

# COMMISSION OF THE EUROPEAN COMMUNITIES

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THIRTEENTH REPORT FROM THE COMMISSION TO THE COUNCIL AND THE EUROPEAN PARLIAMENT

on

Expenditure on and Utilization of

Rail, Road and Inland Waterway Infrastructure

(1983)

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COM(87) 356 final

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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)
°	Figures not available
ooo	thousand
mio	million
mrd	thousand million
km	kilometre
v-km	vehicle-kilometre
tkm	tonne-kilometre
t	tonne
%	percentage
NRT	net registered tonne
kW	kilowatt (1 kW = 1,359622 HP)
ECU	European Currency Unit
BFR	Belgian franc
DKR	Danish krone
DM	German mark
DR	Drachma
FF	French franc
IRL	Irish pound
LIT	Italian lira
LFR	Luxembourg franc
HFL	Dutch guilder
UKL	Pound sterling

THIRTEENTH REPORT  
on  
Expenditure on and Utilization of  
Rail, Road and Inland Waterway Infrastructure  
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1983

A. INTRODUCTION

1. This is the thirteenth 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.

2. Over the last two to three years and despite reminders several Member States have failed to supply data; in some cases the data received were not in the form required by Regulation 1108/70/EEC. It has therefore been decided to indicate in the report that such data are "not available", instead of repeating the most recent figure provided, as had been done in previous reports. As a result, a number of data which figured in previous reports for the years 1980-1982, especially in the summary tables, have been replaced by the "°" sign and no Community totals are available for these years. Moreover the summary tables and graphs also exclude Greece in some cases, but the effect remains minor.

3. Official procedures to obtain the missing data have been put in hand with regard to the Member States concerned and it is hoped that most of the problems can be overcome by the time the next report is published.

B. ANALYSIS OF THE MAIN DATA

Expenditures

4. As in most cases it has not been possible to calculate EEC totals, it is of interest to compare overall spending, for the three modes, in individual Member States over the last few years. In terms of ECU German and Danish expenditures varied little between 1980 and 1983, but the UK was 36 % higher over the period, Ireland 55 % and Italy as much as 77 %, Greece also increased strongly by 20 % from 1982 to 1983.

5. The shift from road to rail expenditure which started in 1980, continued strongly for Denmark and to a less degree for Germany and Italy, but went in the opposite direction in 1983, i.e. from rail to road, in Greece, Ireland and the UK.

6. Expressed in national currency, 1983 railway expenditure was slightly lower than in 1982 in Germany, Ireland and Luxemburg, but as much as 16 % down in Belgium. There was a slight increase in Greece and more substantial ones in France and the UK (12-14 %) and over 20 % in Denmark and Italy.

For roads a 1-2 % decrease in Denmark and Germany contrasted sharply with increases of about 20 % in Ireland, Italy and the UK and as much as 50 % in Greece.

Waterways expenditure decreased in Luxemburg (18 %) and the UK (32 %), while increases were shown by Germany and Belgium (1-8 %) and as much as 31 % in Italy.

These figures need to be assessed against a background of substantially lower inflation than in the previous year, ranging from around 3.5 % in the Netherlands and Germany to about 20 % in Greece, with a Community average of 6 %.

#### Utilization

7. As utilization of infrastructures is expressed in different units for rail, road and waterways, these must be looked at separately.

Rail traffic steadied after having decreased over the last few years. Increases were noted for Greece and the UK (6-7 %) and decreases for Belgium and Ireland (3-7 %).

For road traffic outside built-up areas a drop of 5 % was registered for Ireland and the UK, while Greece showed a 22 % increase and small increases up to 5 % occurred in Belgium, Denmark, the Netherlands and Germany.

Waterway traffic showed this time a 4 % rise after having almost continuously declined since 1976. A decrease of 6 % was registered for France, while the Netherlands and Germany showed increases of 3 and 6 %.

The Period 1973 to 1983

8. Whilst this report continues to show tables and graphs on expenditure and utilization trends in the Member States since 1973, these are less complete than before for the reasons mentioned in paragraph 2.

9. Expenditure for railways in real terms followed a consistent trend from 1973 to 1983 in Italy, with steady increases to double the original level; in Germany there was a persistent, though slight decline over the years, and in the UK, recent levels were 10-20 % higher than in 1973. In the other countries the pattern was more variable, with periods of increase and decrease in succession. 1983 levels compared with 1973 were 20 % higher in Belgium, 50/60 % higher in France and Ireland, similar in Luxemburg and a few % down in Denmark.

10. Roads expenditure at constant prices followed a slightly increasing trend in Ireland to a level 20 % higher than in 1973 and in Italy where spending in 1983 was back at the 1973 level, after having shown a drop of 30 % in 1979. In Germany a decline was registered over the last four years, with 1983 22 % lower than 1973. Denmark and the UK show more fluctuations with 1983 3 % and 14 % down on 1973.

11. For inland waterways in 1983 Belgium maintained a higher level than in 1973 (27 % up), while Germany was 17 % down and Luxemburg continued at much lower levels than the apparently exceptional 1973 expenses.

12. Turning to utilisation, overall rail traffic in 1983 kept the same level as in 1982 after having dropped back since 1979. For most of the countries 1983 traffic was somewhat below the 1973 level, - 9 % for Germany, - 4 % for Belgium, Denmark and France and - 2 % for the Netherlands, but up 3 % for Italy.

13. In road traffic outside built-up areas Belgium, Denmark, Germany and the Netherlands showed higher levels in 1983 compared with 1982, but Irish and UK traffic dropped 7 %.

14. Overall inland waterways traffic was 3 % up on 1982 and now stands at 10 % below the 1973 level. Netherlands, Belgian and France traffic continued the decline that started around 1979, whilst Germany registered a 7 % increase on the year.

C. THE REPORT

Background

15. 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/EEC.

16. Major shortcomings in the data supplied have already been commented on in paragraph 2. As regards details by modes, railway data are complete, except for expenditure in the Netherlands.

For road expenditure the tables for Belgium, France, Luxemburg and the Netherlands have not been completed, because figures were not provided at all, or not in the form required, while for other countries data on investment and police expenditure were missing. Road traffic data are missing for France, Italy and Luxemburg for 1983.

Waterway expenditure data are missing for France and the Netherlands for 1982 and 1983, UK waterway data are limited to those relating to the British Waterways Board.

17. 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

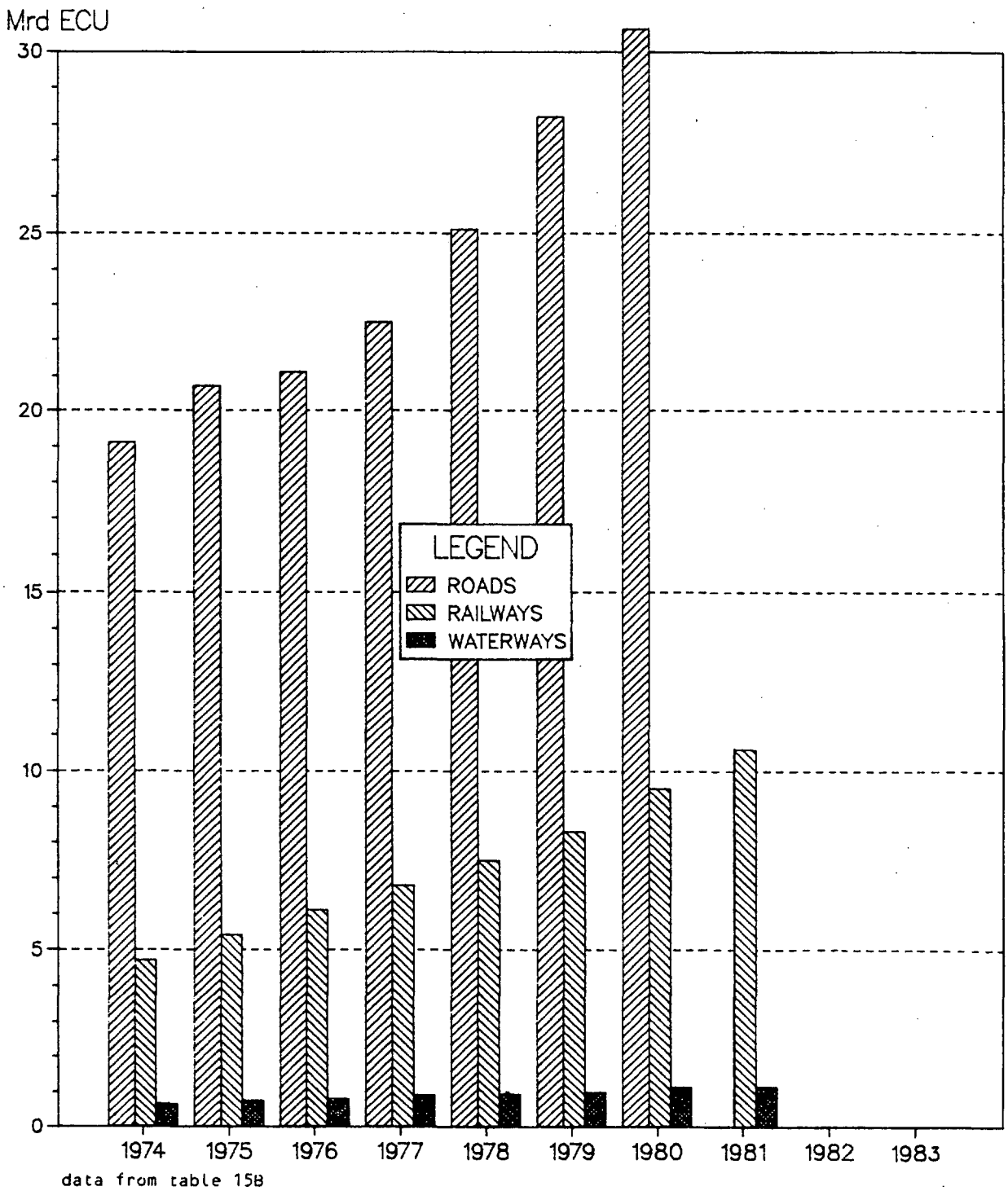
18. Expenditures in national currencies have been converted into European Currency Units, at the average rates for the year in question. Rounded off these are as follows:

1 ECU = ...

<u>National Currencies</u>	<u>1983</u>	<u>1982</u>	<u>1981</u>
BFR	45.44	44.71	41.29
DKR	8.13	8.16	7.92
DM	2.27	2.38	2.51
FF	6.77	6.43	6.04
LIT	1350	1324	1263
LFR	45.44	44.71	41.29
HFL	2.54	2.61	2.78
IRL	0.715	0.687	0.691
UKL	0.587	0.560	0.553
DR	78.09	65.34	61.62

