
UNITED KINGDOM	UKL	-	171,8	-	-	84,3	-	-	182,6	-
BELGIQUE/BELGIE	ECU	190,1	1 051,2	-	3,7	702,6	-	65,5	654	-
DANMARK	ECU	40,8	-	-	17,1	-	-	36	-	-
DEUTSCHLAND	ECU	-	-	-	-	-	-	-	-	-
FRANCE	ECU	313,8	-	-	133,9	-	-	257	-	-
HELLAS	ECU	7,8	-	-	3,2	-	-	3,1	-	-
IRELAND	ECU	,1	-	-	-	-	-	,6	-	-
ITALIA	ECU	-	1 738,9	-	13,8	259	-	,8	779,1	-
LUXEMBOURG	ECU	-	-	-	,4	-	-	,3	-	-
NEDERLAND	ECU	-	-	-	-	-	-	-	-	-
UNITED KINGDOM	ECU	-	306,5	-	-	150,4	-	-	325,8	-
TOTAL	ECU	552,6	3 096,6	0	172,1	1 112	0	363,2	1 758,9	0

ALL MEMBER STATES

ENTIRE STATE NETWORK

CLASSIFICATION	RAILWAY TRAFFIC						OTHER TRAFFIC			ALL TRAFFIC		
	PASSENGER TRAINS			GOODS TRAINS			ELEC.	OTHER	TOTAL	ELEC.	OTHER	TOTAL
	ELEC.	OTHER	TOTAL	ELEC.	OTHER	TOTAL						
TRAIN-KM MIO												
BELGIQUE/BELGIE	51,8	21,5	73,3	7,7	13,3	21	,2	1,5	1,7	59,7	36,3	96
DANMARK	-	30,5	30,5	-	8,8	8,8	-	0	0	-	39,3	39,3
DEUTSCHLAND	287,2	112,9	400,1	169,9	50,3	220,2	3	6,2	9,2	460,1	169,4	629,5
FRANCE	199	114,1	313,1	160,2	52,4	212,6	2,1	2,9	5	361,3	169,4	530,7
HELLAS	-	13,3	13,3	-	2,7	2,7	-	,2	,2	-	16,2	16,2
IRELAND	-	8,1	8,1	-	4,5	4,5	-	0	0	-	12,6	12,6
ITALIA	161,3	68,9	230,2	50,5	5	55,5	9,9	3,2	13,1	221,7	77,1	298,8
LUXEMBOURG	1,8	1,4	3,2	,7	1,1	1,8	0	,5	,5	2,5	3	5,5
NEDERLAND	85,2	16	101,2	9,7	5,3	15	-	-	-	94,9	21,3	116,2
UNITED KINGDOM	143	157,6	300,6	10,7	60	70,7	1,9	15	16,9	155,6	232,6	388,2
TOTAL	929,3	544,3	1 473,6	409,4	203,4	612,8	17,1	29,5	46,6	1 355,8	777,2	2 133
GROSS TKM WORKED 000 MIO												
BELGIQUE/BELGIE	15,7	5,8	21,5	7,5	12,8	20,3	0	,2	,2	23,2	18,8	42
DANMARK	-	7,4	7,4	-	5,2	5,2	-	0	0	-	12,6	12,6
DEUTSCHLAND	98,7	23	121,7	148	24,1	172,1	1,2	,7	1,9	247,9	47,8	295,7
FRANCE	94,4	23,7	118,1	139,5	32,4	171,9	1,1	1,1	2,2	235	57,2	292,2
HELLAS	-	2,9	2,9	-	1,8	1,8	-	,1	,1	-	4,8	4,8
IRELAND	-	2,5	2,5	-	1,9	1,9	-	0	0	-	4,4	4,4
ITALIA	74,3	10,2	84,5	41,9	2,6	44,5	6	,8	6,8	122,2	13,6	135,8
LUXEMBOURG	,4	,2	,6	,5	,8	1,3	0	0	0	,9	1	1,9
NEDERLAND	18,2	1,8	20	6,1	2,8	8,9	-	-	-	24,3	4,6	28,9
UNITED KINGDOM	41,9	43,1	85	5,8	34,7	40,5	,9	11,6	12,5	48,6	89,4	138
TOTAL	343,6	120,6	464,2	349,3	119,1	468,4	9,2	14,5	23,7	702,1	254,2	956,3

ALL MEMBER STATES

ENTIRE STATE NETWORK

IN %

CLASSIFICATION	RAILWAY TRAFFIC		EEC TOTAL		EEC TOTAL
	PASSENGER TRAINS	GOODS TRAINS	ELEC.	OTHER	
<i>TRAIN-KM MIO</i>					
BELGIQUE/BELGIE	76,4	21,9	62,2	37,8	4,5
DANMARK	77,6	22,4	-	100	1,8
DEUTSCHLAND	63,6	35	73,1	26,9	29,5
FRANCE	59	40,1	68,1	31,9	24,9
HELLAS	82,1	16,7	-	100	,8
IRELAND	64,3	35,7	-	100	,6
ITALIA	77	18,6	74,2	25,8	14
LUXEMBOURG	58,2	32,7	45,5	54,5	,3
NEDERLAND	87,1	12,9	81,7	18,3	5,4
UNITED KINGDOM	77,4	18,2	40,1	59,9	18,2
TOTAL	69,1	28,7	63,6	36,4	100
<i>GROSS TKM WORKED 000 MIO</i>					
BELGIQUE/BELGIE	51,2	48,3	55,2	44,8	4,4
DANMARK	58,7	41,3	-	100	1,3
DEUTSCHLAND	41,2	58,2	83,8	16,2	30,9
FRANCE	40,4	58,8	80,4	19,6	30,6
HELLAS	60,4	37,5	-	100	,5
IRELAND	56,8	43,2	-	100	,5
ITALIA	62,2	32,8	90	10	14,2
LUXEMBOURG	31,6	68,4	47,4	52,6	,2
NEDERLAND	69,2	30,8	84,1	15,9	3
UNITED KINGDOM	61,6	29,3	35,2	64,8	14,4
TOTAL	48,5	49	73,4	26,6	100

VEHICLE-KM TRAVELLED ANNUALLY ON ROADS OUTSIDE BUILT-UP AREAS

MEMBER STATE : BELGIQUE / BELGIE

MIO V-KM

CATEGORY OF VEHICLE	CATEGORY OF ROADS				TOTAL	
	AUTOROUTES / AUTOSNELWEGEN	ROUTES NATION ALES / RIJKS- WEGEN	ROUTES PROVIN- CIALES / PRO- VINCIALE WEGEN	ROUTES COMMU- NALES/ GEMEENTEWEGEN	NUMBER	o/o
1. PASSENGER VEHICLES WITH LESS THAN 10 SEATS					27 867	90,7
2. VANS WITH TOTAL PERMITTED LADEN WEIGHT LESS THAN 3 T					350	1,1
3. GOODS VEHICLES					1 479	4,8
4. GOODS VEHICLES WITH TRAILER					130	,4
5. TRACTORS WITH SEMI-TRAILER					587	1,9
6. BUSES AND COACHES					317	1
7. VEHICLES FOR TRANSPORT OF ABNORMAL LDS+SPEC.VEHICL.					o	o
8. AGRICULTURAL VEHICLES					o	o
TOTAL					30 730	
	NUMBER					
	o/o					100

VEHICLE-KM TRAVELLED ANNUALLY ON ROADS OUTSIDE BUILT-UP AREAS

MEMBER STATE : DANMARK

MIO V-KM

CATEGORY OF VEHICLE	CATEGORY OF ROADS				TOTAL	
	MOTORVEJE	HOVED-LANDEVEJE	LANDEVEJE	KOMMUNEVEJE	NUMBER	o/o
1. PASSENGER VEHICLES WITH LESS THAN 10 SEATS						
2. VANS WITH TOTAL PERMITTED LADEN WEIGHT LESS THAN 3 T						
3. GOODS VEHICLES						
4. GOODS VEHICLES WITH TRAILER						
5. TRACTORS WITH SEMI-TRAILER						
6. BUSES AND COACHES						
7. VEHICLES FOR TRANSPORT OF ABNORMAL LDS+SPEC.VEHICL.						
8. AGRICULTURAL VEHICLES						
TOTAL	NUMBER	2 500	5 000	4 300	7 000	18 800
	o/o	13,3	26,6	22,9	37,2	100

VEHICLE-KM TRAVELLED ANNUALLY ON ROADS OUTSIDE BUILT-UP AREAS

MEMBER STATE : DEUTSCHLAND

MIO V-KM

CATEGORY OF VEHICLE	CATEGORY OF ROADS					TOTAL	
	BUNDES- AUTOBAHNEN	BUNDESSTRASSEN	LANDSTRASSEN	KREISSTRASSEN	GEMEINDE- STRASSEN	NUMBER	o/o
1. PASSENGER VEHICLES WITH LESS THAN 10 SEATS	71 585	54 878	42 227	21 717	2 515	192 922	84,7
2. VANS WITH TOTAL PERMITTED LADEN WEIGHT LESS THAN 3 T	2 021	1 733	1 336	687	80	5 857	2,6
3. GOODS VEHICLES	3 346	2 628	1 896	928	107	8 905	3,9
4. GOODS VEHICLES WITH TRAILER	4 515	1 525	640	249	29	6 958	3,1
5. TRACTORS WITH SEMI-TRAILER	3 497	881	341	134	16	4 869	2,1
6. BUSES AND COACHES	620	650	539	262	30	2 101	,9
7. VEHICLES FOR TRANSPORT OF ABNORMAL LDS+SPEC.VEHICL.	*	*	*	*	*	*	*
8. AGRICULTURAL VEHICLES	*	*	*	*	*	*	*
* CATEGORIES NOT SEPARATED	613	1 575	2 096	1 617	187	6 088	2,7
TOTAL	NUMBER	86 197	63 870	49 075	25 594	2 964	227 700
	o/o	37,9	28,1	21,6	11,2	1,3	100

