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SECOND COMMISSION REPORT TO THE COUNCIL

on the results obtained using the accounting
system for expenditure on, and from the survey
of utilization of, rail, road and inland waterway
transport infrastructures

1972

EXPENDITURE ON AND UTILIZATION OF
TRANSPORT INFRASTRUCTURES¹

REPORT FOR 1972

¹ Pursuant to Regulation (EEC) No 1108/70 of the Council of 4 June 1970 introducing an accounting system for expenditure on infrastructure in respect of transport by rail, road and inland waterway.

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
1000	thousand
m, mill.	million - 10^6
1000m	thousand million - 10^9
km	kilometre
v/km	vehicle/kilometre
t/km	tonne/km
t	tonne
<	up to
≥	and over
%	percentage
"	ditto
u.a.	unit of account of the European Communities = 0.888671 grams fine gold
NRT	net registered tonne
HP	metric horsepower
Bfr	Belgian franc
DM	German mark
FF	French franc
Lit	Italian lira
Lfr	Luxembourg franc
Fl	Dutch guilder
£	Pound sterling, Irish pound
Dkr	Danish krone

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INTRODUCTION

1. This report for 1972 follows broadly the same format as **that of the** report on infrastructure expenditure and utilization for the three modes of transport in 1971¹ which was sent to the Council on 21 January 1975.

The report for 1971 referred to its legal basis and the scope of Regulation (EEC) No 1108/70² and the provisions of Regulation (EEC) No 2598/70³ specifying the items to be included under the various headings in the forms of account and those of Regulation (EEC) No 281/71⁴ determining the composition of the list of waterways of a maritime character.

2. It took less time to draft this paper than the previous one. Nevertheless, the Member States⁵ did not meet the deadline for the submission of data (31 December 1973) and, in spite of past experience (1966, 1971)⁶, are still encountering difficulties in collecting data, in particular data on provincial and local authority roads, because of the large mass of detailed figures provided by decentralized administrative bodies.

¹Doc. SEC(74) 5285 final.

²OJ No L 130, 15 June 1970, p. 4.

³OJ No L 278, 23 December 1970, p. 1.

⁴OJ No L 33, 10 February 1971, p. 11.

⁵The term Member States should be taken to mean the States initially concerned by Regulation (EEC) No 1108/70. The three new Member States are affected from 1974 onwards (OJ No L 73/72).

⁶Commission report to the Council SEC(69) 2169 final
Commission report to the Council SEC(69) 3450 final
See footnote 1 on page 1.

Consequently, where information relating to 1972 was not available, it was thought useful to indicate in brackets the corresponding figures for 1971. As a result, certain totals contain figures relating to both 1971 and 1972.

3. Data expressed in terms of national currencies were converted into units of account of the European Communities (u.a.) in accordance with the parities ruling on 31 December 1971 in the case of 1971 figures and those ruling on 31 December 1972 in the case of 1972 figures.

These parities are given below:

Parities of the national currencies expressed in terms of u.a.

National currency	31 December 1971	31 December 1972
Bfr 1	0.020	0.0206
DM 1	0.2732	0.2732
FF 1	0.180	0.180
Lit 1	0.0016	0.00158
Lfr 1	0.020	0.0206
Fl 1	0.276	0.283
£ 1	2.403	2.403
Dkr 1	0.133	0.132

4. The following additions and corrections to data sent in for the 1971 report are given in this report:

France: Expenditure. Inland waterways: "Investment expenditure", (Table 13(a)).

Netherlands: Utilization. Roads 1971: "Vehicle/kilometres travelled annually on roads outside built-up areas" (Table 25(a)).

Italy: Utilization. Inland waterways 1971: "Corrigendum".

All Member States: Summary tables relating to the utilization of inland waterways in 1971 "Corrigenda" (Tables 31(a) and 32(a)).

5. The figures submitted have been summated to a greater extent than in the previous report:

- (i) For the utilization of rail infrastructures, the results for the Member States as a whole are given in a single table.
- (ii) For the utilization of inland waterway infrastructures, a distinction between the different types of waterway has been made only in the general tables.

However, the same intermediate tables have been drawn up and, in general, information has been grouped together so that comparisons can be made between Member States.