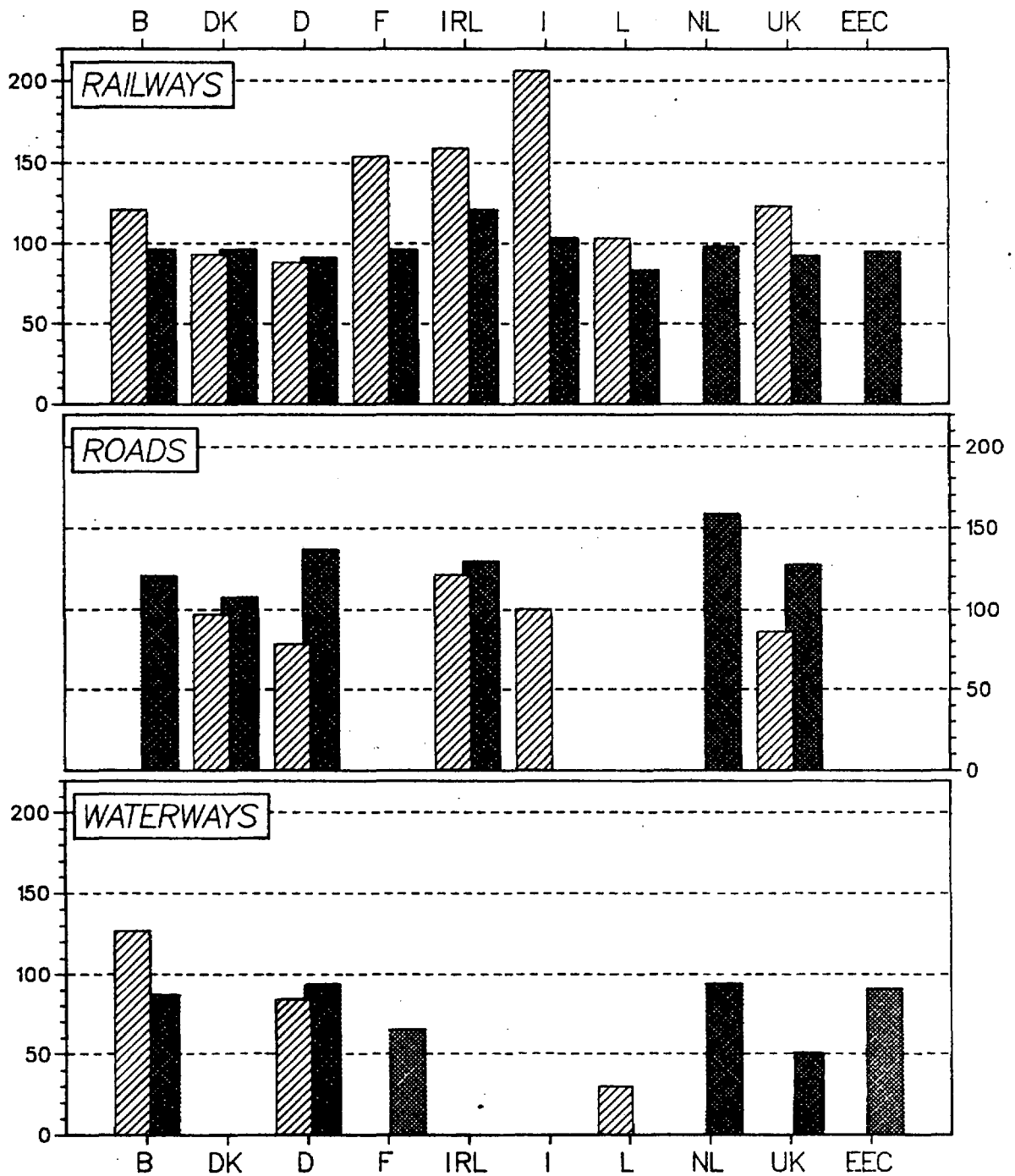


# EEC TRANSPORT INFRASTRUCTURE EXPENSES (at current prices)



# INDICES OF INFRASTRUCTURE EXPENSES AND UTILIZATION FOR 1983

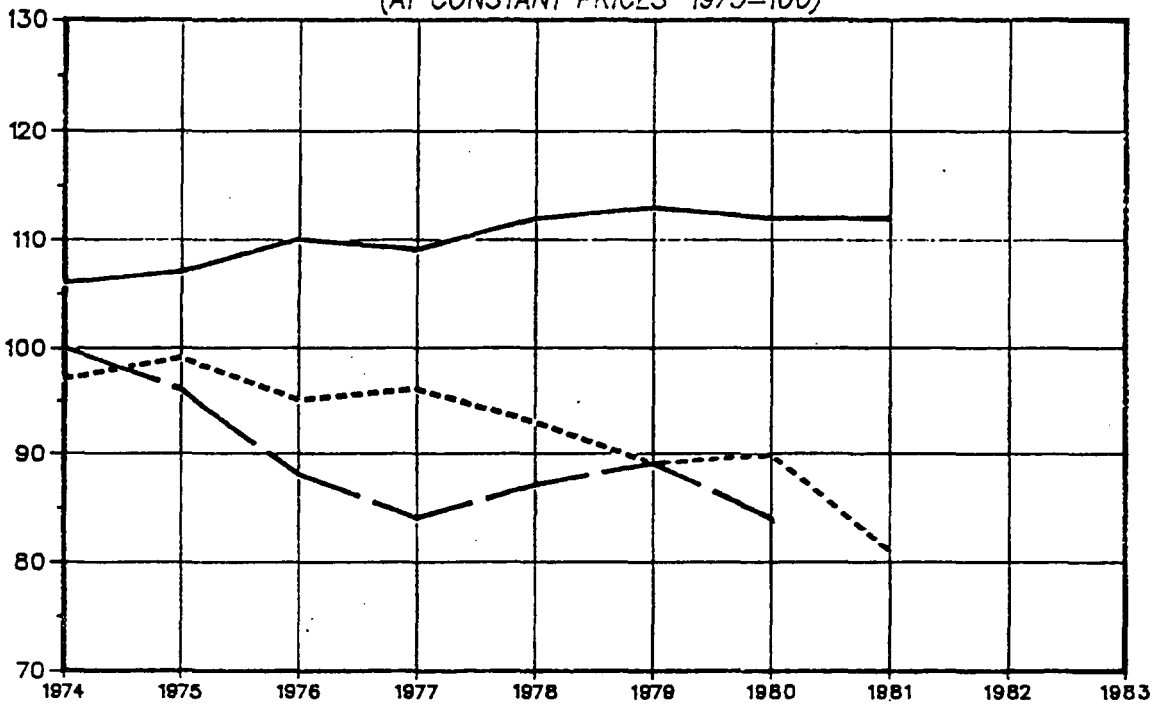
(in terms of 1973 values 1973=100)



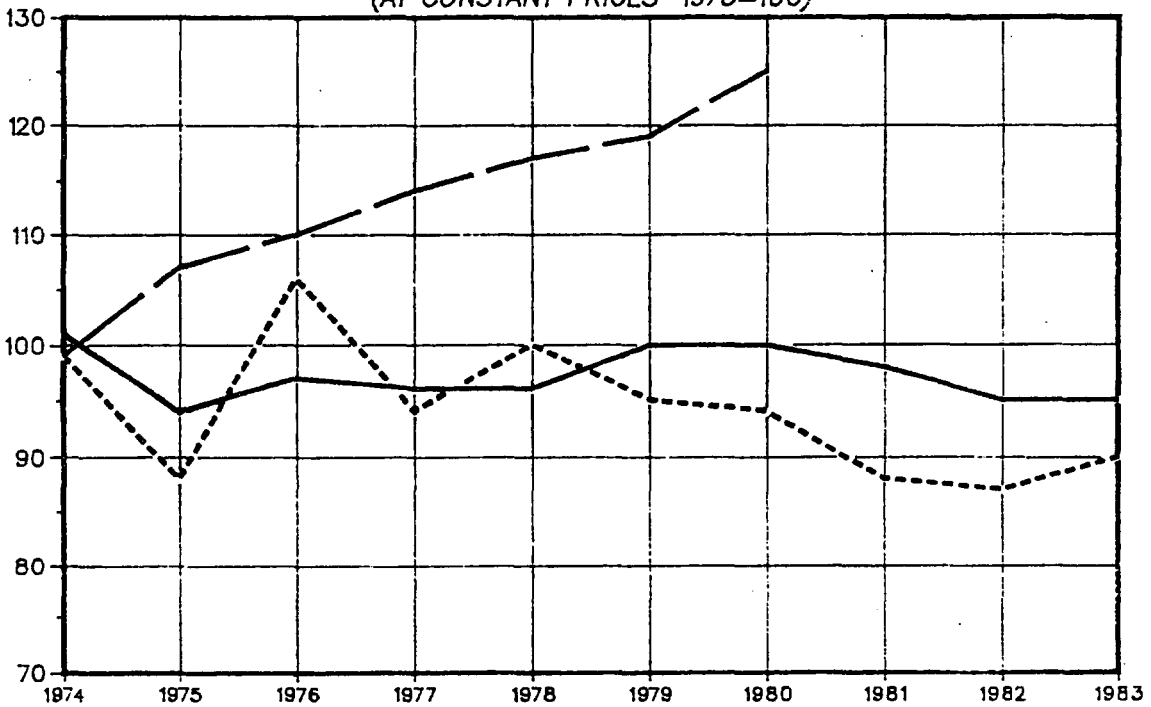
data from  
tables 18B/19

Legend  
▨ EXPENSES    ■ UTILIZATION

EVOLUTION OF EEC EXPENDITURES ON TRANSPORT INFRASTRUCTURES  
(AT CONSTANT PRICES 1973=100)



EVOLUTION OF THE UTILIZATION OF EEC TRANSPORT INFRASTRUCTURES  
(AT CONSTANT PRICES 1973=100)



data from  
tables 18B/19

<u>RAILWAYS</u>	<u>ROADS</u>	<u>WATERWAYS</u>
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## 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	6 693	2 982	9 675	8 155	4 362	12 517	22 192
DANMARK	DSB	DKR	188,8	311,4	500,2	774,1	123,6	897,7	1 397,9
DEUTSCHLAND	DB	DM	•	•	1 425	2 958	3 235	6 193	7 618
FRANCE	SNCF	FF	1 986	1 882	3 868	10 235	3 850	14 085	17 953
HELLAS	OSE	DR	•	•	2 006	2 060	519	2 579	4 585
IRELAND	CIE	IRL	6,9	7,9	14,8	16,6	4,7	21,3	36,1
ITALIA	FS	LIT 000	969,4	300,5	1 269,9	1 681,1	789,2	2 470,3	3 740,2
LUXEMBOURG	CFL	LFR	120	187,6	307,6	782,7	374,4	1 157,1	1 464,7
NEDERLAND	NS	HFL	•	•	•	•	•	•	•
UNITED KINGDOM	BRB + NIR	UKL	•	•	299,1	553	115,2	668,2	967,3

## 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	SNCF/ NMES	BFR	22 192	6 759	•	22 192	2 133
DANMARK	DSB	DKR	1 397,9	•	•	1 397,7	•
DEUTSCHLAND	DB	DM	7 618	•	846	8 464	1 318
FRANCE	SNCF	FF	17 953	9 176	•	17 953	•
HELLAS	OSE	DR	4 585	3 447	•	4 585	•
IRELAND	CIE	IRL	36,1	•	5	41,1	,6
ITALIA	FS	LIT 000	3 740,2	2 084,7	•	3 740,2	31,5
LUXEMBOURG	CEL	LER	1 464,7	•	•	1 464,7	436,8
NEDERLAND	NS	HFL	•	•	•	•	•
UNITED KINGDOM	BRB + NIR	UKL	967,3	•	•	967,3	•

## ALL MEMBER STATES

IN MIO OF ECU

MEMBER STATES	NETWORK	UNIT	INVESTMENT EXPENDITURE			OPERATING EXPENDITURE			TOTAL I
			NEW CONSTRUCTION AND EXTENSION	RECONSTRUCTION AND RENEWAL	TOTAL	CURRENT EXPENDITURE	OVERHEADS	TOTAL	
(1)	(2)	(3)	(4)	(5)	(6)=(4)+(5)	(7)	(8)	(9)=(7)+(8)	(10)=(6)+(9)
BELGIQUE / BELGIE	SNCB/ NMBS	ECU	147,3	65,6	212,9	179,5	96	275,5	488,4
DANMARK	DSB	ECU	23,2	38,3	61,5	95,2	15,2	110,4	171,9
DEUTSCHLAND	DB	ECU	•	•	627,6	1 302,8	1 424,8	2 727,6	3 355,2
FRANCE	SNCF	ECU	293,3	278	571,3	1 511,6	568,6	2 080,3	2 651,5
HELLAS	OSE	ECU	•	•	25,7	26,4	6,6	33	58,7
IRELAND	CIE	ECU	9,7	11	20,7	23,2	6,6	29,8	50,5
ITALIA	FS	ECU	718,1	222,6	940,7	1 245,3	584,6	1 830	2 770,7
LUXEMBOURG	CFL	ECU	2,6	4,1	6,8	17,2	8,2	25,5	32,2
NEDERLAND	NS	ECU	•	•	•	•	•	•	•
UNITED KINGDOM	BFB + NIR	ECU	•	•	509,5	942,1	196,3	1 138,3	1 647,9
EEC TOTAL			•	•	•	•	•	•	•