VEHICLE-KM TRAVELLED ANNUALLY ON ROADS OUTSIDE BUILT-UP AREAS

MEMBER STATE : HELLAS

MIO V-KM

CATEGORY OF VEHICLE	CATEGORY OF ROADS				TOTAL	
	AFTOKINITODRO- MOI / EXPRESS HIGHWAYS	ETHNIKOI DRO- MOI / NATIONAL ROADS	EPARCHIAKOI DROMOI/PROVIN- CIAL ROADS	DIMOTIKOI+KOI- NOTIKOI/COMMU- NAL ROADS	NUMBER	o/o
1. PASSENGER VEHICLES WITH LESS THAN 10 SEATS		4 562			4 562	50
2. VANS WITH TOTAL PERMITTED LADEN WEIGHT LESS THAN 3 T		1 825			1 825	20
3. GOODS VEHICLES		*			*	*
4. GOODS VEHICLES WITH TRAILER		*			*	*
5. TRACTORS WITH SEMI-TRAILER		*			*	*
6. BUSES AND COACHES		456			456	5
7. VEHICLES FOR TRANSPORT OF ABNORMAL LDS+SPEC.VEHICL.						
8. AGRICULTURAL VEHICLES						
* CATEGORIES NOT SEPARATED		2 281			2 281	25
TOTAL	NUMBER	9 124			9 124	
	o/o	100				100

VEHICLE-KM TRAVELLED ANNUALLY ON ROADS OUTSIDE BUILT-UP AREAS

MEMBER STATE : FRANCE

MIO V-KM

CATEGORY OF VEHICLE	CATEGORY OF ROADS				TOTAL	
	AUTOROUTES	ROUTES NATIONALES	CHEMINS DEPARTEMENTAUX	VOIES COMMUNALES	NUMBER	o/o
1. PASSENGER VEHICLES WITH LESS THAN 10 SEATS	*	50 100	*	*	o	o
2. VANS WITH TOTAL PERMITTED LADEN WEIGHT LESS THAN 3 T	*	3 800	*	*	o	o
3. GOODS VEHICLES	*	*	*	*	o	o
4. GOODS VEHICLES WITH TRAILER	*	*	*	*	o	o
5. TRACTORS WITH SEMI-TRAILER	*	*	*	*	o	o
6. BUSES AND COACHES	*	300	*	*	o	o
7. VEHICLES FOR TRANSPORT OF ABNORMAL LDS+SPEC.VEHICL.	*	200	*	*	o	o
8. AGRICULTURAL VEHICLES	*	100	*	*	o	o
* CATEGORIES NOT SEPARATED	44 000	7 500	10 700	12 000	o	o
TOTAL	NUMBER	44 000	62 000	107 000	12 000	225 000
	o/o	19,6	27,6	47,6	5,3	100

VEHICLE-KM TRAVELLED ANNUALLY ON ROADS OUTSIDE BUILT-UP AREAS

MEMBER STATE : IRELAND

MIO V-KM

CATEGORY OF VEHICLE	CATEGORY OF ROADS				TOTAL	
	NATIONAL PRIMARY (RURAL +URBAN)	MAIN ROADS	COUNTY ROADS	COUNTY BOROUGH ROADS	NUMBER	o/o
1. PASSENGER VEHICLES WITH LESS THAN 10 SEATS					11 250	75
2. VANS WITH TOTAL PERMITTED LADEN WEIGHT LESS THAN 3 T					1 200	8
3. GOODS VEHICLES					1 200	8
4. GOODS VEHICLES WITH TRAILER					30	,2
5. TRACTORS WITH SEMI-TRAILER					340	2,3
6. BUSES AND COACHES					220	1,5
7. VEHICLES FOR TRANSPORT OF ABNORMAL LDS+SPEC.VEHICL.					*	*
8. AGRICULTURAL VEHICLES					*	*
* CATEGORIES NOT SEPARATED					760	5,1
TOTAL					15 000	
	NUMBER					
	o/o					100

VEHICLE-KM TRAVELLED ANNUALLY ON ROADS OUTSIDE BUILT-UP AREAS

MEMBER STATE : ITALIA

MIO V-KM

CATEGORY OF VEHICLE	CATEGORY OF ROADS				TOTAL	
	AUTOSTRADA IN CONCESSIONE	STRADE STATALI	STRADE PROVINCIALI	STRADE COMUNALI	NUMBER	o/o
1. PASSENGER VEHICLES WITH LESS THAN 10 SEATS	26 093	99 277			125 370	81,3
2. VANS WITH TOTAL PERMITTED LADEN WEIGHT LESS THAN 3 T	1 911	7 822			9 733	6,3
3. GOODS VEHICLES	3 301	5 981			9 282	6
4. GOODS VEHICLES WITH TRAILER	2 243	2 269			4 512	2,9
5. TRACTORS WITH SEMI-TRAILER	1 760	1 412			3 172	2,1
6. BUSES AND COACHES	348	1 284			1 632	1,1
7. VEHICLES FOR TRANSPORT OF ABNORMAL LDS+SPEC.VEHICL.	9	108			117	,1
8. AGRICULTURAL VEHICLES	-	350			350	,2
TOTAL	NUMBER	35 665	118 503		154 168	
	o/o	23,1	76,9			100

VEHICLE-KM TRAVELLED ANNUALLY ON ROADS OUTSIDE BUILT-UP AREAS

MEMBER STATE : LUXEMBOURG

MIO V-KM

CATEGORY OF VEHICLE	CATEGORY OF ROADS				TOTAL	
	ROUTES D'ETAT	CHEMINS REPRIS	CHEMINS VICINAUX		NUMBER	o/o
1. PASSENGER VEHICLES WITH LESS THAN 10 SEATS	849	275	144		1 268	85,4
2. VANS WITH TOTAL PERMITTED LADEN WEIGHT LESS THAN 3 T	57	20	2		79	5,3
3. GOODS VEHICLES	57	18	2		77	5,2
4. GOODS VEHICLES WITH TRAILER	15	4	0		19	1,3
5. TRACTORS WITH SEMI-TRAILER	27	7	0		34	2,3
6. BUSES AND COACHES	5	1	0		6	,4
7. VEHICLES FOR TRANSPORT OF ABNORMAL LDS+SPEC.VEHICL.	0	0	0		0	0
8. AGRICULTURAL VEHICLES	1	0	0		1	,1
TOTAL	1 011	325	148		1 484	
	o/o	68,1	21,9	10		100

VEHICLE-KM TRAVELLED ANNUALLY ON ROADS OUTSIDE BUILT-UP AREAS

MEMBER STATE : NEDERLAND

MIO V-KM

CATEGORY OF VEHICLE	CATEGORY OF ROADS					TOTAL	
	AUTOSNELWEGEN	ANDERE BELANGRIJKE RIJKSWEGEN	SECUNDAIRE WEGEN	TERTIAIRE WEGEN	OVERIGE WEGEN	NUMBER	o/o
1. PASSENGER VEHICLES WITH LESS THAN 10 SEATS	18 403	6 090	6 552	3 823	9 578	44 446	89,5
2. VANS WITH TOTAL PERMITTED LADEN WEIGHT LESS THAN 3 T	356	165	189	112	246	1 068	2,2
3. GOODS VEHICLES	786	277	291	134	228	1 716	3,5
4. GOODS VEHICLES WITH TRAILER	372	130	93	21	20	636	1,3
5. TRACTORS WITH SEMI-TRAILER	681	208	143	30	30	1 092	2,2
6. BUSES AND COACHES	100	41	49	38	117	345	,7
7. VEHICLES FOR TRANSPORT OF ABNORMAL LDS+SPEC.VEHICL.	2	1	1	1	3	8	0
8. AGRICULTURAL VEHICLES	-	7	7	17	314	345	,7
TOTAL	NUMBER	20 700	6 919	7 325	4 176	10 536	49 656
	o/o	41,7	13,9	14,8	8,4	21,2	100

VEHICLE-KM TRAVELLED ANNUALLY ON ROADS OUTSIDE BUILT-UP AREAS

MEMBER STATE : UNITED KINGDOM

MIO V-KM

CATEGORY OF VEHICLE	CATEGORY OF ROADS				TOTAL	
	MOTORWAYS	TRUNK ROADS	PRINCIPAL ROADS	SUB-PRINCIPAL AND UNCLASSIFIED	NUMBER	o/o
1. PASSENGER VEHICLES WITH LESS THAN 10 SEATS	21 994	29 101	30 875	36 848	118 818	72,7
2. VANS WITH TOTAL PERMITTED LADEN WEIGHT LESS THAN 3 T	1 771	2 726	3 090	3 779	11 366	7
3. GOODS VEHICLES	6 729	7 239	6 277	6 173	26 418	16,2
4. GOODS VEHICLES WITH TRAILER	2 264	1 964	753	281	5 262	3,2
5. TRACTORS WITH SEMI-TRAILER						
6. BUSES AND COACHES	326	419	390	334	1 469	,9
7. VEHICLES FOR TRANSPORT OF ABNORMAL LDS+SPEC.VEHICL.						
8. AGRICULTURAL VEHICLES						
TOTAL	NUMBER	33 084	41 449	41 385	47 415	163 333
	o/o	20,3	25,4	25,3	29	100