6. The report is in two parts: Part One relates to infrastructure expenditure and Part Two to infrastructure utilization:

- (i) In the case of expenditure, current expenditure, overheads and expenditure on police¹ have been grouped together in an additional column "operating expenditure" which should be added to investment expenditure to obtain total expenditure.
- (ii) In the case of road infrastructure utilization, information on the distance run by commercial vehicles expressed in axle/km is collected every five years under Article 7(2) of Regulation (EEC) No 1108/70². The first batch of information was collected in 1970 and was presented in the previous report.

However, Italy should have carried out the survey in 1971 and the results should have been sent to the Commission for inclusion in this report, but no information has been received.

7. As in the previous report, unofficial figures for the three new Member States are given in an Annex. However, a certain amount of caution should be exercised when making comparisons with the data provided by the six original Member States.

The second part of the Annex contains a summary of the data presented and an attempt to analyse them.

¹In the case of roads and inland waterways.

²See footnote 2 on page 1.

PART ONE

EXPENDITURE

expressed in terms of national currencies, units
of account and as a percentage

CHAPTER 1: Rail infrastructures

CHAPTER 2: Road infrastructures

CHAPTER 3: Inland waterway infrastructures

Table 1

INFRASTRUCTURE EXPENDITURE: RAILWAYS 1972

All Member States

Member State	Network	Unit	Investment expenditure	Current expenditure	Overheads	National currencies (in millions)		
						Operating expenditure	Total	
(1)	(2)	(3)	(4)	(5)	(6)	(7) = (5) + (6)	(8)	
Belgium	SNCB/MEBS	Bfrs	3 437	3 224	1 492	4 716	8 151	
Germany	DB	DM	853	1 989	1 880	3 869	4 722	
	Others		57	84	10	94	151	
	total		910	2 073	1 890	3 963	4 87	
France ^{1,2}	SNCF	FF	896	1 742	559	2 301	3 19	
Italy ²	FS	Lit. = 1 000	162.0	166	71.0	237.0	399	
	Others		(0.5)	(17)	(6.5)	(23.5)	(24)	
	total		(162.5)	(183)	(77.5)	(260.5)	(42)	
Luxembourg	CFL	Lfrs	162	297	134	431	593	
Netherlands	NS	Fl	105	240	30	270	375	

¹The sums paid by the State by way of compensation in respect of infrastructures have been added to the initial data. The total amount involved was FF 1 580 m, consisting of FF 1 277 m for infrastructure expenditure and FF 303 m for level crossing expenses. This amount has been apportioned within the various expenditure headings in the same proportions as in the initial data: investment expenditure - FF 1 443 m, current expenditure - FF 861 m, overheads - FF 276 m.

²No data were received from France and Italy concerning the private network.

() Brackets indicate 1971 figures or totals containing 1971 figures.

Table 2

- 6 -

INFRASTRUCTURE EXPENDITURE: RAILWAYS 1972

All Member States

Member State (1)	Network (2)	Investment expenditure (3)	Current expenditure (4)	Overheads (5)	Operating expenditure (6) = (4) + (5)	Total (7)	u.a. (in millions)
Belgium	SNCB/INRES	71	66	31	97	168	
Germany	DB	233	543	514	1,057	1,250	
	Others	15	23	3	26	41	
	Total	248	566	517	1,083	1,331	
France ¹	SNCF	161	314	100	414	575	
Italy	FS	256	262	112	374	630	
	Others	(1)	(27)	(10)	(37)	(38)	
	Total	(257)	(269)	(122)	(411)	(668)	
Luxembourg	CFL	3.3	6.1	2.8	8.9	12.2	
Netherlands	NS	29.7	68	8.5	76.5	106.2	
TOTAL		770	1,309.1	781.3	2,090.4	2,860.4	

¹ See footnote 1 to Table 1.

() Brackets indicate 1971 figures or totals containing 1971 figures.