## 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 RETIREMENT CHARGES
				INCLUDED IN (10)	NOT INCLUDED IN (10)		
(1)	(2)	(3)	(10)=(6)+(9)	(11)	(12)	(13)=10+12	(14)
BELGIQUE / BELGIE	SNCF / NMPS	ECU	488,4	148,8	•	488,4	46,9
DANMARK	DSP	ECU	171,9	•	•	171,9	•
DEUTSCHLAND	DB	ECU	3 355,2	•	372,6	3 727,8	580,5
FRANCE	SNCF	ECU	2 651,5	1 355,2	•	2 651,5	•
HELLAS	OSE	ECU	58,7	44,1	•	58,7	•
IRELAND	CIE	ECU	50,5	•	7	57,5	,8
ITALIA	FS	LCU	2 770,7	1 544,3	•	2 770,7	23,3
LUXEMBOURG	CFR	ECU	32,2	•	•	32,2	9,6
NETHERLAND	NS	ECU	•	•	•	•	•
UNITED KINGDOM	BRB + NIR	ECU	1 647,9	•	•	1 647,9	•
EEC TOTAL			•	•	•	•	•

INFRASTRUCTURE EXPENDITURE : RAILWAYS 1983

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ALL MEMBER STATES

IN %

NETWORK	UNIT	INVESTMENT EXPENDITURE			OPERATING EXPENDITURE			TOTAL I
		NEW CONSTRUCTION AND EXTENSION (4)	RECONSTRUCTION AND RENEWAL (5)	TOTAL (6)=(4)+(5)	CURRENT EXPENDITURE (7)	OVERHEADS (8)	TOTAL (9)=(7)+(8)	
(2)	(3)	(4)	(5)	(6)=(4)+(5)	(7)	(8)	(9)=(7)+(8)	(10)=(6)+(9)
SNCB/ NMES	%	30,2	13,4	43,6	36,7	19,7	56,4	100
DSB	%	13,5	22,3	35,8	55,4	8,8	64,2	100
DE	%	•	•	16,8	34,9	38,2	73,2	90
SNCF	%	11,1	10,5	21,5	57	21,4	78,5	100
OSE	%	•	•	43,8	44,9	11,3	56,2	100
CIE	%	16,8	19,2	36	40,4	11,4	51,8	87,8
FS	%	25,9	8	34	44,9	21,1	66	100
CFL	%	8,2	12,8	21	53,4	25,6	79	100
NS	%	•	•	•	•	•	•	•
BRB + NIF	%	•	•	30,9	57,2	11,9	69,1	100
<b>TOTAL</b>		•	•	•	•	•	•	•



## 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	SNCF/ NMBS	•/•	100	30,5	•	100	9,6
DANMARK	DSB	•/•	100	•	•	100	•
DEUTSCHELAND	DB	•/•	90	•	10	100	15,6
FRANCE	SNCF	•/•	100	51,1	•	100	•
HELLAS	OSE	•/•	100	75,2	•	100	•
IRELAND	CIE	•/•	87,8	•	12,2	100	1,5
ITALIA	FS	•/•	100	55,7	•	100	,8
LUXEMBOURG	CFE	•/•	100	•	•	100	29,8
NEDERLAND	NS	•/•	•	•	•	•	•
UNITED KINGDOM	BRB + NIP	•/•	100	•	•	100	•
EEC TOTAL			•	•	•	•	•



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	DKK (9)	ECU (10)	% (11)
	1. MOTOFVLEJE	650	19	669	131	•	163	294	963	118,4
2. HOVED- LANDEVEJE	407	63	470	373	•	173	546	1 016	124,9	16,2
3. LANDEVEJE	309	128	437	364	•	116	480	917	112,8	14,6
4. KOMMUNEVEJE	585	218	803	1 794	•	782	2 576	3 379	415,5	53,8
TOTAL DKK	1 951	428	2 379	2 662	•	1 234	3 896	6 275		
TOTAL ECU	239,9	52,6	292,6	327,4	•	151,7	479,1		771,7	
TOTAL %	31,1	6,8	37,9	42,4	•	19,7	62,1			100

## MEMBER STATE : DEUTSCHLAND

ENTIRE NETWORK

NATIONAL CURRENCY AND ECU IN MIO, %/o

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	%/o
	(2)	(3)	(4)=2+3	(5)	(6)	(7)	(8)=5+6+7	(9)	(10)	(11)
1. BUNDES- AUTOBAHNEN	o	o	2 723	436	336	221	993	3 716	1 636,6	14,9
2. BUNDESSTRASSEN	o	o	2 823	551	813	258	1 622	4 445	1 957,7	17,8
3. LANDSTRASSEN	o	o	2 071	821	635	375	1 831	3 902	1 718,6	15,6
4. KREISSTRASSEN	o	o	1 129	656	293	185	1 134	2 263	996,7	9,1
5. GEMEINDE- STRASSEN	o	o	5 435	2 904	1 224	1 095	5 223	10 658	4 694,1	42,7
TOTAL DM	o	o	14 181	5 368	3 301	2 134	10 803	24 984		
TOTAL ECU	o	o	6 245,8	2 364,2	1 453,9	939,9	4 758		11 003,7	
TOTAL %/o	o	o	56,8	21,5	13,2	8,5	43,2			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	RECON- STRUCTION AND RENEWAL	TOTAL	CURRENT EXPENDI- TURE	POLICE EXPENDI- TURE	OVERHEADS	TOTAL	DR	ECU	%
	(2)	(3)	(4)=2+3	(5)	(6)	(7)	(8)=5+6+7	(9)	(10)	(11)
1. AFTOKINITODEG- MOI / EXPRESS HIGHWAYS										
2. ETHNIKOI DHO- MOI / NATIONAL ROADS	5 179	1 662	6 841	3 200	•	•	3 200	10 041	128,6	30,3
3. EPARXIAKOI DROMOI/PROVIN- CIAL ROADS	•	•	5 441	2 000	•	1 000	3 000	8 441	108,1	25,5
4. DIMOTIKOI+KOI- NOTIKOI/COMMU- NAL ROADS	•	•	9 190	•	•	•	•	9 190	117,7	27,8
EXPENSES NOT ALLOCATED					2 925	2 500	5 425	5 425	69,5	16,4
TOTAL DR	•	•	21 472	5 200	2 925	3 500	11 625	33 097		
TOTAL ECU	•	•	275	66,6	37,5	44,8	148,9		423,8	
TOTAL %	•	•	64,9	15,7	8,8	10,6	35,1			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	RECON- STRUCTION AND RENEWAL	TOTAL	CURRENT EXPENDI- TURE	POLICE EXPENDI- TURE	OVERHEADS	TOTAL	FF	ECU	%
	(2)	(3)	(4)=2+3	(5)	(6)	(7)	(8)=5+6+7	(9)	(10)	(11)
1. AUTOROUTES										
2. ROUTES NATIONALES										
3. CHEMINS DEPARTEMENTAUX										
4. VOIES COMMUNALES										
EXPENSES NOT ALLOCATED										
TOTAL FF										
TOTAL ECU										
TOTAL %										

NO DATA RECEIVED

## ENTIRE NETWORK

## MEMBER STATE : IRELAND

## 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	IRL (9)	ECU (10)	% (11)
1. NATIONAL PRIMARY (RURAL + URBAN)	0	0	64,5	9,9	0	0	9,9	74,4	104,1	30,8
2. NATIONAL SECONDARY (RURAL + URBAN)	0	0	10,9	6,3	0	0	6,3	17,2	24,1	7,1
3. MAIN + COUNTRY	0	0	19,3	63,5	0	0	63,5	82,8	115,8	34,3
4. OTHER URBAN	0	0	14,1	11,2	0	0	11,2	25,3	35,4	10,5
OVERHEADS NOT ALLO- CATED						41,7	41,7	41,7	58,3	17,3
TOTAL IRL	0	0	108,8	90,9	0	41,7	132,6	241,4		
TOTAL ECU	0	0	152,2	127,1	0	58,3	185,5		337,6	
TOTAL %/	0	0	45,1	37,7	0	17,3	54,9		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	OVLEHEADS	TOTAL	LIT 000	ECU	%
	(2)	(3)	(4)=2+3	(5)	(6)	(7)	(8)=5+6+7	(9)	(10)	(11)
1. AUTOSTRADA IN CONCESSIONE	454	4	458	507	5	240	752	1 210	896,3	14,5
2. STRADE STATALI	0	0	1 118,2	249,8	181,9	622,7	1 054,4	2 172,6	1 609,4	26
3. STRADE PROVINCIALI	332,7	348,3	681	852,7	20,8	0	873,5	1 554,5	1 151,5	18,6
4. STRADE COMMUNALI	264,2	1 172,6	1 436,8	1 265,4	713,2	0	1 978,6	3 415,4	2 530,1	40,9
TOTAL LIT000	0	0	3 694	2 874,9	920,9	862,7	4 658,5	8 352,5		
TOTAL ECU	0	0	2 736,5	2 129,7	682,2	639,1	3 450,9		6 187,4	
TOTAL %	0	0	44,2	34,4	11	10,3	55,8			100





MEMBER STATE : NEDERLAND

ENTIRE NETWORK

NATIONAL CURRENCY AND ECU IN MIL, %

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)	OVLHEADS (7)	TOTAL (8)=5+6+7	HFL (9)	ECU (10)	% (11)
1. AUTOSNELWEGEN										
2. OVERIGE RIJKS- WEGEN										
3. PROVINCIALE WEGEN										
4. GEMEENTEWEGEN										
5. WATER- EN WEG- SCHAPPEN										
EXPENSES NOT ALLOCATED (SOME IMPORTANT BRID- GES AND TUNNELS AND POLICE EXPENDITURE)										
TOTAL HFL										
TOTAL ECU										
TOTAL %										

NO DATA RECEIVED

MEMBER STATE : UNITED KINGDOM

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	UKL (9)	ECU (10)	% (11)
1. MOTORWAYS	0	0	404	169	29	0	198	602	1 025,6	17,4
2. TRUNK ROADS	0	0	436	249	42	0	291	727	1 238,5	21
3. PRINCIPAL AND OTHER ROADS	0	0	654	1 175	182	37	1 394	2 048	3 488,9	59,2
ALL ROADS IN NORTHERN IRELAND	0	0	30	50	0	0	50	80	136,3	2,3
TOTAL UKL	0	0	1 524	1 643	253	37	1 933	3 457		
TOTAL ECU	0	0	2 596,2	2 799	431	63	3 293		5 889,3	
TOTAL %	0	0	44,1	47,5	7,3	1,1	55,9			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	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- AUTOPAHNEN	•	•	2 723	436	336	221	993	3 716	1 636,6	24,5
2. BUNDESSTRASSEN	•	•	2 155	401	472	196	1 069	3 224	1 420	21,2
3. LANDESTRASSEN	•	•	1 492	585	395	269	1 249	2 741	1 207,2	18,1
4. KREISSTRASSEN	•	•	827	486	192	137	815	1 642	723,2	10,8
5. GEMEINDE- STRASSEN	•	•	2 181	1 174	184	312	1 670	3 851	1 696,1	25,4
TOTAL DM	•	•	9 378	3 082	1 579	1 135	5 796	15 174		
TOTAL ECU	•	•	4 130,4	1 357,4	695,4	499,9	2 552,7		6 683,1	
TOTAL %	•	•	61,8	20,3	10,4	7,5	38,2			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	RECON- STRUCTION AND REPAIR	TOTAL	CURRENT EXPENDI- TURE	POLICE EXPENDI- TURE	OVERHEADS	TOTAL	FFL	LCU	%
	(2)	(3)	(4)=2+3	(5)	(6)	(7)	(8)=5+6+7	(9)	(10)	(11)
1. AUTOSNELWEGEN										
2. OVERIGE RIJKS- WEGEN										
3. PROVINCIALE WEGEN										
4. GEMEENTEWEGEN										
5. WATER- EN WEG- SCHAPPEN										
EXPENSES NOT ALLOCATED (SOME IMPORTANT BRID- GES AND TUNNELS AND POLICE EXPENDITURE)										
TOTAL FFL										
TOTAL LCU										
TOTAL %										