VEHICLE-KM TRAVELLED ANNUALLY ON ROADS WITHIN BUILT-UP AREAS

MEMBER STATE : BELGIQUE / BELGIE

MIO V-KM

CATEGORY OF VEHICLE	CATEGORY OF ROADS				TOTAL	
	AUTOROUTES / AUTOSNELWEGEN	ROUTES NATION ALES / RIJKS- WEGEN	ROUTES PROVIN- CIALES / PRO- VINCIALE WEGEN	ROUTES COMMU- NALES / GEMEENTEWEGEN	NUMBER	o/o
1. PASSENGER VEHICLES WITH LESS THAN 10 SEATS					9 289	91,6
2. VANS WITH TOTAL PERMITTED LADEN WEIGHT LESS THAN 3 T					117	1,2
3. GOODS VEHICLES					370	3,6
4. GOODS VEHICLES WITH TRAILER					33	,3
5. TRACTORS WITH SEMI-TRAILER					146	1,4
6. BUSES AND COACHES					183	1,8
7. VEHICLES FOR TRANSPORT OF ABNORMAL LDS+SPEC.VEHICL.					o	o
8. AGRICULTURAL VEHICLES					o	o
TOTAL					10 138	
	NUMBER					
	o/o					100

VEHICLE-KM TRAVELLED ANNUALLY ON ROADS WITHIN BUILT-UP AREAS

MEMBER STATE : DANMARK

MIO V-KM

CATEGORY OF VEHICLE	CATEGORY OF ROADS				TOTAL	
	MOTORVEJE	HOVED-LANDEVEJE	LANDEVEJE	KOMMUNEVEJE	NUMBER	o/o
1. PASSENGER VEHICLES WITH LESS THAN 10 SEATS						
2. VANS WITH TOTAL PERMITTED LADEN WEIGHT LESS THAN 3 T						
3. GOODS VEHICLES						
4. GOODS VEHICLES WITH TRAILER						
5. TRACTORS WITH SEMI-TRAILER						
6. BUSES AND COACHES						
7. VEHICLES FOR TRANSPORT OF ABNORMAL LDS+SPEC.VEHICL.						
8. AGRICULTURAL VEHICLES						
TOTAL		1 500	800	4 600	6 900	
	NUMBER					
	o/o	21,7	11,6	66,7		100

VEHICLE-KM TRAVELLED ANNUALLY ON ROADS WITHIN BUILT-UP AREAS

MEMBER STATE : FRANCE

MIO V-KM

CATEGORY OF VEHICLE	CATEGORY OF ROADS				TOTAL	
	AUTOROUTES	ROUTES NATIONALES	CHEMINS DEPARTEMENTAUX	VOIES COMMUNALES	NUMBER	o/o
1. PASSENGER VEHICLES WITH LESS THAN 10 SEATS						
2. VANS WITH TOTAL PERMITTED LADEN WEIGHT LESS THAN 3 T						
3. GOODS VEHICLES						
4. GOODS VEHICLES WITH TRAILER						
5. TRACTORS WITH SEMI-TRAILER						
6. BUSES AND COACHES						
7. VEHICLES FOR TRANSPORT OF ABNORMAL LDS+SPEC.VEHICL.						
8. AGRICULTURAL VEHICLES						
TOTAL					80 000	100

VEHICLE-KM TRAVELLED ANNUALLY ON ROADS WITHIN BUILT-UP AREAS

MEMBER STATE : LUXEMBOURG

MIO V-KM

CATEGORY OF VEHICLE	CATEGORY OF ROADS			TOTAL	
	ROUTES D'ETAT	CHEMINS REPRIS	CHEMINS VICINAUX	NUMBER	°/°
1. PASSENGER VEHICLES WITH LESS THAN 10 SEATS	390	121	143	654	88
2. VANS WITH TOTAL PERMITTED LADEN WEIGHT LESS THAN 3 T	28	9	10	47	6,3
3. GOODS VEHICLES	15	5	5	25	3,4
4. GOODS VEHICLES WITH TRAILER	2	1	0	3	,4
5. TRACTORS WITH SEMI-TRAILER	3	1	0	4	,5
6. BUSES AND COACHES	7	2	1	10	1,3
7. VEHICLES FOR TRANSPORT OF ABNORMAL LDS+SPEC.VEHICL.	0	0	0	0	0
8. AGRICULTURAL VEHICLES	0	0	0	0	0
TOTAL	445	139	159	743	
	59,9	18,7	21,4		100

VEHICLE-KM TRAVELLED ANNUALLY ON ROADS WITHIN BUILT-UP AREAS

MEMBER STATE : UNITED KINGDOM

MIO V-KM

CATEGORY OF VEHICLE	CATEGORY OF ROADS				TOTAL	
	MOTORWAYS	TRUNK ROADS	PRINCIPAL ROADS	SUB-PRINCIPAL AND UNCLASSIFIED	NUMBER	o/o
1. PASSENGER VEHICLES WITH LESS THAN 10 SEATS		6 812	45 804	68 380	120 996	77,9
2. VANS WITH TOTAL PERMITTED LADEN WEIGHT LESS THAN 3 T		793	4 284	7 205	12 282	7,9
3. GOODS VEHICLES		1 527	7 277	9 998	18 802	12,1
4. GOODS VEHICLES WITH TRAILER		203	648	161	1 012	,7
5. TRACTORS WITH SEMI-TRAILER						
6. BUSES AND COACHES		144	1 057	1 107	2 308	1,5
7. VEHICLES FOR TRANSPORT OF ABNORMAL LDS+SPEC.VEHICL.						
8. AGRICULTURAL VEHICLES						
TOTAL	NUMBER	9 479	59 070	86 851	155 400	
	o/o	6,1	38	55,9		100

VEHICLE-KM TRAVELLED ON ROADS WITHIN AND OUTSIDE BUILT-UP AREAS

MEMBER STATE : BELGIQUE / BELGIE

MIO V-KM, ‰

CATEGORY OF VEHICLE	MIO V-KM, ‰			‰						
	OUTSIDE BUILT-UP AREAS		WITHIN BUILT-UP AREAS	TOTAL	OUTSIDE	INSIDE	TOTAL			
1.PASSENGER VEHICLES WITH LESS THAN 10 SEATS	27 867	90,7	9 289	91,6	37 156	90,9	75	25	91	
2.VANS WITH TOTAL PERMITTED LADEN WEIGHT LESS THAN 3 T	350	1,1	117	1,2	467	1,1	74,9	25,1	1	
3.GOODS VEHICLES	1 479	4,8	370	3,6	1 849	4,5	80	20	5	
4.GOODS VEHICLES WITH TRAILER	130	,4	33	,3	163	,4	79,8	20,2	0	
5.TRACTORS WITH SEMI-TRAILER	587	1,9	146	1,4	733	1,8	80,1	19,9	2	
6.BUSES AND COACHES	317	1	183	1,8	500	1,2	63,4	36,6	1	
7.VEHICLES FOR TRANSPORT OF ABNORMAL LDS+SPEC.VEHICL.	°	°	°	°			°	°		
8.AGRICULTURAL VEHICLES	°	°	°	°			°	°		
TOTAL	NUMBER	30 730		10 138		40 868				
	‰		75,2		24,8		100	75,2	24,8	100

VEHICLE-KM TRAVELLED ON ROADS WITHIN AND OUTSIDE BUILT-UP AREAS

MEMBER STATE : DANMARK

MIO V-KM, ‰

CATEGORY OF VEHICLE	MIO V-KM, ‰			‰		
	OUTSIDE BUILT-UP AREAS	WITHIN BUILT-UP AREAS	TOTAL	OUTSIDE	INSIDE	TOTAL
1.PASSENGER VEHICLES WITH LESS THAN 10 SEATS			19 465	75,7		76
2.VANS WITH TOTAL PERMITTED LADEN WEIGHT LESS THAN 3 T			2 700	10,5		11
3.GOODS VEHICLES			2 400	9,3		9
4.GOODS VEHICLES WITH TRAILER			225	,9		1
5.TRACTORS WITH SEMI-TRAILER			320	1,2		1
6.BUSES AND COACHES			410	1,6		2
7.VEHICLES FOR TRANSPORT OF ABNORMAL LDS+SPEC.VEHICL.			0	0		0
8.AGRICULTURAL VEHICLES			0	0		0
TOTAL	NUMBER	18 800	6 900	25 700		
	‰	73,2	26,8	100	73,2	26,8

VEHICLE-KM TRAVELLED ON ROADS WITHIN AND OUTSIDE BUILT-UP AREAS

MEMBER STATE : FRANCE

MIO V-KM, %

CATEGORY OF VEHICLE	MIO V-KM, %			%		
	OUTSIDE BUILT-UP AREAS	WITHIN BUILT-UP AREAS	TOTAL	OUTSIDE	INSIDE	TOTAL
1. PASSENGER VEHICLES WITH LESS THAN 10 SEATS	°	°		°		
2. VANS WITH TOTAL PERMITTED LADEN WEIGHT LESS THAN 3 T	°	°		°		
3. GOODS VEHICLES	°	°		°		
4. GOODS VEHICLES WITH TRAILER	°	°		°		
5. TRACTORS WITH SEMI-TRAILER	°	°		°		
6. BUSES AND COACHES	°	°		°		
7. VEHICLES FOR TRANSPORT OF ABNORMAL LDS+SPEC. VEHICL.	°	°		°		
8. AGRICULTURAL VEHICLES	°	°		°		
	°	°		°		
TOTAL	NUMBER	225 000		80 000		305 000
	%		73,8		26,2	100