Table 3

INFRASTRUCTURE EXPENDITURE: RAILWAYS 1972

All Member States

(\$)

Member State	Network	Investment expenditure	Current expenditure	Overheads	Operating expenditure	Total	
(1)	(2)	(3)	(4)	(5)	(6) = (4) + (5)	for the country (7) for the 6 countries (8)	
Belgium	SNCF/INBS	42.2	39.5	18.3	57.8	100	5.5
Germany	DB	17.5	40.8	38.6	79.4	96.9	
	Others	1.2	1.7	0.2	1.9	3.1	
	Total	18.7	42.5	38.8	81.3	100	46.5
France	SNCF	28.0	54.5	17.5	72.0	100	20.1
Italy	FS	38.3	39.2	16.8	56.0	94.3	
	Others	(0.1)	(4.1)	(1.5)	(5.6)	(5.7)	
	Total	(38.4)	(43.3)	(18.3)	(61.6)	100	23.5
Luxembourg	CFL	27.5	50.0	22.5	72.5	100	0.4
Netherlands	NS	28.0	64.0	8.0	72.0	100	3.8
TOTAL		26.9	45.8	27.3	73.1	100	100

() Brackets indicate 1971 figures or totals containing 1971 figures.

INFRASTRUCTURE EXPENDITURE: ROADS 1972

Member State: Belgium

Network: whole network

Road category	Investment Expenditure	Current expenditure			Expenditure on police	Overheads	Operating		Total	
		Road surfacing	Other	Total			Operating expenditure	mill. Bfrs		mill. u.a.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8) = (5)+(6)+(7)	(9)	(10)	(11)
1. Autoroutes/autosnelwegen	23 756.3	2.7	145.8	148.5	.	187.9	336.4	24 092.7	496	54.7
2. Autres routes de l'Etat/ Andere rijkswegen	3 256.7	773.0	518.6	1.291.6	.	.	1 291.6	4 548.3	94	10.3
3. Routes provinciales/ Provinciale wegen	314.4	.	.	141.5	.	.	141.5	455.9	9	1.0
4. Routes communales/ Gemeentewegen	.	.	.	.	.	.	.	.	.	.
- in built-up areas	113.3	.	.	328.2	466.1	1.607.3	2 401.3	2 514.9	52	5.7
- outside built-up	290.2	.	.	638.8	642.3	7.415.1	8 696.2	8 986.4	185	20.4
Certaines autoroutes et autres routes de l'Etat combinées	1.300,2	0	54.4	54.4	-	2.053.5	2 107.9	3 408.1	70	7.7
TOTAL in millions of Bfrs.	29 031.1	775.7	718.8	2.603.0	1 108.4	11 263.8	14975.2	44 006.3		
TOTAL in millions of u.a.	598	16	15	53	23	232	306		906	
TOTAL %	66.0	1.8	1.6	5.9	2.5	25.6	34.0			100

millions of Bfrs, u.a., and %

Table 5

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INFRASTRUCTURE EXPENDITURE: ROADS 1972

Member State: Germany

Road category (1)	Investment expenditure (2)	Current expenditure				Expendi- ture on Overheads (7)	Operating expenditure (8) = 5 + 6 + 7	millions of DM, u.a., and %			
		Road surfacing: (3)		Other (4)				Total (5)	mill. DM (9)	mill. u.a. (10)	% (11)
		Road surfacing (3)	Other (4)	Total (5)	Total (5)			mill. DM (9)	mill. u.a. (10)	% (11)	
1. Bundesautobahnen	3 840	11	145	156	169	86	411	4 251	1 161	22.4	
2. Bundesstrassen	1 965	34	277	311	583	150	1 044	3 009	822	15.8	
3. Landesstrassen	1 523	88	360	468	395	228	1 091	2 614	714	13.8	
4. Kreisstrassen	638	123	249	372	200	80	652	1 490	407	7.6	
5. Gemeindestrassen	5 174	394	1 155	1 549	647	237	2 433	7 607	2 078	40.1	
Total in millions of DM	13 340	650	2 206	2 856	1 994	781	5 631	18 971			
Total in million of u.a.	3 644	178	602	780	545	213	1 538		5 182		
Total %	70.3	3.5	11.6	15.1	10.5	4.1	29.7			100	

¹Tables 5(a) and 5(b) set out the expenditure broken down between networks inside and outside built-up areas.