NO DATA RECEIVED







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 (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. BUNDESSTRASSEN	•	•	668	150	341	62	553	1 221	537,8	12,4
3. LANDSTRASSEN	•	•	579	236	240	106	582	1 161	511,3	11,8
4. KREISSTRASSEN	•	•	302	170	101	48	319	621	273,5	6,3
5. GEMEINDE- STRASSEN	•	•	3 254	1 730	1 040	783	3 553	6 807	2 998	69,4
TOTAL DM	•	•	4 803	2 286	1 722	999	5 007	9 810		
TOTAL ECU	•	•	2 115,4	1 006,8	758,4	440	2 205,2		4 320,6	
TOTAL %	•	•	49	23,3	17,6	10,2	51			100

MEMBER STATE : NEDERLAND

WITHIN BUILT-UP AREAS

NATIONAL CURRENCY AND ECU IN MIO, %/o

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	HFL	ECU	%/o
	(2)	(3)	(4)=2+3	(5)	(6)	(7)	(8)=5+6+7	(9)	(10)	(11)
1. AUTOSNELWEGEN										
2. OVERIGE RIJKS- WEGEN										
3. PROVINCIALE WEGEN										
4. GEMEENTEWEGEN										
5. WATER- EN WEG- SCHAFFEN										
EXPENSES NOT ALLOCATED (SOME IMPORTANT BRID- GES AND TUNNELS AND POLICE EXPENDITURE)										
TOTAL HFL										
TOTAL ECU										
TOTAL %/o										

NO DATA RECEIVED

MEMBER STATE : BELGIQUE / BELGIE

ENTIRE NETWORK EXCLUDING WATERWAYS LESS THAN 250 T

NATIONAL CURRENCY AND ECU IN MIO, %

CATEGORY OF WATERWAY AND DEADWEIGHT TONNAGE (T)	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)=4+8	(10)	(11)	
<b>REGULATED RIVERS</b>											
I 250 - 399	-	0	0	16	•	18	34	34	•	.7	.31
II 400 - 599	-	-	-	-	•	23	23	23	•	.5	.21
III 600 - 999	-	•	•	•	•	•	•	•	•	•	•
IV 1.000 - 1.499	-	5	5	16	•	3	19	24	•	.5	.21
V 1.500 - 2.999	-	31	31	19	•	170	189	220	•	4.8	2.21
VI 3.000 - T	-	-	-	-	•	31	31	31	•	.7	.31
<b>TOTAL</b>	-	36	36	51	•	245	296	332	•	7.3	3.41
<b>CANALIZED RIVERS</b>											
I 250 - 399	220	52	272	48	•	458	506	778	•	17.1	7.91
II 400 - 599	37	3	40	14	•	32	46	86	•	1.9	.91
III 600 - 999	•	•	•	•	•	•	•	•	•	•	•
IV 1.000 - 1.499	1 604	94	1 698	44	•	241	285	1 983	•	43.6	20.11
V 1.500 - 2.999	28	4	32	7	•	87	94	126	•	2.8	1.31
VI 3.000 - T	•	•	•	•	•	•	•	•	•	•	•
<b>TOTAL</b>	1 889	153	2 042	113	•	818	931	2 973	•	65.4	30.21
<b>CANALS</b>											
I 250 - 399	-	106	106	57	•	568	625	731	•	16.1	7.41
II 400 - 599	162	43	205	39	•	234	273	478	•	10.5	4.81
III 600 - 999	•	•	•	•	•	•	•	•	•	•	•
IV 1.000 - 1.499	67	261	328	30	•	138	168	496	•	10.9	5.11
V 1.500 - 2.999	1 869	17	1 886	51	•	196	247	2 133	•	46.9	21.61
VI 3.000 - T	937	-	937	6	•	223	229	1 166	•	25.7	11.81
<b>TOTAL</b>	3 035	427	3 462	183	•	1 359	1 542	5 004	•	110.1	50.81
<b>OTHER WATERWAYS</b>											
	1 541	-	1 541	9	•	•	9	1 550	•	34.1	15.71
<b>TOTAL BFR</b>	6 465	616	7 081	356	•	2 422	2 778	9 859	•		
<b>TOTAL ECU</b>	142,3	13,6	155,8	7,8	•	53,3	61,1	217	•		
<b>TOTAL %</b>	65,6	6,2	71,8	3,6	•	24,6	26,2		•		100

MEMBER STATE : DEUTSCHLAND

ENTIRE NETWORK EXCLUDING WATERWAYS LESS THAN 250 T

NATIONAL CURRENCY AND ECU IN MIG. %

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	DM (9)=4+8	ECU (10)	% (11)
	<b>REGULATED RIVERS</b>									
I 250 - 399	-	-	-	-	-	26	26	26	11,5	2,1
II 400 - 599	-	-	-	-	-	-	-	-	-	-
III 600 - 999	0	0	2	11	0	4	15	17	7,5	1,3
IV 1.000 - 1.499	0	0	55	31	0	8	39	94	41,4	7,4
V 1.500 - 2.999	0	0	38	58	0	19	77	115	50,6	9,1
VI 3.000 - T	0	0	4	6	0	3	9	13	5,7	1
TOTAL	0	0	99	106	26	34	166	265	116,7	21
<b>CANALIZED RIVERS</b>										
I 250 - 399	0	0	0	0	10	0	10	10	4,4	,8
II 400 - 599	0	0	16	19	0	6	25	41	18,1	3,2
III 600 - 999	0	0	-	-	-	-	-	-	-	-
IV 1.000 - 1.499	0	0	210	147	0	44	191	401	176,6	31,8
V 1.500 - 2.999	0	0	2	3	0	1	4	6	2,6	,5
VI 3.000 - T	0	0	-	-	-	-	-	-	-	-
TOTAL	0	0	228	169	10	51	230	458	201,7	36,3
<b>CANALS</b>										
I 250 - 399	0	0	0	0	11	0	11	11	4,8	,9
II 400 - 599	0	0	0	0	0	0	0	0	0	0
III 600 - 999	0	0	112	41	0	13	54	166	73,1	13,2
IV 1.000 - 1.499	0	0	238	78	0	28	106	344	151,5	27,3
V 1.500 - 2.999	0	0	-	-	-	-	-	-	-	-
VI 3.000 - T	0	0	-	-	-	-	-	-	-	-
TOTAL	0	0	350	119	11	41	171	521	229,5	41,3
<b>OTHER WATERWAYS</b>										
	0	0	2	11	2	3	16	18	7,9	1,4
TOTAL DM	0	0	679	405	49	129	583	1 262		
TOTAL ECU	0	0	299,1	178,4	21,6	56,8	256,8		555,8	
TOTAL %	0	0	53,8	32,1	3,9	10,2	46,2			100

MEMBER STATE : FRANCE

FERTIL NETWORK EXCLUDING WATERWAYS LESS THAN 250 T NATIONAL CURRENCY AND ECU IN M.I.O. %/

CATEGORY OF WATERWAY AND DRAUGHT TONNAGE (T)	INVESTMENT EXPENDITURE			OPERATING EXPENDITURE			TOTAL			
	RECONSTRUCTION AND EXTENSION (2)	REPAIRS AND MAINTENANCE (3)	TOTAL (4)=2+3	CURRENT EXPENDITURE (5)	POLICE EXPENDITURE (6)	OVERHEADS (7)	TOTAL (8)=5+6+7	FF (9)=4+8	ECU (10)	%/ (11)
<b>REGULATED FIVELS</b>										
I 250	389									
II 400	599									
III 600	999									
IV 1.000	1.499									
V 1.500	2.999									
VI 3.000										
<b>TOTAL</b>										
<b>CANALIZED FIVELS</b>										
I 250	389									
II 400	599									
III 600	999									
IV 1.000	1.499									
V 1.500	2.999									
VI 3.000										
<b>TOTAL</b>										
<b>CANALS</b>										
I 250	389									
II 400	599									
III 600	999									
IV 1.000	1.499									
V 1.500	2.999									
VI 3.000										
<b>TOTAL</b>										
<b>OTHER WATERWAYS</b>										
<b>TOTAL FF</b>										
<b>TOTAL ECU</b>										
<b>TOTAL %/</b>										

NO DATA RECEIVED

## 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	LITCOO (9)=4+8	ECU (10)	% (11)
	<b>REGULATED RIVERS</b>									
I 250 - 399										
II 400 - 599										
III 600 - 999										
IV 1.000 - 1.499										
V 1.500 - 2.999										
VI 3.000 - T										
TOTAL										
<b>CANALIZED RIVERS</b>										
I 250 - 399										
II 400 - 599										
III 600 - 999										
IV 1.000 - 1.499										
V 1.500 - 2.999										
VI 3.000 - T										
TOTAL										
<b>CANALS</b>										
I 250 - 399										
II 400 - 599										
III 600 - 999										
IV 1.000 - 1.499										
V 1.500 - 2.999										
VI 3.000 - T										
TOTAL										
<b>OTHER WATERWAYS</b>										
TOTAL LITCOO	21,9	6,6	28,5	10,2	•	•	10,2	38,7		
TOTAL ECU	16,2	4,9	21,1	7,6	•	•	7,6		26,7	
TOTAL %	56,6	17,1	73,6	26,4	•	•	26,4			100

MEMBER STATE : LUXEMBOURG

ENTIRE NETWORK EXCLUDING WATERWAYS LESS THAN 250 T		NATIONAL CURRENCY AND ECU IN MIO. %										
		INVESTMENT EXPENDITURE					OPERATING EXPENDITURE					TOTAL
CATEGORY OF WATERWAY AND DEADWEIGHT TONNAGE (T)	NEW CONSTRUCTION AND EXTENSION	RECONSTRUCTION AND RENEWAL	CURRENT EXPENDITURE	POLICE EXPENDITURE	OVERHEADS	TOTAL	LEF	ECU	%			
										(2)	(3)	(4)=2+3
<b>REGULATED FIVERS</b>												
I	250	399										
II	400	599										
III	600	999										
IV	1.000	1.499										
V	1.500	2.999										
VI	3.000	T										
TOTAL												
<b>CANALIZED FIVERS</b>												
I	250	399										
II	400	599										
III	600	999										
IV	1.000	1.499	0	0	0	6,6	2,9	10,3	10,3	2,9	10,3	100
V	1.500	2.999										
VI	3.000	T										
TOTAL												
<b>CANALES</b>												
I	250	399										
II	400	599										
III	600	999										
IV	1.000	1.499										
V	1.500	2.999										
VI	3.000	T										
TOTAL												
<b>OTHER WATERWAYS</b>												
TOTAL LEF		0	0	0	6,6	2,9	10,3	10,3	2,9	10,3	10,3	100
TOTAL ECU		0	0	0	1	1	0	2	1	2	2	100
TOTAL %		0	0	0	64,1	7,8	28,2	100	7,8	28,2	100	100