VEHICLE-KM TRAVELLED ON ROADS WITHIN AND OUTSIDE BUILT-UP AREAS

MEMBER STATE : LUXEMBOURG

MIO V-KM, ‰

CATEGORY OF VEHICLE	MIO V-KM, ‰						‰		
	OUTSIDE BUILT-UP AREAS		WITHIN BUILT-UP AREAS		TOTAL	OUTSIDE	INSIDE	TOTAL	
1. PASSENGER VEHICLES WITH LESS THAN 10 SEATS	1 268	85,4	654	88	1 922	86,3	66	34	86
2. VANS WITH TOTAL PERMITTED LADEN WEIGHT LESS THAN 3 T	79	5,3	47	6,3	126	5,7	62,7	37,3	6
3. GOODS VEHICLES	77	5,2	25	3,4	102	4,6	75,5	24,5	5
4. GOODS VEHICLES WITH TRAILER	19	1,3	3	,4	22	1	86,4	13,6	1
5. TRACTORS WITH SEMI-TRAILER	34	2,3	4	,5	38	1,7	89,5	10,5	2
6. BUSES AND COACHES	6	,4	10	1,3	16	,7	37,5	62,5	1
7. VEHICLES FOR TRANSPORT OF ABNORMAL LDS+SPEC. VEHICL.	0	0	0	0	0	0	0	0	0
8. AGRICULTURAL VEHICLES	1	,1	0	0	1	0	100	0	0
TOTAL	NUMBER	1 484		743		2 227			
	‰		66,6		33,4	100	66,6	33,4	100

VEHICLE-KM TRAVELLED ON ROADS WITHIN AND OUTSIDE BUILT-UP AREAS

MEMBER STATE : UNITED KINGDOM

MIO V-KM, ‰

CATEGORY OF VEHICLE	MIO V-KM, ‰			‰					
	OUTSIDE BUILT-UP AREAS		WITHIN BUILT-UP AREAS	TOTAL	OUTSIDE	INSIDE	TOTAL		
1.PASSENGER VEHICLES WITH LESS THAN 10 SEATS	118 818	72,7	120 996	77,9	239 814	75,2	49,5	50,5	75
2.VANS WITH TOTAL PERMITTED LADEN WEIGHT LESS THAN 3 T	11 366	7	12 282	7,9	23 648	7,4	48,1	51,9	7
3.GOODS VEHICLES	26 418	16,2	18 802	12,1	45 220	14,2	58,4	41,6	14
4.GOODS VEHICLES WITH TRAILER	5 262	3,2	1 012	,7	6 274	2	83,9	16,1	2
5.TRACTORS WITH SEMI-TRAILER									
6.BUSES AND COACHES	1 469	,9	2 308	1,5	3 777	1,2	38,9	61,1	1
7.VEHICLES FOR TRANSPORT OF ABNORMAL LDS+SPEC.VEHICL.									
8.AGRICULTURAL VEHICLES									
TOTAL	NUMBER		155 400		318 733				
	‰		51,2		100		51,2	48,8	100

MEMBER STATE : BELGIQUE / BELGIE

ENTIRE NETWORK EXCLUDING WATERWAYS LESS THAN 250 T

CATEGORY OF VESSEL (DEADWEIGHT TONNAGE OR POWER)	VESSEL-KM IN 000	TKM-DEADWEIGHT IN MIO	VESSELS PASSED LOCK IN 000
A. MOTORSHIPS (T)			
- 249	107	16	18
250 - 399	7 820	2 817	579
400 - 649	2 891	1 484	128
650 - 999	1 852	1 563	122
1.000 - 1.499	1 445	1 764	97
1.500 -	679	1 382	10
TOTAL	14 794	9 026	954
B. DUMB BARGES (T)			
- 249	10	1	1
250 - 399	7	2	6
400 - 649	3	1	0
650 - 999	2	2	0
1.000 - 1.499	10	13	0
1.500 -	5	10	0
TOTAL	37	29	7
C. PUSHED BARGES (T)			
- 399	78	25	3
400 - 649	58	31	2
650 - 999	90	76	6
1.000 - 1.499	207	270	8
1.500 -	238	548	12
TOTAL	671	950	31

MEMBER STATE : BELGIQUE / BELGIE

(CONTINUATION OF PRECEDING TABLE)

CATEGORY OF VESSEL (DEADWEIGHT TONNAGE OR POWER)	VESSEL-KM IN 000	TKM-DEADWEIGHT IN MIO	VESSELS PASSED LOCK IN 000
<i>D. SEA-GOING VESSELS (NRT)</i>			
- 299	1	0	1
300 - 999	26	18	3
1.000 -	53	84	4
<i>TOTAL</i>	80	102	8
<i>E. TUGS WITH A POWER OF (KW)</i>			
- 183	74		8
184 - 293	33		1
294 - 734	52		1
735 -	23		0
<i>TOTAL</i>	182		10
<i>F. PUSHERCRAFT, POWER OF (KW)</i>			
- 183	18		1
184 - 293	22		2
294 - 734	252		19
735 -	110		2
<i>TOTAL</i>	402		24
<i>G. PASSENGER VESSELS</i>			
	0		22

MEMBER STATE : DEUTSCHLAND

ENTIRE NETWORK EXCLUDING WATERWAYS LESS THAN 250 T

CATEGORY OF VESSEL (DEADWEIGHT TONNAGE OR POWER)	VESSEL-KM IN 000	TKM-DEADWEIGHT IN MIO	VESSELS PASSED LOCK IN 000
A. MOTORSHIPS (T)			
- 249	213	39	4
250 - 399	2 897	1 010	92
400 - 649	8 132	4 291	224
650 - 999	18 857	15 893	437
1.000 - 1.499	25 842	31 744	543
1.500 -	12 524	24 167	149
TOTAL	68 465	77 144	1 449
B. DUMB BARGES (T)			
- 249	31	4	1
250 - 399	18	5	0
400 - 649	77	39	0
650 - 999	477	413	5
1.000 - 1.499	498	581	8
1.500 -	126	232	2
TOTAL	1 227	1 274	16
C. PUSHED BARGES (T)			
- 399	126	42	7
400 - 649	381	173	5
650 - 999	443	406	3
1.000 - 1.499	476	632	7
1.500 -	5 907	14 034	46
TOTAL	7 333	15 287	68

MEMBER STATE : DEUTSCHLAND

(CONTINUATION OF PRECEDING TABLE)

CATEGORY OF VESSEL (DEADWEIGHT TONNAGE OR POWER)	VESSEL-KM IN 000	TKM-DEADWEIGHT IN MIO	VESSELS PASSED LOCK IN 000
D. SEA-GOING VESSELS (NRT)			
- 299	237	41	5
300 - 999	254	130	0
1.000 -	1	2	0
TOTAL	492	173	5
E. TUGS WITH A POWER OF (KW)			
- 183	146		3
184 - 293	319		7
294 - 734	176		2
735 -	84		0
TOTAL	725		12
F. PUSHERCRAFT, POWER OF (KW)			
- 183	402		7
184 - 293	515		18
294 - 734	1 044		7
735 -	2 241		17
TOTAL	4 202		49
G. PASSENGER VESSELS			
	0		0

MEMBER STATE : FRANCE

ENTIRE NETWORK EXCLUDING WATERWAYS LESS THAN 250 T

CATEGORY OF VESSEL (DEADWEIGHT TONNAGE OR POWER)	VESSEL-KM IN 000	TKM-DEADWEIGHT IN MIO	VESSELS PASSED LOCK IN 000
A. MOTORSHIPS (T)			
- 249	153	30	15
250 - 399	20 345	7 428	3 200
400 - 649	2 377	1 105	232
650 - 999	1 078	907	53
1.000 - 1.499	749	928	47
1.500 -	287	604	20
TOTAL	24 989	11 002	3 567
B. DUMB BARGES (T)			
- 249	33	7	0
250 - 399	63	21	5
400 - 649	35	16	2
650 - 999	17	13	0
1.000 - 1.499	7	7	0
1.500 -	0	2	0
TOTAL	155	66	7
C. PUSHED BARGES (T)			
- 399	1 262	424	78
400 - 649	2 141	1 013	87
650 - 999	842	642	28
1.000 - 1.499	265	314	9
1.500 -	1 892	4 508	65
TOTAL	6 402	6 901	267

MEMBER STATE : FRANCE

(CONTINUATION OF PRECEDING TABLE)

CATEGORY OF VESSEL (DEADWEIGHT TONNAGE OR POWER)	VESSEL-KM IN 000	TKM-DEADWEIGHT IN MIO	VESSELS PASSED LOCK IN 000
<i>D. SEA-GOING VESSELS (NRT)</i>			
- 299	o	o	o
300 - 999	o	o	o
1.000 -	o	o	o
<i>TOTAL</i>	o	o	o
<i>E. TUGS WITH A POWER OF (KW)</i>			
- 183	o		o
184 - 293	o		o
294 - 734	o		o
735 -	o		o
<i>TOTAL</i>	o		o
<i>F. PUSHERCRAFT, POWER OF (KW)</i>			
- 183	o		o
184 - 293	o		o
294 - 734	o		o
735 -	o		o
<i>TOTAL</i>	o		o
<i>G. PASSENGER VESSELS</i>	o		o

MEMBER STATE : ITALIA

ENTIRE NETWORK EXCLUDING WATERWAYS LESS THAN 250 T

CATEGORY OF VESSEL (DEADWEIGHT TONNAGE OR POWER)	VESSEL-KM IN 000	TKM-DEADWEIGHT IN MIO	VESSELS PASSED LOCK IN 000
A. MOTORSHIPS (T)			
- 249	36	o	1
250 - 399	108	o	2
400 - 649	18	o	1
650 - 999	-	o	0
1.000 - 1.499	18	o	0
1.500 -	-	o	-
TOTAL	180	o	4
B. DUMB BARGES (T)			
- 249	o	o	
250 - 399	o	o	o
400 - 649	o	o	o
650 - 999	o	o	
1.000 - 1.499	o	o	
1.500 -	o	o	
TOTAL	o	o	o
C. PUSHED BARGES (T)			
- 399	67	o	0
400 - 649	83	o	1
650 - 999	7	o	0
1.000 - 1.499	157	o	1
1.500 -	o	o	o
TOTAL	314	o	2

MEMBER STATE : ITALIA

(CONTINUATION OF PRECEDING TABLE)