INFRASTRUCTURE EXPENDITURE: ROADS 1972

Member State: Germany

Network: within built-up areas¹ millions of DM and %

Road category (1)	investment expenditure (2)	Current expenditure			Expendi- ture on police (6)	Overheads (7)	Operating expenditure (8) = (5) + (6) + (7)	Total mill. DM (9)	%
		Road surfacing (3)	Other (4)	Total (5)					
1. Bundesautobahnen	-	-	-	-	-	-	-	-	-
2. Bundesstrassen	698	9	72	81	196	39	318	1 016	15.1
3. Landstrassen	492	21	98	109	139	51	299	791	11.7
4. Kreisstrassen	263	30	58	88	68	17	173	436	6.5
5. Gemeindestrassen	2 950	224	658	882	531	132	1 545	4 495	66.7
TOTAL in millions of DM	4 403	284	876	1 160	936	239	2 335	6 738	
TOTAL %	65.3	4.2	13.0	17.2	13.9	3.6	34.7		100

¹The problem of drawing the dividing line between roads inside and outside built-up areas has been studied only in Germany. The precise boundary is identified by means of the road signs indicating built-up areas. Direct expenditure (investments and current expenditure) is apportioned in accordance with this criterion, overheads are apportioned on the basis of direct expenditure and expenditure on police is apportioned in relation to distance travelled inside and outside built-up areas respectively.

See footnote 1 to Table 5(a) on page 10.

Road category	Investment expenditure	Current expenditure			Expenditure on police	Overheads	Operating expenditure	Total
		Road surfacing	Other	Total				
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8) = (5) + (6) + (7)	(9)
1. Bundesautobahnen	3 840	11	145	156	169	85	411	4 251
2. Bundesstrassen	1 267	25	205	230	385	111	726	1 993
3. Landstrassen	1 031	67	292	359	256	177	792	1 823
4. Kreisstrassen	575	93	191	284	132	63	479	1 054
5. Gemeindestrassen	2 224	170	1 497	667	116	105	888	3 112
TOTAL in millions of DM	8 937	366	1 330	1 696	1 058	542	3 296	12 233
TOTAL %	73.1	3.0	10.9	13.9	8.6	4.4	26.9	100

Table 5(b)

INFRASTRUCTURE EXPENDITURE: ROADS 1972

Member State: Germany

Network: outside built-up areas¹ (1 300) millions of DM and %

¹ See footnote 1 to Table 5(a) on page 10.

Table 6

INFRASTRUCTURE EXPENDITURE: ROADS 1972

Member State: France

Road category (1)	Investment expenditure (2)	current expenditure (3)	Expendi- ture on police (4)	Overheads (5)	operating expenditure (6) = (3) + (4) + (5)	Total		
						mill. FF (7)	mill. u.a. (8)	% (9)
1. Autoroutes	1 689	(44)	.	.	(44)	(1 733)	(311.9)	(12.3)
2. Routes nationales								
Inside built-up areas	2 054,0							
outside built-up areas	1 563,1	713.7	.	.	713.7	4 330.8	779.6	(30.6)
Total	3 617.1							
3. Chemins départementaux								
Inside built-up areas								
outside built-up areas		(1 300)	.	.	(1 300)	(2 650)	(477.0)	(18.7)
Total	(1 350)							
4. Voies communales								
Inside built-up areas								
outside built-up areas		(1 350)	.	.	(1 350)	(4 000)	(720.0)	(28.3)
Total	(2 650)							
5. Not broken down								
TOTAL in millions of FF	(9 306.1)	(3 407.7)	(1 150)	(275)	(4 832.7)	(14 138.8)		
TOTAL in millions of u.a.	(1 675.1)	(613.4)	(207.0)	(49.5)	(569.9)		(2,533.0)	
TOTAL %	(65.8)	(24.1)	(8.1)	(1.9)	(34.2)			300

() Brackets indicate 1971 figures or totals containing 1971 figures.