MEMBER STATE : NEDERLAND

ENTIRE NETWORK EXCLUDING WATERWAYS LESS THAN 250 T

NATIONAL CURRENCY AND ECU IN MIO, %

CATEGORY OF WATERWAY AND DEADWEIGHT TONNAGE (1)	INVESTMENT EXPENDITURE			OPERATING EXPENDITURE			TOTAL			
	NEW CON- STRUCTION AND EXTENSION	RECON- STRUCTION AND REPAIR	TOTAL	CURRENT EXPENDI- TURE	POLICE EXPENDI- TURE	OVERHEADS	TOTAL	HFL	ECU	%
	(2)	(3)	(4)=2+3	(5)	(6)	(7)	(8)=5+6+7	(9)=4+8	(10)	(11)
<b>REGULATED RIVERS</b>										
I 250 - 299										
II 400 - 599										
III 600 - 999										
IV 1.000 - 1.499										
V 1.500 - 2.999										
VI 3.000 - T										
<b>TOTAL</b>										
<b>CANALIZED RIVERS</b>										
I 250 - 299										
II 400 - 599										
III 600 - 999										
IV 1.000 - 1.499										
V 1.500 - 2.999										
VI 3.000 - T										
<b>TOTAL</b>										
<b>CANALS</b>										
I 250 - 299										
II 400 - 599										
III 600 - 999										
IV 1.000 - 1.499										
V 1.500 - 2.999										
VI 3.000 - T										
<b>TOTAL</b>										
<b>OTHER WATERWAYS</b>										
<b>TOTAL HFL</b>										
<b>TOTAL ECU</b>										
<b>TOTAL %</b>										

NO DATA RECEIVED

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)	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)
<b>REGULATED RIVERS</b>										
I 250 - 399										
II 400 - 599										
III 600 - 999										
IV 1.000 - 1.499										
V 1.500 - 2.999										
VI 3.000 - T										
<b>TOTAL</b>										
<b>CANALIZED RIVERS</b>										
I 250 - 399	-	-	-	1,2	0	,1	1,3	1,3	2,2	29,5
II 400 - 599										
III 600 - 999										
IV 1.000 - 1.499										
V 1.500 - 2.999										
VI 3.000 - T										
<b>TOTAL</b>	-	-	-	1,2	0	,1	1,3	1,3	2,2	29,5
<b>CANALS</b>										
I 250 - 399	-	-	-	,2	0	0	,2	,2	,3	4,5
II 400 - 599	-	-	-	2	0	,1	2,1	2,1	3,6	47,7
III 600 - 999	0	0	0	,7	0	,1	,8	,8	1,4	18,2
IV 1.000 - 1.499										
V 1.500 - 2.999										
VI 3.000 - T										
<b>TOTAL</b>	0	0	0	2,9	0	,2	3,1	3,1	5,3	70,5
<b>OTHER WATERWAYS</b>										
TOTAL UKL	0	0	0	4,1	0	,3	4,4	4,4		
TOTAL ECU	0	0	0	7	0	,5	7,5		7,5	
TOTAL %	0	0	0	93,2	0	6,8	100			100



## 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	51,2	19,4	70,6	7,7	12,4	20,1	,1	1,4	1,5	59	33,2	92,2
DANMARK	-	30,5	30,5	-	8,9	8,9	-	0	0	-	39,4	39,4
DEUTSCHLAND	283,7	110,3	394	166	49	215	3,4	5,5	8,9	453,1	164,8	617,9
FRANCE	206,2	112,8	319	156,6	48,8	205,4	2	5,1	7,1	364,8	166,7	531,5
HELLAS	-	13,5	13,5	-	2,8	2,8	-	,2	,2	-	16,5	16,5
IRELAND	-	8,1	8,1	-	4,5	4,5	-	0	0	-	12,6	12,6
ITALIA	162,7	69,4	232,1	49,4	4,8	54,2	9,6	3,1	12,7	221,7	77,3	299
LUXEMBOURG	1,8	1,3	3,1	,7	1	1,7	0	,5	,5	2,5	2,8	5,3
NEDEERLAND	85	15,3	100,3	9,3	4,8	14,1	-	-	-	94,3	20,1	114,4
UNITED KINGDOM	156	173,6	329,6	12	63,6	75,6	2,4	17,4	19,8	170,4	254,6	425
<b>TOTAL</b>	<b>946,6</b>	<b>554,2</b>	<b>1 500,8</b>	<b>401,7</b>	<b>200,6</b>	<b>602,3</b>	<b>17,5</b>	<b>33,2</b>	<b>50,7</b>	<b>1 365,8</b>	<b>788</b>	<b>2 153,8</b>
GROSS TKN WORKED 000 MIO												
BELGIQUE/BELGIE	15,6	5,2	20,8	7,5	12,2	19,7	0	,2	,2	23,1	17,6	40,7
DANMARK	-	7,4	7,4	-	5,2	5,2	-	0	0	-	12,6	12,6
DEUTSCHLAND	97,6	22,8	120,4	146,2	24,2	170,4	1,6	,6	2,2	245,4	47,6	293
FRANCE	97,6	26,4	124	135,1	30,6	165,7	,9	1,2	2,1	233,6	58,2	291,8
HELLAS	-	3	3	-	1,9	1,9	-	,1	,1	-	5	5
IRELAND	-	2,4	2,4	-	1,7	1,7	-	0	0	-	4,1	4,1
ITALIA	75,6	10,4	86	40,7	2,5	43,2	5,8	,7	6,5	122,1	13,6	135,7
LUXEMBOURG	,4	,2	,6	,5	,8	1,3	0	0	0	,9	1	1,9
NEDEERLAND	18,4	1,7	20,1	6	2,5	8,5	0	0	0	24,4	4,2	28,6
UNITED KINGDOM	45,4	43,6	89	6,5	37,1	43,6	1,1	13,7	14,8	53	94,4	147,4
<b>TOTAL</b>	<b>350,6</b>	<b>123,1</b>	<b>473,7</b>	<b>342,5</b>	<b>118,7</b>	<b>461,2</b>	<b>9,4</b>	<b>16,5</b>	<b>25,9</b>	<b>702,5</b>	<b>258,3</b>	<b>960,8</b>

## ALL MEMBER STATES

## ENTIRE STATE NETWORK

IR %

CLASSIFICATION	RAILWAY TRAFFIC		EEC TOTAL		EEC TOTAL
	PASSENGER TRAINS	GOODS TRAINS	ELEC.	OTHER	
TRAIN-KM MIO					
BELGIQUE/BELGIE	76,6	21,8	64	36	4,3
DANMARK	77,4	22,6	-	100	1,2
DEUTSCHLAND	63,8	34,8	73,3	26,7	28,7
FRANCE	60	38,6	68,6	31,4	24,7
HELLAS	81,2	17	-	100	,8
IRELAND	64,3	35,7	-	100	,6
ITALIA	77,6	18,1	74,1	25,9	13,9
LUXEMBOURG	58,5	32,1	47,2	52,2	,2
NEDERLAND	87,7	12,3	82,4	17,6	5,3
UNITED KINGDOM	77,6	17,2	40,1	59,9	19,7
TOTAL	69,7	28	63,4	36,6	100
GROSS TKN WORKED 000 MIO					
BELGIQUE/BELGIE	51,1	48,4	56,2	43,2	4,2
DANMARK	58,7	41,3	-	100	1,3
DEUTSCHLAND	41,1	58,2	83,8	16,2	30,5
FRANCE	42,5	56,2	80,1	19,9	30,4
HELLAS	60	38	-	100	,5
IRELAND	58,5	41,5	-	100	,4
ITALIA	63,4	31,2	90	10	14,1
LUXEMBOURG	31,6	68,4	47,4	52,6	,2
NEDERLAND	70,3	29,7	85,3	14,7	3
UNITED KINGDOM	60,4	29,6	36	64	15,3
TOTAL	49,3	48	73,1	26,9	100

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

MEMBER STATE : BELGIQUE / BELGIE

NIO V-YM

CATEGORY OF VEHICLE	CATEGORY OF ROADS		TOTAL
	AUTOROUTES / ROUTES NATIONALES / PROVICIALES / VERKEERWEGEN / VERKEERWEGEN	ROUTES PROVINCIALES / NATIONALES / VERKEERWEGEN / VERKEERWEGEN	
1. PASSENGER VEHICLES WITH LESS THAN 10 SEATS			28 141 90,8
2. VANS WITH TOTAL PERMITTED LADEN HEIGHT LESS THAN 3 T			378 1,2
3. GOODS VEHICLES			1 450 4,7
4. GOODS VEHICLES WITH TRAILER			129 ,4
5. TRACTORS WITH SEMI-TRAILER			589 1,9
6. BUSES AND COACHES			307 1
7. VEHICLES FOR TRANSPORT OF ABNORMAL LDS+SPEC.VEHICL.			• •
8. AGRICULTURAL VEHICLES			• •
TOTAL			30 994
			100

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

MEMBER STATE : DENMARK

MIO V-KM

CATEGORY OF VEHICLE	CATEGORY OF ROADS				TOTAL	
	MOTORVEJE	HØVED- LANDEVEJE	LANDEVEJE	KOMMUNEVEJE	NUMBER	%
1. PASSENGER VEHICLES WITH LESS THAN 10 SEATS						
2. VANS WITH TOTAL PERMITTED LOAD 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 LGS+SPEC.VEHICL.						
8. AGRICULTURAL VEHICLES						
TOTAL	2 600	5 200	4 400	7 100	19 300	
	%	13,5	26,9	22,8	36,8	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	75 433	56 562	43 931	22 612	5 038	203 576	84,7
2. VANS WITH TOTAL PERMITTED LADEN WEIGHT LESS THAN 3 T	2 129	1 786	1 390	715	159	6 179	2,6
3. GOODS VEHICLES	3 526	2 709	1 973	966	215	9 389	3,9
4. GOODS VEHICLES WITH TRAILER	4 758	1 572	666	259	58	7 313	3
5. TRACTORS WITH SEMI-TRAILER	3 685	908	354	140	31	5 118	2,1
6. BUSES AND COACHES	653	669	561	273	61	2 217	,9
7. VEHICLES FOR TRANSPORT OF ABNORMAL LDS+SPEC.VEHICL.	*	*	*	*	*	*	*
8. AGRICULTURAL VEHICLES	*	*	*	*	*	*	*
* CATEGORIES NOT SEPARATED	646	1 623	2 180	1 684	375	6 508	2,7
TOTAL	NUMBER	90 830	65 829	51 055	26 649	5 937	240 300
	o/o	37,8	27,4	21,2	11,1	2,5	100



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

MEMBER STATE : HELLAS

MIO V-KM

CATEGORY OF VEHICLE	CATEGORY OF ROADS				TOTAL	
	ΑΠΟΚΙΝΗΤΟΦΟΡΟΙ ΜΟΙ / ΕΚΠΡΕΣΣΗ ΗΓΙΣΤΕΡΑΙ	ΕΘΝΙΚΟΙ ΔΡΟΜΟΙ / ΕΘΝΙΚΑ ΟΔΙΑ	ΕΠΑΡΧΙΑΚΟΙ ΔΡΟΜΟΙ / ΠΡΟΒΙΝΚΙΑΚΑ ΟΔΙΑ	ΔΙΜΟΤΙΚΟΙ ΚΑΙ ΚΟΙΝΟΤΙΚΟΙ / ΚΟΙΝΟΤΙΚΑ ΟΔΙΑ	NUMEEF	ο/ο
1. PASSENGER VEHICLES WITH LESS THAN 10 SEATS		5 420			5 420	48,7
2. VANS WITH TOTAL PERMITTED LADEN WEIGHT LESS THAN 3 T		2 770			2 770	24,9
2. GOODS VEHICLES		*			*	*
4. GOODS VEHICLES WITH TRAILER		*			*	*
5. TRACTORS WITH SEMI-TRAILER		*			*	*
6. BUSES AND COACHES		500			500	4,5
7. VEHICLES FOR TRANSPORT OF ABNORMAL LDS-SPEC.VEHICL.		ο			ο	ο
8. AGRICULTURAL VEHICLES		ο			ο	ο
* CATEGORIES NOT SEPARATED		2 450			2 450	22
TOTAL	NUMEEF	11 140			11 140	
	ο/ο	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	•/•
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	•/•