CATEGORY OF VESSEL (DEADWEIGHT TONNAGE OR POWER)	VESSEL-KM IN 000	TKM-DEADWEIGHT IN MIO	VESSELS PASSED LOCK IN 000
D. SEA-GOING VESSELS (NRT)			
- 299			
300 - 999			
1.000 -			
TOTAL			
E. TUGS WITH A POWER OF (KW)			
- 183			
184 - 293			
294 - 734			
735 -			
TOTAL			
F. PUSHERCRAFT, POWER OF (KW)			
- 183			
184 - 293			
294 - 734			
735 -			
TOTAL			
G. PASSENGER VESSELS			

MEMBER STATE : NEDERLAND

ENTIRE NETWORK EXCLUDING WATERWAYS LESS THAN 250 T

CATEGORY OF VESSEL (DEADWEIGHT TONNAGE OR POWER)	VESSEL-KM IN 000	TKM-DEADWEIGHT IN MIO	VESSELS PASSED LOCK IN 000
A. MOTORSHIPS (T)			
- 249	2 290	402	79
250 - 399	8 414	2 944	322
400 - 649	13 970	7 459	475
650 - 999	13 666	11 616	317
1.000 - 1.499	10 096	12 805	195
1.500 -	5 471	11 552	90
TOTAL	53 907	46 778	1 478
B. DUMB BARGES (T)			
- 249	164	18	9
250 - 399	71	23	2
400 - 649	88	47	3
650 - 999	106	91	2
1.000 - 1.499	179	231	4
1.500 -	97	213	2
TOTAL	705	623	22
C. PUSHED BARGES (T)			
- 399	166	49	3
400 - 649	156	84	3
650 - 999	375	326	10
1.000 - 1.499	718	940	14
1.500 -	6 354	16 165	62
TOTAL	7 769	17 564	92

MEMBER STATE : NEDERLAND

(CONTINUATION OF PRECEDING TABLE)

CATEGORY OF VESSEL (DEADWEIGHT TONNAGE OR POWER)	VESSEL-KM IN 000	TKM-DEADWEIGHT IN MIO	VESSELS PASSED LOCK IN 000
D. SEA-GOING VESSELS (NRT)			
- 299	399	229	7
300 - 999	428	603	3
1.000 -	63	312	0
TOTAL	890	1 144	10
E. TUGS WITH A POWER OF (KW)			
- 183	527		20
184 - 293	423		11
294 - 734	606		15
735 -	322		8
TOTAL	1 878		54
F. PUSHERCRAFT, POWER OF (KW)			
- 183	84		3
184 - 293	106		5
294 - 734	1 171		30
735 -	1 596		15
TOTAL	2 957		53
G. PASSENGER VESSELS			
	911		32

MEMBER STATE : UNITED KINGDOM

ONLY THE NETWORK OF THE BRITISH WATERWAYS BOARD

CATEGORY OF VESSEL (DEADWEIGHT TONNAGE OR POWER)	VESSEL-KM IN 000	TKM-DEADWEIGHT IN MIO	VESSELS PASSED LOCK IN 000
A. MOTORSHIPS (T)			
- 249	107	17	19
250 - 399	114	34	14
400 - 649	100	51	16
650 - 999	13	10	
1.000 - 1.499			
1.500 -			
TOTAL	334	112	49
B. DUMB BARGES (T)			
- 249	0	0	0
250 - 399			
400 - 649	13	6	1
650 - 999			
1.000 - 1.499			
1.500 -			
TOTAL	13	6	1
C. PUSHED BARGES (T)			
- 399	143	24	27
400 - 649			
650 - 999			
1.000 - 1.499			
1.500 -			
TOTAL	143	24	27

MEMBER STATE : UNITED KINGDOM

(CONTINUATION OF PRECEDING TABLE)

CATEGORY OF VESSEL (DEADWEIGHT TONNAGE OR POWER)	VESSEL-KM IN 000	TKM-DEADWEIGHT IN MIO	VESSELS PASSED LOCK IN 000
D. SEA-GOING VESSELS (NRT)			
- 299			
300 - 999			
1.000 -			
TOTAL			
E. TUGS WITH A POWER OF (KW)			
- 183	13		1
184 - 293			
294 - 734			
735 -			
TOTAL	13		1
F. PUSHERCRAFT, POWER OF (KW)			
- 183	47		9
184 - 293			
294 - 734			
735 -			
TOTAL	47		9
G. PASSENGER VESSELS			

ALL MEMBER STATES

ENTIRE NETWORK EXCLUDING WATERWAYS LESS THAN 250 T

CATEGORY OF VESSEL	B	D	F	I	NL	UK	TOTAL	
							NUMBER	o/o
1. VESSEL-KM IN 000								
MOTORSCHIPS	14 794	68 465	24 989	180	53 907	334	162 669	81,2
DUMB BARGES	37	1 227	155	°	705	13	2 137	1,1
PUSHED BARGES	671	7 333	6 402	314	7 769	143	22 632	11,3
SEA-GOING VESSELS	80	492	°	°	890	°	1 462	,7
TUGS	182	725	°	°	1 878	13	2 798	1,4
PUSHER CRAFTS	402	4 202	°	°	2 957	47	7 608	3,8
PASSENGER SHIPS	°	°	°	°	911	°	911	,5
TOTAL	16 166	82 444	31 546	494	69 017	550	200 217	
	NUMBER							
	o/o	8	41	16	0	34	0	100
2. TKM-DEADWEIGHT IN MIO								
MOTORSCHIPS	9 026	77 144	11 002	°	46 778	112	144 062	76,5
DUMB BARGES	29	1 274	66	°	623	6	1 998	1,1
PUSHED BARGES	950	15 287	6 901	°	17 564	24	40 726	21,6
SEA-GOING VESSELS	102	173	°	°	1 144	°	1 419	,8
TOTAL	10 107	93 878	17 969	0	66 109	142	188 205	
	NUMBER							
	o/o	5	50	10	0	35	0	100
3. VESSELS PASSED LOCK IN 000								
MOTORSCHIPS	954	1 449	3 567	4	1 478	49	7 501	90
DUMB BARGES	7	16	7	°	22	1	53	,6
PUSHED BARGES	31	68	267	2	92	27	487	5,8
SEA-GOING VESSELS	8	5	°	°	10	°	23	,3
TUGS	10	12	°	°	54	1	77	,9
PUSHER CRAFTS	24	49	°	°	53	9	135	1,6
PASSENGER SHIPS	22	°	°	°	32	°	54	,6
TOTAL	1 056	1 599	3 841	6	1 741	87	8 330	
	NUMBER							
	o/o	13	19	46	0	21	1	100

ALL MEMBER STATES

ENTIRE NETWORK EXCLUDING WATERWAYS LESS THAN 250 T

CATEGORY OF WATERWAY	B	D	F	I	NL	UK	TOTAL	
							NUMBER	o/o
1. VESSEL-KM IN 000								
REGULATED RIVERS	1 930	51 978	406		34 592	67	88 973	44,4
CANALIZED RIVERS	4 501	13 793	18 395		7 433	451	44 573	22,2
CANALS	9 701	16 469	12 745		18 553	32	57 500	28,7
OTHER WATERWAYS	34	204		826	8 439		9 503	4,7
TOTAL	16 166	82 444	31 546	826	69 017	550	200 549	100
2. TKM-DEADWEIGHT IN MIO								
REGULATED RIVERS	1 224	64 145	155		39 133	27	104 684	55,6
CANALIZED RIVERS	1 992	15 289	12 052		4 879	110	34 322	18,2
CANALS	6 877	14 306	5 762		14 227	5	41 177	21,9
OTHER WATERWAYS	14	138			7 870		8 022	4,3
TOTAL	10 107	93 878	17 969		66 109	142	188 205	100
3. VESSELS PASSED LOCK IN 000								
REGULATED RIVERS	1	25	0		60	1	87	1
CANALIZED RIVERS	413	852	1 009		260	82	2 616	31,4
CANALS	642	722	2 832		1 288	4	5 488	65,8
OTHER WATERWAYS	-	o		11	133		144	1,7
TOTAL	1 056	1 599	3 841	11	1 741	87	8 335	100

RAILWAYS, ROADS, INLAND WATERWAYS

IN MIO OF ECU

MEMBER STATES	RAILWAYS			ROADS			INLAND WATERWAYS			TOTAL FOR THE THREE MODES	
	INVESTMENT	OPERATIONS	COMPENSATION	TOTAL	INVESTMENT	OPERATIONS	TOTAL	INVESTMENT	OPERATIONS		TOTAL
BELGIQUE/BELGIE	296	296		593	876	703	1 580	140	64	204	2 377
DANMARK	41	101		142	277	503	780				921
DEUTSCHLAND	563	2 639	391	3 593	6 271	4 463	10 735	281	244	524	14 852
FRANCE	633	1 150	701	2 485	3 535	2 317	5 852	53	147	200	8 537
HELLAS	32	36		67	268	66	334				401
IRELAND	28	29	7	64	127	174	300				364
ITALIA	569	1 733		2 302	2 387	2 857	5 244	17	6	22	7 568
LUXEMBOURG	10	25		35	49	43	92	0	0	0	127
NEDERLAND	155	210		365	1 064	1 385	2 449	57	121	177	2 991
UNITED KINGDOM	440	1 072		1 512	2 380	2 859	5 239	5	7	12	6 762
EEC	2 768	7 290	1 099	11 157	17 234	15 370	32 604	552	587	1 140	44 900