Table 7

INFRASTRUCTURE EXPENDITURE: ROADS 1972

Member State: Italy

Network: whole network¹

Road category	investment expenditure	current expenditure				Expenditure on		Operating expenditure	Total	
		Road surfacing	Other	Total	police	Overheads	1 000 mill. Lit		mill. u.a.	%
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8) = (5) + (6) + (7)	(9)	(10)	(11)
1. Autostade	387	7	44	51	3	53	107	494	780	52.9
2. Strade statali	313	18	11	29	18	55	102	415	656	27.7
3. Strade provinciali e provinciali	(111)	(33)	(11)	(44)	(2)	(96)	(142)	(253)	(405)	(16.9)
4. Strade comunali	(98)	(70)	(7.5)	(77.5)	(94)	(68)	(239.5)	(337.5)	(540)	(22.5)
Total in thousand million Lit.	(909)	(128)	(73.5)	(201.5)	(117)	(272)	(590.5)	(1,499.5)		
Total in million of u.a.	(1 440)	(274)	(117)	(321)	(187)	(433)	(941)		(2 381)	
Total %	(60.6)	(8.5)	(4.9)	(13.4)	(7.8)	(18.2)	(39.4)			100

(1) Brackets indicate 1971 figures or totals containing 1971 figures.

The figures for "autostade" and "strade statali" are taken from an ANAS survey.

As a result of administrative reorganization no information can be given on the other road categories for the time being.

INFRASTRUCTURE EXPENDITURE: ROADS 1972

Member State: Luxembourg

Network: whole network	Investment expenditure				Current expenditure			Operating Expenditure			Total	
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8) = (5) + (6) + (7)	(9)	(10)	(11)	
Road category	Investment expenditure	Road surfacing	Other	Total	Expenditure on police	Overheads	Operating Expenditure	mill. Lfrs	mill. u.a.	%		
Autoroutes	307.7	-	-	-	-	-	-	307.7	6.3	19.2		
1.2. Routes d'Etat ¹												
Cheminis repris inside built-up areas	317.1	161.0	290.4	451.4	-	120.7	572.1	889.2	18.3	55.4		
Cheminis vicinaux outside built-up areas	216.1	34.5	90.6	125.1	-	16.7	141.8	357.9	7.4	22.3		
3. Chemins vicinaux outside built-up areas	7.2	9.2	12.8	22.0	-	5.2	27.2	34.4	0.7	2.1		
Not broken down	-	-	-	-	15.0	-	15.0	15.0	0.3	1.0		
TOTAL in millions of Lfrs	848.1	204.7	393.8	598.5	15.0	142.6	756.1	1 604.2	33.0	100		
TOTAL in millions of u.a.	17.5	4.2	8.1	12.3	0.3	2.9	15.5					
TOTAL %	52.9	12.8	24.5	37.3	1.0	8.8	47.1					

¹ Including, according to figures sent in by the Ministry of the Interior, the following amounts inside built-up areas (in millions of Lfrs).

Investment: 62.5
Current expenditure: 37.9
Overheads: 0.9

Table 9

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INFRASTRUCTURE EXPENDITURE: ROADS 1972

Member State: Netherlands

Network: whole network	Current expenditure					Operating expenditure	Total			
	Investment expenditure	Road surfacing	Other	Total	Expenditure on police		Overheads	mill. FI	mill. u.s.	%
Road category	(2)	(3)	(4)	(5)	(6)	(7)	(8) = (5) + (6) + (7)	(9)	(10)	(11)
1. Autosnelwegen	633	17	24	41	108	155	304	937	265	28.2
2. Grondweg en van het Rijkswegenplan	38	8	26	34	61	17	112	150	42	28.5
3. Secundaire wegen	284	21	49	70	-	-	70	354	100	10.7
4. Tertiaire wegen	85	16	18	34	-	-	34	119	34	3.6
5. Overige verharde wegen	1.023	189	180	369	-	7	376	1.399	396	42.1
Expenditure not broken down ²	115	-	233	233	-	15	248	363	103	10.8
TOTAL in millions of FI	2.178	251	530	781	169	194	1.144	3.322		
TOTAL in millions of u.s.	616	71	150	221	48	55	324	543		
TOTAL %	65.6	7.5	16.0	23.5	5.1	5.8	34.4			10.8

¹ FI 169 m apportioned in relation to the number of vehicle/km on the Rijkswegen network.

² Expenditure relating to bridges, lighting, signposting and safety.