NO DATA RECEIVED

## 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	%
1. PASSENGER VEHICLES WITH LESS THAN 10 SEATS					10 500	73,9
2. VANS WITH TOTAL PERMITTED LADEN WEIGHT LESS THAN 3 T					1 125	7,9
3. GOODS VEHICLES					1 200	8,4
4. GOODS VEHICLES WITH TRAILER					32	,2
5. TRACTORS WITH SEMI-TRAILER					350	2,5
6. BUSES AND COACHES					225	1,6
7. VEHICLES FOR TRANSPORT OF ABNORMAL LDS+SPEC.VEHICL.					775	5,5
8. AGRICULTURAL VEHICLES					.	.
					.	.
TOTAL					14 207	
	NUMBER					
	%					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	27 743	o	o	o	o	o
2. VANS WITH TOTAL PERMITTED LADEN WEIGHT LESS THAN 3 T	1 935	o	o	o	o	o
3. GOODS VEHICLES	3 313	o	o	o	o	o
4. GOODS VEHICLES WITH TRAILER	2 212	o	o	o	o	o
5. TRACTORS WITH SEMI-TRAILER	1 877	o	o	o	o	o
6. BUSES AND COACHES	237	o	o	o	o	o
7. VEHICLES FOR TRANSPORT OF ABNORMAL LGS+SPEC.VEHICL.	10	o	o	o	o	o
8. AGRICULTURAL VEHICLES	o	o	o	o	o	o
TOTAL	37 327	o	o	o	o	o
	o/o	373,3	o	o	o	o

## 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 FERRIS	CHEMINS VICIAUX		NUMBER	%
1. PASSENGER VEHICLES WITH LESS THAN 10 SEATS						
2. VANS WITH TOTAL PERMITTED LOAD WEIGHT LESS THAN 3 T						
3. GOODS VEHICLES						
4. GOODS VEHICLES WITH TRAILER						
5. TRACTORS WITH SEMI-TRAILER						
6. BUSES AND COACHES	NO DATA RECEIVED					
7. VEHICLES FOR TRANSPORT OF ABNORMAL LGS+SPEC.VEHICL.						
8. AGRICULTURAL VEHICLES						
TOTAL	NUMBER					%

## 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	%
1. PASSENGER VEHICLES WITH LESS THAN 10 SEATS	19 030	6 162	6 766	3 909	9 711	45 578	69,3
2. VANS WITH TOTAL PERMITTED LADER WEIGHT LESS THAN 3 T	402	173	183	111	256	1 125	2,2
3. GOODS VEHICLES	806	277	256	157	225	1 721	3,4
4. GOODS VEHICLES WITH TRAILER	399	134	96	26	22	677	1,3
5. TRACTORS WITH SEMI-TRAILER	735	216	158	41	31	1 181	2,3
6. BUSES AND COACHES	99	45	58	34	119	355	,7
7. VEHICLES FOR TRANSPORT OF ABNORMAL LDS+SPEC.VEHICL.	2	1	1	1	3	8	0
8. AGRICULTURAL VEHICLES	•	8	8	28	340	384	,8
TOTAL	21 473	7 016	7 526	4 307	10 707	51 029	
	%	42,1	13,7	14,7	8,4	21	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	%
1. PASSENGER VEHICLES WITH LESS THAN 10 SEATS	23 493	28 696	33 921	25 798	111 908	72,3
2. VANS WITH TOTAL PERMITTED LADEN WEIGHT LESS THAN 3 T	2 205	2 679	3 152	3 011	11 047	7,1
3. GOODS VEHICLES	7 476	6 959	6 461	4 499	25 395	16,4
4. GOODS VEHICLES WITH TRAILER	2 584	1 593	685	220	5 082	3,3
5. TRACTORS WITH SEMI-TRAILER						
6. BUSES AND COACHES	294	351	410	192	1 247	,8
7. VEHICLES FOR TRANSPORT OF ABNORMAL LGS+SPEC.VEHICL.						
8. AGRICULTURAL VEHICLES						
<b>TOTAL</b>	<b>NUMBER</b>	36 052	40 278	44 629	33 720	154 679
	<b>%</b>	23,3	26	28,9	21,8	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	%
1. PASSENGER VEHICLES WITH LESS THAN 12 SEATS					9 380	91,7
2. VANS WITH TOTAL PERMITTED LOAD WEIGHT LESS THAN 3 T					126	1,2
3. GOODS VEHICLES					363	3,5
4. GOODS VEHICLES WITH TRAILER					32	,3
5. TRACTORS WITH SEMI-TRAILER					147	1,4
6. BUSES AND COACHES					183	1,8
7. VEHICLES FOR TRANSPORT OF ABNORMAL LOADS SPEC. VEHICL.					.	.
8. AGRICULTURAL VEHICLES					.	.
TOTAL					10 231	
	NUMBER					
	%					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	°/°
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	4 800	7 100	
	°/°	21,1	11,3	67,6		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	°/°
1. PASSENGER VEHICLES WITH LESS THAN 10 SEATS						
2. VANS WITH TOTAL PERMITTED LOAD 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						

NO DATA RECEIVED

## VEHICLE-MI TRAVELLED ANNUALLY ON ECADS WITHIN BUILT-UP AREAS

MEMBER STATE : LUXEMBOURG

WIG V-71:

CATEGORY OF VEHICLE	CATEGORY OF ECADS				TOTAL	
	ROUTES D'ETAT	CHEMINS REPERIS	CHEMINS VICINAUX		NUMERE	o/o
1. PASSENGER VEHICLES WITH LESS THAN 10 SEATS						
2. VANS WITH TOTAL PERMITTED LADEIN 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 LRS+SPEC.VEHICL.						
8. AGRICULTURAL VEHICLES						
TOTAL					NUMERE	o/o

NO DATA RECEIVED

## 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	%
1. PASSENGER VEHICLES WITH LESS THAN 10 SEATS		6 887	51 007	50 201	108 095	78,3
2. VANS WITH TOTAL PERMITTED LADEN WEIGHT LESS THAN 3 T		707	5 078	5 072	10 857	7,9
3. GOODS VEHICLES		1 308	8 240	6 773	16 321	11,8
4. GOODS VEHICLES WITH TRAILER		187	457	78	722	,5
5. TRACTORS WITH SEMI-TRAILER						
6. BUSES AND COACHES		102	1 191	753	2 046	1,5
7. VEHICLES FOR TRANSPORT OF ABNORMAL LGS-SPEC.VEHICL.						
8. AGRICULTURAL VEHICLES						
TOTAL	KM/VEH	9 191	65 973	62 877	138 041	
	%	6,7	47,8	45,5		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	28 141	90,8	9 380	91,7	37 521	91	75	25	91
2.VANS WITH TOTAL PERMITTED LADEN WEIGHT LESS THAN 3 T	378	1,2	126	1,2	504	1,2	75	25	1
3.GOODS VEHICLES	1 450	4,7	363	3,5	1 813	4,4	80	20	4
4.GOODS VEHICLES WITH TRAILER	129	,4	32	,3	161	,4	80,1	19,9	0
5.TRACTORS WITH SEMI-TRAILER	589	1,9	147	1,4	736	1,8	80	20	2
6.BUSES AND COACHES	307	1	183	1,8	490	1,2	62,7	37,3	1
7.VEHICLES FOR TRANSPORT OF ABNORMAL LDS+SPEC.VEHICL.	•	•	•	•			•	•	
8.AGRICULTURAL VEHICLES	•	•	•	•			•	•	
TOTAL	30 994		10 231		41 225				
	‰	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			20 900	79,2		79
2.VANS WITH TOTAL PERMITTED LADEN WEIGHT LESS THAN 3 T			2 810	10,6		11
3.GOODS VEHICLES			1 750	6,6		7
4.GOODS VEHICLES WITH TRAILER			270	1		1
5.TRACTORS WITH SEMI-TRAILER			220	,8		1
6.BUSES AND COACHES			450	1,7		2
7.VEHICLES FOR TRANSPORT OF ABNORMAL LDS+SPEC.VEHICL.						
8.AGRICULTURAL VEHICLES						
TOTAL	NUMBER	19 300	7 100	26 400		
	‰	73,1	26,9	100	73,1	26,9
					100	

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

NUMBER STATE : FRANCE

MIC V-KM, ‰

CATEGORY OF VEHICLE	MIC 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 LOAD 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 LOADS + SPEC. VEHICL.						
8. AGRICULTURAL VEHICLES						
TOTAL						
	NO DATA RECEIVED					
	‰					

## VEHICLE-KM TRAVELLED ON FOADS 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						
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. VEHICLE.						
8. AGRICULTURAL VEHICLES						
TOTAL						
	NUMBER					
	‰					

NO DATA RECEIVED



## 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	111 908	72,3	108 095	78,3	220 003	75,2	50,9	49,1	75
2. VANS WITH TOTAL PERMITTED LADEN WEIGHT LESS THAN 3 T	11 047	7,1	10 857	7,9	21 904	7,5	50,4	49,6	7
3. GOODS VEHICLES	25 395	16,4	16 321	11,8	41 716	14,3	60,9	39,1	14
4. GOODS VEHICLES WITH TRAILER	5 082	3,3	722	,5	5 804	2	87,6	12,4	2
5. TRACTORS WITH SEMI-TRAILER									
6. BUSES AND COACHES	1 247	,8	2 046	1,5	3 293	1,1	37,9	62,1	1
7. VEHICLES FOR TRANSPORT OF ABNORMAL LDS+SPEC. VEHICL.									
8. AGRICULTURAL VEHICLES									
TOTAL	154 679		138 041		292 720				
	%	52,8		47,2	100	52,8	47,2	100	

## MEMBER STATE : BELGIQUE / BELGIE

## ENTIRE NETWORK EXCLUDING WATERWAYS LESS THAN 250 T

CATEGORY OF VESSEL (DEADWEIGHT TONNAGE OR POWER)	VESSEL-KM IN 000	TVM-DEADWEIGHT IN MIO	VESSELS PASSED LOCK IN 000
<b>A. MOTORSHIPS (T)</b>			
- 249	97	13	17
250 - 399	7 096	2 551	531
400 - 649	2 815	1 454	126
650 - 999	1 859	1 557	129
1.000 - 1.499	1 527	1 858	98
1.500 -	716	1 481	9
<b>TOTAL</b>	<b>14 110</b>	<b>8 914</b>	<b>910</b>
<b>B. DLMB BARGES (T)</b>			
- 249	10	1	2
250 - 399	7	3	7
400 - 649	2	1	0
650 - 999	2	2	0
1.000 - 1.499	7	9	0
1.500 -	6	11	0
<b>TOTAL</b>	<b>34</b>	<b>27</b>	<b>9</b>
<b>C. PUSHED BARGES (T)</b>			
- 399	104	35	3
400 - 649	57	30	2
650 - 999	62	51	4
1.000 - 1.499	162	215	6
1.500 -	311	717	11
<b>TOTAL</b>	<b>696</b>	<b>1 048</b>	<b>26</b>

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
<b>D. SEA-GOING VESSELS (NET)</b>			
- 299	1	0	1
300 - 999	9	7	3
1.000 -	54	85	4
<b>TOTAL</b>	<b>64</b>	<b>92</b>	<b>8</b>
<b>E. TUGS WITH A POWER OF (KW)</b>			
- 183	59		8
184 - 293	32		1
294 - 734	39		1
735 -	17		1
<b>TOTAL</b>	<b>147</b>		<b>11</b>
<b>F. PUSHERCRAFT, POWER OF (KW)</b>			
- 183	14		1
184 - 293	35		5
294 - 734	233		11
735 -	133		2
<b>TOTAL</b>	<b>415</b>		<b>19</b>
<b>G. PASSENGER VESSELS</b>			
	0		18