RAILWAYS, ROADS, INLAND WATERWAYS

MEMBER STATES	RAILWAYS		ROADS OUTSIDE BUILT-UP AREAS	INLAND WATERWAYS		
	TRAIN-KM MIO	GROSS TKM WORKED 000 MIO	VEHICLE-KM 000 MIO	VESSELS-KM MIO	TKM DEADWEIGHT 000 MIO	VESSELS PAS- SING LOCKS MIO
BELGIQUE/BELGIE	96	42	30,7	16,2	10,1	1,1
DANMARK	39,3	12,6	18,8	0	0	0
DEUTSCHLAND	629,5	295,7	227,7	82,4	93,9	1,6
FRANCE	530,7	292,2	225	31,5	18	3,8
HELLAS	16,2	4,8	9,1	0	0	0
IRELAND	12,6	4,4	15	0	0	0
ITALIA	298,8	135,8	154,2	,5	0	0
LUXEMBOURG	5,5	1,9	1,5	0	0	0
NEDERLAND	116,2	28,9	49,7	69	66,1	1,7
UNITED KINGDOM	388,2	138	163,3	,5	,1	,1
EEC	2 133	956,3	895	200,2	188,2	8,3

RAILWAYS, ROADS, INLAND WATERWAYS

KM

MEMBER STATES	RAILWAYS (LENGTH OF TRACK)	ROADS			TOTAL	INLAND WATERWAYS (IN OPERATION)
		MOTORWAYS	NATIONAL ROADS	OTHER ROADS		
BELGIQUE/BELGIE	11 119	1 315	11 778	112 058	125 151	1 510
DANMARK	5 149	515	4 131	64 782	69 428	-
DEUTSCHLAND	65 687	7 784	32 356	447 350	487 490	4 503
FRANCE	72 854	5 715	29 000	768 000	802 715	6 004
HELLAS	3 282	91	8 725	28 699	37 515	-
IRELAND	2 495	-	2 629	89 665	92 294	-
ITALIA	30 313	5 900	45 447	245 885	297 232	2 237
LUXEMBOURG	628	44	926	4 182	5 152	37
NEDERLAND	7 028	1 838	2 763	87 964	92 565	4 849
UNITED KINGDOM	43 882	2 946	12 977	349 645	365 568	538
EEC	242 437	26 148	150 732	2 198 230	2 375 110	19 678

FOR THE THREE MODES OF TRANSPORT : 1973 - 1982

NATIONAL CURRENCIES IN MIO

YEAR	B	DK	D	F	GR	IRL	I	L	NL	UK
<i>RAILWAYS</i>										
1973	8 473	547	5 965	4 000		6,1	384	687	441	218
1974	9 963	699	6 869	5 000		8,5	433	762	476	285
1975	11 897	869	7 234	6 000		11	494	894	622	361
1976	13 099	933	7 906	6 908		11,9	679	759	678	377
1977	14 646	943	7 834	7 901		13,7	897	1 208	806	448
1978	17 153	765	7 972	9 276		14,9	1 152	1 271	813	536
1979	18 947	856	8 094	10 997		19,3	1 455	1 516	816	625
1980	23 120	910	8 548	12 589		27,9	1 905	1 523	927	736
1981	26 060	960	8 536	15 346	2 936	37,9	2 509	1 547	954	814
1982	26 498	1 156	8 536	15 981	4 393	43,8	3 048	1 565	954	847
<i>ROADS</i>										
1973	40 315	2 363	19 902	21 236		47	1 771	2 057	3 270	1 108
1974	41 592	2 964	21 703	24 783		51,3	1 811	2 565	4 355	1 315
1975	48 421	3 469	21 952	25 592		58,9	2 086	2 839	5 008	1 560
1976	56 255	3 428	21 510	25 731		62,7	2 043	3 082	5 368	1 651
1977	58 578	4 484	22 390	27 733		79,9	2 514	3 177	5 371	1 586
1978	59 954	5 156	24 976	32 748		100	2 628	3 500	5 677	1 752
1979	64 037	5 711	27 143	38 159		121,7	2 983	3 500	6 264	2 108
1980	72 130	5 882	28 550	37 637		143,9	4 119	4 098	6 376	2 565
1981	72 105	5 609	27 726	37 637	21 817	176,3	5 756	4 098	6 401	2 382
1982	70 641	6 359	25 506	37 637	21 817	207,2	6 941	4 098	6 401	2 936
<i>INLAND WATERWAYS</i>										
1973	3 587	-	949	548		-	°	16,7	422	°
1974	3 911	-	1 022	548		-	°	8,8	434	°
1975	5 494	-	1 095	671		-	°	11,7	433	1,13
1976	6 062	-	1 051	554		-	7,1	6,7	486	1,45
1977	7 099	-	1 101	693		-	12,4	6	472	1,58
1978	6 643	-	1 182	648		-	18,6	6,6	473	1,95
1979	7 171	-	1 266	721		-	18,6	4,1	431	5,50
1980	8 036	-	1 301	1 319		-	18,2	3,7	466	7,40
1981	9 521	-	1 263	1 284	-	-	26,6	6,8	463	10
1982	9 130	-	1 246	1 284	-	-	29,5	12,6	463	6,50

FOR THE THREE MODES OF TRANSPORT : 1973 - 1982

IN MIO OF ECU

YEAR	B	DK	D	F	GR	IRL	I	L	NL	UK	EEC
RAILWAYS											
1973	177	74	1 821	732		12	536	14,4	129	434	3 928
1974	215	96	2 228	872		17	558	16,4	149	559	4 710
1975	261	122	2 372	1 128		20	610	19,6	198	644,6	5 376
1976	303	138	2 808	1 292		19	730	17,6	229	606,5	6 145
1977	358	138	2 958	1 409		21	891	29,5	288	685,3	6 778
1978	428	109	3 119	1 616		22	1 066	31,7	295	807,3	7 495
1979	472	119	3 223	1 886		29	1 278	37,7	297	966,9	8 309
1980	569	116	3 386	2 145		41	1 602	37,5	336	1 229,8	9 463
1981	631	121	3 396	2 541	48	55	1 986	37,5	344	1 471,7	10 630
1982	593	142	3 593	2 485	67	64	2 302	35	365	1 511,2	11 156
ROADS											
1973	843	319	6 074	3 884		94	2 472	43	954	2 205,8	16 888
1974	896	408	7 038	4 322		101	2 335	55,3	1 360	2 579,4	19 095
1975	1 063	487	7 199	4 811		105	2 577	62,3	1 597	2 785,6	20 687
1976	1 303	507	7 640	4 814		101	2 196	71,4	1 816	2 656,1	21 106
1977	1 433	654	8 454	4 947		122	2 497	77,7	1 918	2 426,2	22 530
1978	1 497	735	9 771	5 705		151	2 433	87,4	2 061	2 638,9	25 079
1979	1 594	792	10 810	6 546		182	2 620	87,1	2 279	3 261	28 172
1980	1 777	751	11 310	6 413		213	3 464	100,9	2 310	4 285,8	30 625
1981	1 746	708	11 029	6 231	354	255	4 557	99,2	2 307	4 306,6	31 593
1982	1 580	780	10 735	5 852	334	300	5 243	91,7	2 449	5 238,2	32 603
INLAND WATERWAYS											
1973	75	-	290	100		-	°	,3	123	°	588
1974	84	-	331	96		-	°	,2	136	°	647
1975	121	-	359	126		-	°	,3	138	2	746
1976	140	-	373	104		-	8	,2	164	2,3	792
1977	174	-	416	124		-	12	,1	169	2,4	896
1978	166	-	462	113		-	17	,2	172	2,9	933
1979	179	-	504	124		-	16	,1	157	8,5	988
1980	198	-	515	225		-	15	,1	169	12,4	1 135
1981	231	-	502	213	-	-	21	,2	167	18,1	1 152
1982	204	-	524	200	-	-	22	,3	177	11,6	1 140

INFRASTRUCTURE EXPENDITURE

TOTAL FOR RAILWAYS, ROADS AND WATERWAYS : 1973 - 1982

YEAR	B	DK	D	F	GR	IRL	I	L	NL	UK	EEC
<i>NATIONAL CURRENCIES IN MIO</i>											
1973	52 375	2 910	26 816	25 784		53,1	2 155	2 761	4 133	1 326	
1974	55 466	3 663	29 594	30 331		59,8	2 244	3 336	5 265	1 600	
1975	65 812	4 338	30 281	32 263		69,9	2 580	3 745	6 063	1 922	
1976	75 416	4 361	30 467	33 193		74,6	2 729	3 848	6 532	2 029	
1977	80 323	5 427	31 325	36 327		93,6	3 423	4 391	6 649	2 036	
1978	83 750	5 921	34 130	42 672		114,9	3 799	4 778	6 963	2 290	
1979	90 155	6 567	36 503	49 877		141	4 457	5 020	7 511	2 739	
1980	103 286	6 792	38 399	51 545		171,8	6 042	5 625	7 769	3 308	
1981	107 686	6 569	37 525	54 267	24 753	214,2	8 292	5 652	7 818	3 206	
1982	106 269	7 515	35 288	54 902	26 210	251	10 018	5 676	7 818	3 790	
<i>IN MIO OF ECU</i>											
1973	1 096	392	8 184	4 716		105,7	3 008	58	1 205	2 640	21 405
1974	1 195	505	9 597	5 290		117,3	2 893	72	1 644	3 138	24 452
1975	1 444	609	9 930	6 065		124,8	3 187	82	1 934	3 432	26 809
1976	1 747	645	10 821	6 210		120	2 934	89	2 210	3 264	28 041
1977	1 965	792	11 828	6 480		143,2	3 400	107	2 375	3 115	30 204
1978	2 091	844	13 352	7 434		173,1	3 517	119	2 528	3 449	33 508
1979	2 245	911	14 538	8 556		210,6	3 915	125	2 733	4 237	37 470
1980	2 544	868	15 212	8 783		254,1	5 081	139	2 815	5 527	41 222
1981	2 608	829	14 927	8 985	402	310	6 564	137	2 817	5 796	43 375
1982	2 377	921	14 852	8 537	401	364	7 568	127	2 991	6 761	44 898