³ Including, inside built-up areas (in millions of FI):
 - secondaire wegen: 23
 - tertiaire wegen: 32
 - overige verharde wegen: 1169
 - expenditure not broken down: 204

Table 10

INFRASTRUCTURE EXPENDITURE: ROADS 1972

All Member States

Network: all networks	Member State (1)	u.a. (in millions)					
		Investment expenditure (2)	Current expenditure (3)	Expenditure on police (4)	Overheads (5)	Operating expenditure (6) = (3) + (4) + (5)	Total (7)
	Belgium	598.0	53.0	23.0	232.0	308.0	906.0
	Germany	3 644.0	780.0	545.0	213.0	1 538.0	5 182.0
	France	(1 675.0)	(613.0)	(207.0)	(50.0)	(870.0)	(2 545.0)
	Italy	(1 440.0)	(321.0)	(187.0)	(433.0)	(941.0)	(2 311.0)
	Luxembourg	17.5	12.3	0.3	2.9	15.5	33.0
	Netherlands	616.0	221.0	48.0	55.0	324.0	940.0
	TOTAL	(7 990.5)	(2 000.3)	(1 010.3)	(985.9)	(3 996.5)	(11 387.0)

%

Member State (1)	%					
	Investment expenditure (2)	Current expenditure (3)	Expenditure on police (4)	Overheads (5)	Operating expenditure (6) = 3 + 4 + 5	Total (7)
Belgium	66.0	5.9	2.5	25.6	34.0	100
Germany	70.3	15.1	10.5	4.1	29.7	100
France	(65.8)	(24.1)	(8.1)	(1.9)	(34.2)	100
Italy	(60.6)	(13.4)	(7.8)	(18.2)	(39.4)	100
Luxembourg	52.9	37.3	1.0	8.8	47.1	100
Netherlands	65.6	23.5	5.1	5.8	34.4	100
TOTAL	(66.7)	(16.7)	(8.4)	(8.2)	(33.3)	100

Table 11

INFRASTRUCTURE EXPENDITURE: INLAND WATERWAYS 1972

Member State: Belgium

Network: entire network

Category of waterway (t)	millions of Bfrs, u.a. and %							
	(2)	(3)	(4)	(5)	(6) = (2)+(4)+(5)	(7)	(8)	(9)
Investment expenditure	Current expenditure	Expenditure on police	Overheads	Operating expenditure	mill. Bfrs, u.a.	Total	%	
Regulated network								
I 250 - 399	87	0		4	91	1.9	2.3	
II 400 - 599	80	20		26	126	2.2	2.6	
III 600 - 999	-	-		1	1	0	0	
IV 1000 - 1499	-	-		-	-	-	-	
V 1500 - 2999	101	5		4	110	2.2	2.6	
VI > 3000	17	12		9	38	0.8	1.0	
TOTAL	265	37		24	346	7.1	8.7	
Unregulated network								
I 250 - 399	675	2		127	804	16.6	20.3	
II 400 - 599	272	7		9	288	5.9	7.3	
III 600 - 999	-	-		-	-	-	-	
IV 1000 - 1499	427	1		68	496	10.0	12.4	
V 1500 - 2999	-	-		-	-	-	-	
VI > 3000	50	4		25	79	2.0	2.4	
TOTAL	1 440	14		225	1 683	34.7	42.4	
Canals								
I 250 - 399	946	4		141	1,091	22.5	27.4	
II 400 - 599	280	4		67	351	7.2	8.8	
III 600 - 999	124	6		30	168	3.5	4.3	
IV 1000 - 1499	159	4		55	218	4.5	5.4	
V 1500 - 2999	9	10		49	68	1.4	1.8	
VI > 3000	41	-		-	41	0.8	1.0	
TOTAL	1 559	28		378	1 937	39.9	48.7	
Other waterways								
I 250 - 399	6	3		-	9	-	-	
II 400 - 599	-	-		-	-	-	-	
III 600 - 999	290	6		60	356	7.4	9.0	
IV 1000 - 1499	-	-		-	-	-	-	
V 1500 - 2999	-	-		-	-	-	-	
VI > 3000	-	-		-	-	-	-	
TOTAL	296	9		60	365	7.4	9.0	
Total in millions of Bfrs								
Total in millions of u.a.	67.8	1.7		12.4	81.9	81.9	100	
Total %	82.8	2.1		15.1	100	100	100	