## MEMBER STATE : DEUTSCHLAND

## ENTIRE NETWORK EXCLUDING WATERWAYS LESS THAN 250 T

CATEGORY OF VESSEL (DEADWEIGHT TONNAGE OR POWER)	VESSEL-NUM IN 000	TKM-DEADWEIGHT IN MIO	VESSELS PASSED LOCK IN 000
<b>A. MOTORSHIPS (T)</b>			
- 249	140	30	2
250 - 399	2 445	857	67
400 - 649	7 838	4 157	216
650 - 999	19 103	16 097	452
1.000 - 1.499	27 270	33 499	554
1.500 -	14 408	27 830	163
<b>TOTAL</b>	<b>71 204</b>	<b>82 470</b>	<b>1 455</b>
<b>B. DUNE BARGES (T)</b>			
- 249	44	1	2
250 - 399	12	4	0
400 - 649	106	52	1
650 - 999	365	313	4
1.000 - 1.499	380	432	5
1.500 -	100	194	0
<b>TOTAL</b>	<b>1 007</b>	<b>996</b>	<b>12</b>
<b>C. PUSHED BARGES (T)</b>			
- 399	136	50	0
400 - 649	468	211	6
650 - 999	462	419	3
1.000 - 1.499	516	681	9
1.500 -	6 078	14 436	39
<b>TOTAL</b>	<b>7 660</b>	<b>15 797</b>	<b>57</b>

## MEMBER STATE : DEUTSCHLAND

(CONTINUATION OF PRECEDING TABLE)

CATEGORY OF VESSEL (DEADWEIGHT TONNAGE OR POWER)	VESSEL-KM IN 000	TKM-DEADWEIGHT IN TON	VESSELS PASSED LOCK IN 000
<b>D. SEA-GOING VESSELS (NET)</b>			
- 299	234	38	6
300 - 999	220	113	0
1.000 -	4	4	0
<b>TOTAL</b>	<b>458</b>	<b>155</b>	<b>6</b>
<b>E. TUGS WITH A POWER OF (KW)</b>			
- 183	115		2
184 - 293	259		5
294 - 734	145		1
735 -	65		0
<b>TOTAL</b>	<b>584</b>		<b>8</b>
<b>F. PUSHERCRAFT, POWER OF (KW)</b>			
- 183	420		7
184 - 293	540		17
294 - 734	1 102		7
735 -	2 313		13
<b>TOTAL</b>	<b>4 375</b>		<b>44</b>
<b>G. PASSENGER VESSELS</b>			
	0		0

## MEMBER STATE : FRANCE

## ENTIRE NETWORK EXCLUDING WATERWAYS LESS THAN 250 T

CATEGORY OF VESSEL (DEADWEIGHT TONNAGE OR POWER)	VESSEL-NR IN 000	TGN-DEADWEIGHT IN MIO	VESSELS PASSED LOCK IN OCC
<b>A. RECEIPTS (T)</b>			
- 249	131	27	11
250 - 399	19 978	7 301	3 009
400 - 649	2 575	1 199	246
650 - 999	1 112	936	58
1.000 - 1.499	701	859	49
1.500 -	336	673	22
<b>TOTAL</b>	<b>24 835</b>	<b>10 995</b>	<b>3 395</b>
<b>B. DUNE BARGES (T)</b>			
- 249	23	5	0
250 - 399	32	11	3
400 - 649	1	0	0
650 - 999	0	0	0
1.000 - 1.499	0	0	0
1.500 -	1	2	0
<b>TOTAL</b>	<b>57</b>	<b>18</b>	<b>3</b>
<b>C. PUSHED BARGES (T)</b>			
- 399	1 023	343	57
400 - 649	2 164	1 040	90
650 - 999	801	614	27
1.000 - 1.499	196	234	7
1.500 -	1 529	3 637	53
<b>TOTAL</b>	<b>5 713</b>	<b>5 868</b>	<b>234</b>

## MEMBER STATE : FRANCE

## (CONTINUATION OF PRECEDING TABLE)

CATEGORY OF VESSEL (DEADWEIGHT TONNAGE OF POWER)	VESSEL-N° IN 000	TM-DEADWEIGHT IN NTO	VESSELS PASSED LOCK IN 000
<b>D. SEA-GOING VESSELS (NET)</b>			
- 299	0	0	0
300 - 999	0	0	0
1.000 +	0	0	0
<b>TOTAL</b>	0	0	0
<b>E. TUGS WITH A POWER OF (KW)</b>			
+ 183	0		0
184 - 293	0		0
294 - 734	0		0
735 +	0		0
<b>TOTAL</b>	0		0
<b>F. FUSELFRIFT, POWER OF (KW)</b>			
+ 183	0		0
184 - 293	0		0
294 - 734	0		0
735 +	0		0
<b>TOTAL</b>	0		0
<b>G. PASSENGER VESSELS</b>			
	0		0

## MEMBER STATE : ITALIA

## ENTIRE NETWORK EXCLUDING WATERWAYS LESS THAN 250 T

CATEGORY OF VESSEL (DEADWEIGHT TONNAGE OF POWER)	VESSEL-KM IF 000	TKM-DEADWEIGHT IF MIO	VESSELS PASSED LOCK IF 000
<b>A. MOTORSHIPS (T)</b>			
- 249	19	0	1
250 - 399	32	0	1
400 - 649	25	0	1
650 - 999	44	0	0
1.000 - 1.499	89	0	1
1.500 -	0	0	0
<b>TOTAL</b>	<b>209</b>	<b>0</b>	<b>4</b>
<b>B. DUNE BARGES (T)</b>			
- 249	0	0	0
250 - 399	0	0	0
400 - 649	0	0	0
650 - 999	1	0	0
1.000 - 1.499	4	0	0
1.500 -	2	0	0
<b>TOTAL</b>	<b>7</b>	<b>0</b>	<b>0</b>
<b>C. PUSHED BARGES (T)</b>			
- 399	1	0	2
400 - 649	5	0	0
650 - 999	28	0	0
1.000 - 1.499	316	0	2
1.500 -	7	0	0
<b>TOTAL</b>	<b>357</b>	<b>0</b>	<b>4</b>



MEMBER STATE : ITALIA

(CONTINUATION OF PRECEDING TABLE)

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

## MEMBER STATE : NEDERLAND

## ENTIRE NETWORK EXCLUDING WATERWAYS LESS THAN 250 T

CATEGORY OF VESSEL (DEADWEIGHT TONNAGE OF POWER)	VESSEL-YR IN 000	TKM-DEADWEIGHT IN MIO	VESSELS PASSED LOCK IN 000
<b>A. MOTORSHIPS (T)</b>			
- 249	2 042	358	69
250 - 399	8 092	2 813	279
400 - 649	12 758	6 681	442
650 - 999	13 823	11 536	299
1.000 - 1.499	11 203	13 811	193
1.500 -	6 736	13 826	92
<b>TOTAL</b>	<b>54 654</b>	<b>49 025</b>	<b>1 374</b>
<b>B. DUNE BARGES (T)</b>			
- 249	145	16	9
250 - 399	25	11	1
400 - 649	78	40	3
650 - 999	95	80	2
1.000 - 1.499	185	241	3
1.500 -	84	175	2
<b>TOTAL</b>	<b>622</b>	<b>563</b>	<b>20</b>
<b>C. PUSHED BARGES (T)</b>			
- 399	171	50	3
400 - 649	138	71	3
650 - 999	351	296	9
1.000 - 1.499	657	638	10
1.500 -	6 637	16 269	41
<b>TOTAL</b>	<b>7 954</b>	<b>17 524</b>	<b>66</b>

MEMBER STATE : NEDERLAND

(CONTINUATION OF PRECEDING TABLE)

CATEGORY OF VESSEL (DEADWEIGHT TONNAGE OR POWER)	VESSEL- IN 000	TM:-LEADWEIGHT IN MIO	VESSELS PASSED LOCK IN 000
<b>D. SEA-GOING VESSELS (NET)</b>			
- 299	339	190	6
300 - 999	422	609	4
1.000 -	66	289	0
TOTAL	828	1 088	10
<b>E. TUGS WITH A POWER OF (KW)</b>			
- 183	267		15
184 - 293	375		11
294 - 734	662		14
735 -	282		6
TOTAL	1 592		46
<b>F. FUSHEICRAFT, POWER OF (KW)</b>			
- 183	51		2
184 - 293	72		4
294 - 734	410		16
735 -	2 253		22
TOTAL	2 786		44
<b>G. PASSENGER VESSELS</b>			
	714		34

## 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
<b>A. MOTORSHIPS (T)</b>			
- 249	72	12	12
250 - 399	103	31	12
400 - 649	83	42	12
650 - 999	13	10	-
1.000 - 1.499	-	-	-
1.500 -	-	-	-
<b>TOTAL</b>	<b>271</b>	<b>95</b>	<b>36</b>
<b>B. DUMB BARGES (T)</b>			
- 249	1	0	0
250 - 399	-	-	-
400 - 649	16	7	0
650 - 999	-	-	-
1.000 - 1.499	-	-	-
1.500 -	-	-	-
<b>TOTAL</b>	<b>17</b>	<b>7</b>	<b>0</b>
<b>C. PUSHED BARGES (T)</b>			
- 399	131	22	22
400 - 649	-	-	-
650 - 999	-	-	-
1.000 - 1.499	-	-	-
1.500 -	-	-	-
<b>TOTAL</b>	<b>131</b>	<b>22</b>	<b>22</b>

MEMBER STATE : UNITED KINGDOM

(CONTINUATION OF PRECEDING TABLE)

CATEGORY OF VESSEL (DEADWEIGHT TONNAGE OF POWER)	VESSEL-KM IN 000	TW-DEADWEIGHT IN MIC	VESSELS PASSED LOCK IN 000
<b>D. SEA-GOING VESSELS (N.T)</b>			
- 299			
300 - 999			
1.000 -			
<b>TOTAL</b>			
<b>E. TUGS WITH A POWER OF (KW)</b>			
- 183	17		1
184 - 293			
294 - 734			
735 -			
<b>TOTAL</b>	17		1
<b>F. PUSHCRAFT, POWER OF (KW)</b>			
- 183	44		7
184 - 293			
294 - 734			
735 -			
<b>TOTAL</b>	44		7
<b>G. PASSENGER VESSELS</b>			
	0		0

## ALL MEMBER STATES

## ENTIRE NETWORK EXCLUDING WATERWAYS LESS THAN 250 T

CATEGORY OF VESSEL	B	D	F	I	NL	UK	TOTAL		
							NUMBER	o/o	
<b>1. VESSEL-KM IN 000</b>									
MOTORSCHIPS	14 110	71 204	24 835	209	54 654	271	165 283	82	
DUNE BARGES	34	1 007	57	7	622	17	1 744	,9	
PUSHED BARGES	696	7 660	5 713	357	7 954	131	22 511	11,2	
SEA-GOING VESSELS	64	458	•	•	828	•	1 350	,7	
TUGS	147	584	•	•	1 592	17	2 340	1,2	
PUSHER CRAFTS	415	4 375	•	•	2 786	44	7 620	3,8	
PASSENGER SHIPS	•	•	•	•	714	•	714	,4	
<b>TOTAL</b>	<b>15 466</b>	<b>85 288</b>	<b>30 605</b>	<b>573</b>	<b>69 150</b>	<b>480</b>	<b>201 562</b>		
	<b>8</b>	<b>42</b>	<b>15</b>	<b>0</b>	<b>34</b>	<b>0</b>		<b>100</b>	
<b>2. TKN-ILADWEIGET IN MIO</b>									
MOTORSCHIPS	6 914	82 470	10 995	•	49 025	95	151 499	77,8	
DUNE BARGES	27	996	18	•	563	7	1 611	,8	
PUSHED BARGES	1 048	15 797	5 868	•	17 524	22	40 259	20,7	
SEA-GOING VESSELS	92	155	•	•	1 088	•	1 335	,7	
<b>TOTAL</b>	<b>10 081</b>	<b>99 418</b>	<b>16 881</b>	<b>0</b>	<b>68 200</b>	<b>124</b>	<b>194 704</b>		
	<b>5</b>	<b>51</b>	<b>9</b>	<b>0</b>	<b>35</b>	<b>0</b>		<b>100</b>	
<b>3. VESSELS PASSED LOCK IN 000</b>									
MOTORSCHIPS	910	1 455	2 395	4	1 374	36	7 174	91	
DUNE BARGES	9	12	3	0	20	0	44	,6	
PUSHED BARGES	26	57	234	4	66	22	409	5,2	
SEA-GOING VESSELS	8	6	•	•	10	•	24	,3	
TUGS	11	8	•	•	48	1	66	,8	
PUSHER CRAFTS	19	44	•	•	44	7	114	1,4	
PASSENGER SHIPS	18	•	•	•	34	•	52	,7	
<b>TOTAL</b>	<b>1 001</b>	<b>1 582</b>	<b>2 632</b>	<b>8</b>	<b>1 594</b>	<b>66</b>	<b>7 883</b>		
	<b>13</b>	<b>20</b>	<b>46</b>	<b>0</b>	<b>20</b>	<b>1</b>		<b>100</b>	