FOR THE THREE MODES OF TRANSPORT : 1973 - 1982

YEAR	B	DK	D	F	GR	IRL	I	L	NL	UK	EEC
<i>RAILWAYS IN MRD GROSS TON-KM WORKED</i>											
1973	42,3	13,1	323,7	302,8		3,4	131,6	2,3	29,1	159,9	1 008
1974	44,5	13,1	322	311,8		3,4	134,4	2,6	28,8	159,9	1 021
1975	39,2	12,7	283,6	288,6		3,4	126,5	2,1	27,7	162,9	947
1976	39,7	13,2	292,8	303,6		3,4	133,6	2,1	27,5	162,1	978
1977	39,6	12,9	286	295,9		3,3	135,7	2	27,2	162,1	965
1978	38,2	12,2	291,8	301		3,5	135,3	2,1	26,7	159,7	971
1979	40,7	12,3	316,3	309,9		3,5	138,1	2,3	27,3	159,5	1 010
1980	39,9	12,4	317,3	309		4,2	138,9	2,3	28,5	156,4	1 009
1981	43,1	12,4	308,9	297,1	3,1	4,5	133	2	29,3	151,7	985
1982	42	12,6	295,7	292,2	4,7	4,4	135,8	1,9	28,9	138	956
<i>ROADS OUTSIDE BUILT-UP AREAS IN MRD VEHICLE-KM</i>											
1973	25,8	18	176,6	178,9		11	123,4	1	32,2	122,1	689
1974	26,9	18,4	176,6	175,2		11,2	121,3	1,2	32,8	118,5	682
1975	27,9	18,6	193,2	201,9		11,5	126,1	1,1	36	121,3	738
1976	28,6	18,6	195,2	212		11,6	128,9	1,1	35,9	127,1	759
1977	30,4	20,7	202,5	217,8		12,9	131,7	1,1	38,8	128,3	784
1978	31,6	21,2	209,7	211,8		14,3	136,4	1,2	41,8	135,8	804
1979	27	20,5	214,1	218,1		15,3	142,8	1,2	44,1	136,2	819
1980	30,1	19	231,5	225		15,7	147,6	1,3	46,3	146,4	863
1981	30,5	18,6	226,2	225	9,1	15,7	154,1	1,4	49	158	888
1982	30,7	18,8	227,7	225	9,1	15	154,1	1,5	49,7	163,3	895
<i>WATERWAYS IN MRD DEADWEIGHT TON-KM</i>											
1973	11,8	-	106,2	26		-	°	-	72,9	,2	217
1974	12,1	-	102	26		-	°	-	73,5	,2	214
1975	9,5	-	94,5	21,5		-	°	-	65,4	,2	191
1976	11,9	-	111,2	22,7		-	°	-	82,5	,2	229
1977	11,5	-	99,3	20,1		-	°	-	73,6	,2	205
1978	11,6	-	102,8	20,7		-	°	-	81,4	,2	217
1979	11,3	-	98,4	21		-	°	-	74,7	,2	206
1980	11,2	-	97,5	21,2		-	°	-	74,7	,2	205
1981	10,8	-	94	19,3	-	-	°	-	65,8	,2	190
1982	10,1	-	93,9	18	-	-	°	-	66,1	,2	188

EUROPEAN COMMUNITY

YEAR	B	DK	D	F	GR	IRL	I	L	NL	UK	EEC
1973	100	100	100	100	100	100	100	100	100	100	100
1974	113	115	107	114	127	117	119	108	110	117	113
1975	127	127	114	127	144	141	139	120	120	145	128
1976	138	138	118	139	163	166	162	133	131	170	142
1977	148	153	123	152	183	189	192	141	140	196	158
1978	154	168	126	166	206	203	215	146	146	212	170
1979	162	185	132	184	245	230	247	152	152	241	188
1980	172	208	139	209	306	272	300	161	163	284	215
1981	185	232	147	236	381	328	358	175	174	317	242
1982	202	256	155	265	461	384	417	190	183	345	268

EVOLUTION OF INFRASTRUCTURE EXPENSES

AT CURRENT PRICES : 1973 - 1982

1973 = 100

YEAR	B	DK	D	F	GR	IRL	I	L	NL	UK	EEC
<i>RAILWAYS</i>											
1974	118	128	115	125		139	113	111	108	131	120
1975	140	159	121	150		180	129	130	141	166	137
1976	155	171	133	173		195	177	110	154	173	156
1977	173	172	131	198		225	234	176	183	206	173
1978	202	140	134	232		244	300	185	184	246	191
1979	224	156	136	275		316	379	221	185	287	212
1980	273	166	143	315		457	496	222	210	338	241
1981	308	176	143	384		621	653	225	216	373	271
1982	313	211	143	400		718	794	228	216	389	284
<i>ROADS</i>											
1974	103	125	109	117		109	102	125	133	119	113
1975	120	147	110	121		125	118	138	153	141	122
1976	140	145	108	121		133	115	150	164	149	125
1977	145	190	113	131		170	142	154	164	143	133
1978	149	218	125	154		213	148	170	174	158	148
1979	159	242	136	180		259	168	170	192	190	167
1980	179	249	143	177		306	233	199	195	231	181
1981	179	237	139	177		375	325	199	196	215	187
1982	175	269	128	177		441	392	199	196	265	193
<i>INLAND WATERWAYS</i>											
1974	109	-	108	100		-	°	53	103	°	110
1975	153	-	115	122		-	°	70	103	°	127
1976	169	-	111	101		-	°	40	115	°	135
1977	198	-	116	126		-	°	36	112	°	152
1978	185	-	125	118		-	°	40	112	°	159
1979	200	-	133	132		-	°	25	102	°	168
1980	224	-	137	241		-	°	22	110	°	193
1981	265	-	133	234		-	°	41	110	°	196
1982	255	-	131	234		-	°	75	110	°	194

AT CONSTANT PRICES : 1973 - 1982

1973 = 100

YEAR	B	DK	D	F	GR	IRL	I	L	NL	UK	EEC
<i>RAILWAYS</i>											
1974	104	111	108	110		119	95	103	98	112	106
1975	111	125	106	118		128	93	108	118	114	107
1976	112	124	112	124		118	109	83	117	102	110
1977	117	113	107	130		119	122	125	131	105	109
1978	131	83	106	140		120	140	127	126	116	112
1979	138	85	103	149		138	153	145	122	119	113
1980	159	80	103	151		168	165	138	129	119	112
1981	166	76	97	163		189	183	129	124	118	112
1982	155	83	92	151		187	190	120	118	113	106
<i>ROADS</i>											
1974	91	109	102	102		93	86	115	121	101	100
1975	95	116	97	95		89	85	115	128	97	96
1976	101	105	92	87		80	71	113	125	88	88
1977	98	124	91	86		90	74	110	117	73	84
1978	97	130	100	93		105	69	117	119	75	87
1979	98	131	103	98		113	68	112	126	79	89
1980	104	120	103	85		113	78	124	120	82	84
1981	97	102	95	75		114	91	114	112	68	77
1982	87	105	83	67		115	94	105	107	77	72
<i>INLAND WATERWAYS</i>											
1974	96	-	101	88		-	°	49	93	°	97
1975	121	-	101	96		-	°	58	86	°	99
1976	122	-	94	73		-	°	30	88	°	95
1977	134	-	94	83		-	°	25	80	°	96
1978	120	-	99	71		-	°	27	77	°	93
1979	123	-	101	72		-	°	16	67	°	89
1980	130	-	99	115		-	°	14	68	°	90
1981	143	-	91	99		-	°	23	63	°	81
1982	126	-	85	88		-	°	40	60	°	72

TOTAL FOR RAILWAYS, ROADS AND WATERWAYS : 1973 - 1982

1973 = 100

YEAR	B	DK	D	F	GR	IRL	I	L	NL	UK	EEC
<i>AT CURRENT PRICES</i>											
1974	106	126	110	118		113	104	121	127	121	114
1975	126	149	113	125		132	120	136	147	145	125
1976	144	150	114	129		140	127	139	158	153	131
1977	153	186	117	141		176	159	159	161	154	141
1978	160	203	127	165		216	176	173	168	173	157
1979	172	226	136	193		266	207	182	182	207	175
1980	197	233	143	200		324	280	204	188	249	193
1981	206	226	140	210		403	385	205	189	242	203
1982	203	258	132	213		473	465	206	189	286	210
<i>AT CONSTANT PRICES</i>											
1974	94	109	103	103		96	88	112	116	103	101
1975	99	117	99	99		93	86	113	122	100	98
1976	104	109	96	93		85	78	105	121	90	92
1977	104	122	95	93		93	83	113	115	78	89
1978	104	121	101	100		107	82	119	115	81	92
1979	106	122	103	105		115	84	120	120	86	93
1980	115	112	103	96		119	93	127	115	88	90
1981	111	97	95	89		123	107	117	109	76	84
1982	100	101	85	80		123	111	108	103	83	78

1973 - 1982

1973 = 100

YEAR	B	DK	D	F	GR	IRL	I	L	NL	UK	EEC
<i>RAILWAYS</i>											
1974	105	100	99	103		100	102	113	99	100	101
1975	93	97	88	95		100	96	91	95	102	94
1976	94	101	90	100		100	102	91	95	101	97
1977	94	98	88	98		97	103	87	93	101	96
1978	90	93	90	99		103	103	91	92	100	96
1979	96	94	98	102		103	105	100	94	100	100
1980	94	95	98	102		124	106	100	98	98	100
1981	102	95	95	98		132	101	87	101	95	98
1982	99	96	91	96		129	103	83	99	86	95
<i>ROADS</i>											
1974	104	102	100	98		102	98	120	102	97	99
1975	108	103	109	113		105	102	110	112	99	107
1976	111	103	111	119		105	104	110	111	104	110
1977	118	115	115	122		117	107	110	120	105	114
1978	122	118	119	118		130	111	120	130	111	117
1979	105	114	121	122		139	116	120	137	112	119
1980	117	106	131	126		143	120	130	144	120	125
1981	118	103	128	126		143	125	140	152	129	129
1982	119	104	129	126		136	125	150	154	134	130
<i>INLAND WATERWAYS</i>											
1974	103	-	96	100		-	o	-	101	100	99
1975	81	-	89	83		-	o	-	90	100	88
1976	101	-	105	87		-	o	-	113	100	106
1977	97	-	94	77		-	o	-	101	100	94
1978	98	-	97	80		-	o	-	112	100	100
1979	96	-	93	81		-	o	-	102	100	95
1980	95	-	92	82		-	o	-	102	100	94
1981	92	-	89	74		-	o	-	90	100	88
1982	86	-	88	69		-	o	-	91	100	87