## ALL MEMBER STATES

## ENTIRE NETWORK EXCLUDING WATERWAYS LESS THAN 250 T

CATEGORY OF WATERWAY	B	D	F	I	NL	UK	TOTAL	
							NUMBER	%
1. VESSEL-KM IN 000								
REGULATED RIVERS	1 828	54 636	381		34 241		91 086	45,2
CANALIZED RIVERS	4 334	13 530	18 269		7 536	66	43 735	21,7
CANALS	9 268	16 888	11 955		19 147	414	57 672	28,6
OTHER WATERWAYS	36	234		573	8 226		9 069	4,5
TOTAL	15 466	85 288	20 605	573	69 150	480	201 562	100
2. TON-DEADWEIGHT IN MIO								
REGULATED RIVERS	1 184	68 959	151		39 818		110 112	56,6
CANALIZED RIVERS	2 021	15 488	11 302		5 015	27	33 853	17,4
CANALS	6 860	14 806	5 428		15 429	97	42 620	21,9
OTHER WATERWAYS	16	165		0	7 938		8 119	4,2
TOTAL	10 081	99 418	16 881	0	68 200	124	194 704	100
3. VESSELS PASSED LOCK IN 000								
REGULATED RIVERS	0	24	0		56		80	1
CANALIZED RIVERS	408	820	979		264	1	2 472	31,4
CANALS	592	738	2 653		1 140	65	5 188	65,8
OTHER WATERWAYS	1	0		8	134		143	1,8
TOTAL	1 001	1 582	3 632	8	1 594	66	7 883	100





## RAILWAYS, ROADS, INLAND WATERWAYS

MEMBER STATES	RAILWAYS		ROADS OUTSIDE BUILT-UP AREAS	INLAND WATERWAYS		
	TRAIN-KM MIO	GROSS TKN WORKED 000 MIO	VEHICLE-KM 000 MIO	VESSELS-KM MIO	TKM DEADWIGHT 000 MIO	VESSELS PAS- SING LOCKS MIO
BELGIQUE/BELGIE	92,2	40,7	31	15,5	10,1	1
DANMARK	39,4	12,6	19,3	-	-	-
DEUTSCHLAND	617,9	293	240,3	85,2	99,4	1,6
FRANCE	531,5	291,8	.	30,6	16,9	3,6
HELLAS	16,5	5	11,1	-	-	-
IRELAND	12,6	4,1	14,2	-	-	-
ITALIA	299	135,7	.	,6	0	0
LUXEMBOURG	5,3	1,9	.	0	0	0
NEDEFLAND	114,4	26,6	51	69,1	68,2	1,6
UNITED KINGDOM	425	147,4	154,7	,5	,1	,1
<b>EEC</b>	<b>2 153,8</b>	<b>960,8</b>	<b>.</b>	<b>201,6</b>	<b>194,7</b>	<b>7,9</b>

## 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	1 488	12 363	111 814	125 665	1 517
DANMARK	5 168	516	4 129	65 016	69 661	-
DEUTSCELAND	65 687	8 080	32 096	452 074	492 250	4 427
FRANCE	72 854	5 290	28 130	768 000	801 420	6 004
HELLAS	3 282	91	8 689	28 690	37 470	-
IRELAND	2 495	-	2 629	89 665	92 294	-
ITALIA	30 313	5 901	45 147	245 938	296 986	2 237
LUXEMBOURG	628	58	926	4 231	5 215	37
NEDERLAND	7 028	1 841	2 760	90 670	95 271	4 833
UNITED KINGDOM	43 882	2 822	12 867	352 982	368 671	1 631 1)
EEC	242 456	26 087	149 736	2 209 080	2 384 903	20 686

1) Calculated on new basis and not comparable to the figures published in previous years which refer only to waterways under control of the British Waterway Board.

FOR THE THREE MODES OF TRANSPORT : 1974 - 1983

NATIONAL CURRENCIES IN MIO

YEAR	B	DK	D	F	GR	IRL	I (x 000)	L	NL	UK
<b>RAILWAYS</b>										
1974	9 962	699	€ 869	5 000		8,5	433	762	476	285
1975	11 897	869	7 234	€ 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	.	847
1983	22 192	1 398	8 464	17 953	4 585	41,1	3 740	1 465	.	967
<b>ROADS</b>										
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	3 062	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	.	21 817	176,3	5 756	.	6 401	2 382
1982	70 641	€ 359	25 506	.	21 817	207,2	6 941	.	.	2 936
1983	.	€ 275	24 984	.	33 097	241,4	8 353	.	.	3 457
<b>INLAND WATERWAYS</b>										
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	-	1 162	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	.	-	-	29,5	12,6	.	6,50
1983	9 859	-	1 262	.	-	-	38,7	10,3	.	4,40

FOR THE THREE MODES OF TRANSPORT : 1974 • 1983

IN MIO OF ECU

YEAR	B	DK	D	F	GR	IRL	I	L	NL	UK	EEC
<b>RAILWAYS</b>											
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	1 826		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	.	1 511,2	.
1983	488	172	3 728	2 652	59	57	2 771	32,2	.	1 647,4	.
<b>ROADS</b>											
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	1 432	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	.	354	255	4 557	.	2 307	4 306,6	.
1982	1 580	720	10 735	.	334	300	5 243	.	.	5 238,2	.
1983	.	772	11 004	.	424	338	6 188	.	.	5 889,3	.
<b>INLAND WATERWAYS</b>											
1974	84	-	331	96		-	.	,2	136	.	647
1975	121	-	359	126		-	.	,2	138	2	746
1976	140	-	373	104		-	8	,2	164	2,2	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	968
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	.	-	-	22	,2	.	11,6	.
1983	217	-	556	.	-	-	29	,2	.	7,5	.

## INFRASTRUCTURE EXPENDITURE

TOTAL FOR RAILWAYS, ROADS AND WATERWAYS : 1973 - 1983

YEAR	B	DK	D	F	GR	IRL	I 1)	L	NL	UK	EEC
NATIONAL CURRENCIES IN MIO											
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	3 326	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	•	24 753	214,2	8 292	•	7 818	3 206	
1982	106 269	7 515	35 288	•	26 210	251	10 018	•	•	3 790	
1983	•	7 673	34 710	•	37 682	282,5	12 132	•	•	4 428	
IN MIO OF ECU											
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	•	402	210	6 564	•	2 817	5 796	•
1982	2 377	921	14 852	•	401	364	7 568	•	•	6 761	•
1983	•	944	15 287	•	483	395,1	8 987	•	•	7 543	•

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FOR THE THREE MODES OF TRANSPORT : 1974 - 1983

YEAR	E	DK	D	F	GR	IRL	I	I	NL	UK	EEC
<b>RAILWAYS IN MRD GROSS TON-KM WORKED</b>											
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	2,2	27,3	159,5	1 010
1980	39,9	12,4	317,3	309		4,2	138,9	2,2	26,5	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
1983	40,7	12,6	293	291,8	5	4,1	135,7	1,9	28,6	147,4	961
<b>ROADS OUTSIDE BUILT-UP AREAS IN MRD VEHICLE-KM</b>											
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	1,2	46,2	146,4	863
1981	30,5	18,6	226,2	•	9,1	15,7	154,1	1,4	49	158	•
1982	30,7	18,8	227,7	•	9,1	15	•	1,5	49,7	163,3	•
1983	31	19,3	240,3	•	11,1	14,2	•	•	51	154,7	•
<b>WATERWAYS IN MRD DEADWEIGHT TON-KM</b>											
1974	12,1	-	102	26		-	0	0	73,5	,2	214
1975	9,5	-	94,5	21,5		-	0	0	65,4	,2	191
1976	11,9	-	111,2	22,7		-	0	0	82,5	,2	229
1977	11,5	-	99,3	20,1		-	0	0	72,6	,2	205
1978	11,6	-	102,8	20,7		-	0	0	81,4	,2	217
1979	11,3	-	98,4	21		-	0	0	74,7	,2	206
1980	11,2	-	97,5	21,2		-	0	0	74,7	,2	205
1981	10,8	-	94	19,3		-	0	0	65,8	,2	190
1982	10,1	-	93,9	18		-	0	0	66,1	,2	188
1983	10,1	-	99,4	16,9		-	0	0	68,2	,1	195

## 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
1983	217	274	161	291	555	424	472	207	189	361	285

## EVOLUTION OF INFRASTRUCTURE EXPENSES

AT CURRENT PRICES : 1974 = 1983

1973 = 100

YEAR	B	DE	D	F	GK	IRL	I	L	NL	UK	EEC
<b>RAILWAYS</b>											
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	.	389	.
1983	262	256	142	449		674	974	213	.	444	.
<b>ROADS</b>											
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	221	181
1981	179	237	139	.		375	325	.	196	215	.
1982	175	269	128	.		441	392	.	.	265	.
1983	.	266	126	.		514	472	.	.	312	.
<b>INLAND WATERWAYS</b>											
1974	109	-	108	100		-	.	53	103	.	110
1975	153	-	115	122		-	.	70	103	.	127
1976	169	-	111	101		-	.	40	115	.	125
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	.		-	.	75	.	.	.
1983	275	-	133	.		-	.	62	.	.	.



AT CONSTANT PRICES : 1974 • 1983

1973 = 100

YEAR	B	DK	D	P	GF	IRL	I	L	NL	UK	EEC
<b>RAILWAYS</b>											
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	•	113	•
1983	121	93	88	154		159	206	103	•	123	•
<b>ROADS</b>											
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	•		114	91	•	112	68	•
1982	87	105	83	•		115	94	•	•	77	•
1983	•	97	78	•		121	100	•	•	86	•
<b>INLAND WATERWAYS</b>											
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	•		-	•	40	•	•	•
1983	127	-	83	•		-	•	30	•	•	•

## EVOLUTION OF INFRASTRUCTURE EXPENSES

TOTAL FOR RAILWAYS, ROADS AND WATERWAYS : 1974 + 1983

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	.		403	385	.	189	242	.
1982	203	258	132	.		473	465	.	.	286	.
1983	.	264	129	.		532	563	.	.	334	.
<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	.		123	107	.	109	76	.
1982	100	101	85	.		123	111	.	.	83	.
1983	.	96	80	.		125	119	.	.	93	.

1974 - 1983

1973 = 100

YEAR	B	DK	D	F	GR	IRL	I	L	NL	UK	EEC
<b>RAILWAYS</b>											
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
1983	96	96	91	96		121	103	83	98	92	95
<b>ROADS</b>											
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	.		143	125	140	152	129	.
1982	119	104	129	.		136	.	150	154	134	.
1983	120	107	136	.		129	.	.	158	127	.
<b>INLAND WATERWAYS</b>											
1974	103	-	96	100		-	.	.	101	100	99
1975	81	-	89	83		-	.	.	90	100	88
1976	101	-	105	87		-	.	.	113	100	106
1977	97	-	94	77		-	.	.	101	100	94
1978	98	-	97	80		-	.	.	112	100	100
1979	96	-	93	81		-	.	.	102	100	95
1980	95	-	92	82		-	.	.	102	100	94
1981	92	-	89	74		-	.	.	90	100	88
1982	88	-	88	89		-	.	.	91	100	87
1983	86	-	94	85		-	.	.	94	50	90