MEMBER STATE : BELGIQUE / BELGIE

ENTIRE NETWORK

NATIONAL CURRENCY AND ECU IN MIO. °/°

CATEGORY OF ROADS (1)	INVESTMENT EXPENDITURE			OPERATING EXPENDITURE			TOTAL			
	NEW CON- STRUCTION AND EXTENSION (2)	RECON- STRUCTION AND RENEWAL (3)	TOTAL (4)=2+3	CURRENT EXPENDI- TURE (5)	POLICE EXPENDI- TURE (6)	OVERHEADS (7)	TOTAL (8)=5+6+7	BFR (9)	ECU (10)	°/° (11)
1. AUTOROUTES / AUTOSNELWEGEN			14 491	1 494		1 029	2 523	17 014	412	23,6
2. ROUTES NATION ALES / RIJKS- WEGEN			11 283	4 988		2 564	7 552	18 835	456,1	26,1
3. ROUTES PROVIN- CIALES / PRO- VINCIALE WEGEN			740	483			483	1 223	29,6	1,7
4. ROUTES COMMU- NALES/ GEMEENTEWEGEN			13 116	13 540	4 222		17 762	30 878	747,7	42,8
CERTAIN MOTORWAYS AND OTHER NATIONAL ROADS COMBINED	-	-	-	-	3 909	246	4 155	4 155	100,6	5,8
TOTAL BFR			39 630	20 505	8 131	3 839	32 475	72 105		
TOTAL ECU			959,7	496,6	196,9	93	786,4		1 746,1	
TOTAL °/°			55	28,4	11,3	5,3	45			100

VEHICLE-KM TRAVELLED ANNUALLY ON ROADS OUTSIDE BUILT-UP AREAS

MEMBER STATE : BELGIQUE / BELGIE

MIO V-KM

CATEGORY OF VEHICLE	CATEGORY OF ROADS				TOTAL	
	AUTOROUTES / AUTOSNELWEGEN	ROUTES NATION ALES / RIJKS- WEGEN	ROUTES PROVIN- CIALES / PRO- VINCIALE WEGEN	ROUTES COMMU- NALES/ GEMEENTEWEGEN	NUMBER	o/o
1. PASSENGER VEHICLES WITH LESS THAN 10 SEATS					27 656	90,8
2. VANS WITH TOTAL PERMITTED LADEN WEIGHT LESS THAN 3 T					340	1,1
3. GOODS VEHICLES					1 491	4,9
4. GOODS VEHICLES WITH TRAILER					114	,4
5. TRACTORS WITH SEMI-TRAILER					556	1,8
6. BUSES AND COACHES					311	1
7. VEHICLES FOR TRANSPORT OF ABNORMAL LDS+SPEC.VEHICL.						
8. AGRICULTURAL VEHICLES						
TOTAL					30 468	
	NUMBER					
	o/o					100

VEHICLE-KM TRAVELLED ANNUALLY ON ROADS OUTSIDE BUILT-UP AREAS

MEMBER STATE : ITALIA

MIO V-KM

CATEGORY OF VEHICLE	CATEGORY OF ROADS				TOTAL	
	AUTOSTRADE IN CONCESSIONE	STRADE STATALI	STRADE PROVINCIALI	STRADE COMUNALI	NUMBER	o/o
1. PASSENGER VEHICLES WITH LESS THAN 10 SEATS	26 093	99 277			125 370	81,3
2. VANS WITH TOTAL PERMITTED LADEN WEIGHT LESS THAN 3 T	1 911	7 822			9 733	6,3
3. GOODS VEHICLES	3 301	5 981			9 282	6
4. GOODS VEHICLES WITH TRAILER	2 243	2 269			4 512	2,9
5. TRACTORS WITH SEMI-TRAILER	1 760	1 412			3 172	2,1
6. BUSES AND COACHES	348	1 284			1 632	1,1
7. VEHICLES FOR TRANSPORT OF ABNORMAL LDS+SPEC.VEHICL.	9	108			117	,1
8. AGRICULTURAL VEHICLES		350			350	,2
TOTAL	NUMBER	35 665	118 503		154 168	
	o/o	23,1	76,9			100

VEHICLE-KM TRAVELLED ANNUALLY ON ROADS OUTSIDE BUILT-UP AREAS

MEMBER STATE : NEDERLAND

MIO V-KM

CATEGORY OF VEHICLE	CATEGORY OF ROADS					TOTAL	
	AUTOSNELWEGEN	ANDERE BELANGRIJKE RIJKSWEGEN	SECUNDAIRE WEGEN	TERTIAIRE WEGEN	OVERIGE WEGEN	NUMBER	o/o
1. PASSENGER VEHICLES WITH LESS THAN 10 SEATS	17 621	6 188	6 508	3 869	9 578	43 764	89,4
2. VANS WITH TOTAL PERMITTED LADEN WEIGHT LESS THAN 3 T	340	172	171	102	246	1 031	2,1
3. GOODS VEHICLES	832	302	269	130	228	1 761	3,6
4. GOODS VEHICLES WITH TRAILER	351	136	77	20	20	604	1,2
5. TRACTORS WITH SEMI-TRAILER	672	227	106	32	30	1 067	2,2
6. BUSES AND COACHES	102	45	65	54	117	383	,8
7. VEHICLES FOR TRANSPORT OF ABNORMAL LDS+SPEC.VEHICL.	2	1	1	2	3	9	0
8. AGRICULTURAL VEHICLES	-	10	9	24	314	357	,7
TOTAL	NUMBER	19 920	7 081	7 206	4 233	10 536	48 976
	o/o	40,7	14,5	14,7	8,6	21,5	100

VEHICLE-KM TRAVELLED ON ROADS WITHIN AND OUTSIDE BUILT-UP AREAS

MEMBER STATE : BELGIQUE / BELGIE

MIO V-KM, ‰

CATEGORY OF VEHICLE	MIO V-KM, ‰						‰		
	OUTSIDE BUILT-UP AREAS		WITHIN BUILT-UP AREAS		TOTAL		OUTSIDE	INSIDE	TOTAL
1.PASSENGER VEHICLES WITH LESS THAN 10 SEATS	27 656	90,8	9 219	91,6	36 875	91	75	25	91
2.VANS WITH TOTAL PERMITTED LADEN WEIGHT LESS THAN 3 T	340	1,1	113	1,1	453	1,1	75,1	24,9	1
3.GOODS VEHICLES	1 491	4,9	373	3,7	1 864	4,6	80	20	5
4.GOODS VEHICLES WITH TRAILER	114	,4	29	,3	143	,4	79,7	20,3	0
5.TRACTORS WITH SEMI-TRAILER	556	1,8	139	1,4	695	1,7	80	20	2
6.BUSES AND COACHES	311	1	189	1,9	500	1,2	62,2	37,8	1
7.VEHICLES FOR TRANSPORT OF ABNORMAL LDS+SPEC.VEHICL.			°	°				°	
8.AGRICULTURAL VEHICLES			°	°				°	
TOTAL	NUMBER	30 468		10 062		40 530			
	‰		75,2		24,8	100	75,2	24,8	100

MEMBER STATE : ITALIA

ENTIRE NETWORK EXCLUDING WATERWAYS LESS THAN 250 T

CATEGORY OF VESSEL (DEADWEIGHT TONNAGE OR POWER)	VESSEL-KM IN 000	TKM-DEADWEIGHT IN MIO	VESSELS PASSED LOCK IN 000
A. MOTORSHIPS (T)			
- 249	101	°	3
250 - 399	113	°	3
400 - 649	61	°	1
650 - 999	16	°	0
1.000 - 1.499	26	°	0
1.500 -			
TOTAL	317	°	7
B. DUMB BARGES (T)			
- 249	-	°	0
250 - 399	-	°	0
400 - 649	-	°	1
650 - 999	-	°	0
1.000 - 1.499	-	°	0
1.500 -			
TOTAL	-	°	1
C. PUSHED BARGES (T)			
- 399	180	°	1
400 - 649	146	°	1
650 - 999	20	°	0
1.000 - 1.499	163	°	1
1.500 -	°	°	°
TOTAL	509	°	3

MEMBER STATE : ITALIA

(CONTINUATION OF PRECEDING TABLE)

CATEGORY OF VESSEL (DEADWEIGHT TONNAGE OR POWER)	VESSEL-KM IN 000	TKM-DEADWEIGHT IN MIO	VESSELS PASSED LOCK IN 000
D. SEA-GOING VESSELS (NRT)			
- 299	o	o	o
300 - 999	o	o	o
1.000 -	o	o	o
TOTAL	o	o	o
E. TUGS WITH A POWER OF (KW)			
- 183	o		o
184 - 293	o		o
294 - 734	o		o
735 -	o		o
TOTAL	o		o
F. PUSHERCRAFT, POWER OF (KW)			
- 183	o		o
184 - 293	o		o
294 - 734	o		o
735 -	o		o
TOTAL	o		o
G. PASSENGER VESSELS	o		o