INFRASTRUCTURE EXPENDITURE: INLAND WATERWAYS 1972

Member State: Germany

Network:	Member State: Germany						Total		
	entire network	Investment expenditure	Current expenditure	Expenditure on police	Overheads	Operating expenditure	mill. DM	mill. u.a.	%
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
Regulated rivers									
I < 250	-	-	-	-	-	-	-	-	-
II 250 - 599	-	-	-	-	-	-	-	-	-
III 600 - 999	0	7	7	3	3	10	10	2.7	
IV 1000 - 1499	27	15	15	7	7	22	49	13.4	
V 1500 - 2999	57	33	33	19	19	52	109	29.8	
VI > 3000	2	3	3	3	3	6	8	2.2	
TOTAL	86	58	58	13	32	103	189	51.6	21.2
Canals									
I < 250	3	10	10	-	5	15	18	4.9	
II 250 - 599	-	-	-	-	-	-	-	-	-
III 600 - 999	48	66	66	-	31	97	145	39.6	
IV 1000 - 1499	-	2	2	-	0	2	2	0.5	
V 1500 - 2999	-	-	-	-	-	-	-	-	-
VI > 3000	-	-	-	-	-	-	-	-	-
TOTAL	51	78	78	5	36	119	170	46.5	19.0
Other waterways (Class IV) 1950 - 1999	26	7	7	1	3	11	37	10.1	
TOTAL in millions of DM	556	220	220	24	51	355	693		
Total in millions of u.a.	152.5	60.1	60.1	6.6	24.8	91.5		244.0	
Total %	62.5	24.6	24.6	2.7	10.2	37.5			100

(5) El eldsT

INFRASTRUCTURE EXPENDITURE: INLAND WATERWAYS 1972

FRANCE

Member State: France

Country: France

Networks entire network		Millions of FF and U.S.A.	
of waterway and deadweight		Investment expenditure	
(2)	(1)	(1)	(2)
<u>Regulated rivers</u>		previous period	
I	250 - 399	62.1	I
II	400 - 599	62.1	II
III	600 - 999	62.2	III
IV	1000 - 1499	62.1	IV
V	1500 - 2999	62.2	V
VI	> 3000 +	62.0	VI
TOTAL		-	
<u>Canalized rivers</u>		previous period	
I	250 - 399	20.2	I
II	400 - 599	22.1	II
III	600 - 999	22.2	III
IV	1000 - 1499	24.5	IV
V	1500 - 2999	27.4	V
VI	> 3000 +	29.5	VI
TOTAL		214.6	
<u>Canals</u>		previous period	
I	250 - 399	38.5	I
II	400 - 599	41.1	II
III	600 - 999	38.6	III
IV	1000 - 1499	41.1	IV
V	1500 - 2999	42.2	V
VI	> 3000 +	48.7	VI
TOTAL		79.9	
<u>Other waterways</u>		previous period	
8.12		27.8	
Expenditure not broken down ¹		27.8	
Total in millions of FF		329.7	
Total in millions of U.S.A.		59.1	

¹ Expenditure incurred by the central and local authorities.

Table 13(a)

INFRASTRUCTURE EXPENDITURE: INLAND WATERWAYS 1971

Member State: France

Network: entire network		millions of FF and u.a.
Category of waterway and deadweight tonnage (t)	(1)	Investment expenditure (2)
<u>Regulated rivers</u>		
I 250 - 399		-
II 400 - 599		-
III 600 - 999		-
IV 1000 - 1499		-
V 1500 - 2999		-
VI > 3000 t		-
TOTAL		-
<u>Canalized rivers</u>		
I 250 - 399		2.9
II 400 - 599		-
III 600 - 999		-
IV 1000 - 1499		-
V 1500 - 2999		109.7
VI > 3000 t		24.2
TOTAL		136.8
<u>Canals</u>		
I 250 - 399		34.9
II 400 - 599		4.1
III 600 - 999		23.7
IV 1000 - 1499		-
V 1500 - 2999		-
VI > 3000 t		14.6
TOTAL		77.3
Other waterways		14.2
Expenditure not broken down ¹		91.6
Total in millions of FF		319.9
Total in millions of u.a.		57.6

¹ See footnote 1 to Table 13 on page 19.

INFRASTRUCTURE EXPENDITURE: INLAND WATERWAYS 1972

Network: part of the network ¹	Member State: Italy						Total
	Investment expenditure	Current expenditure	Expenditure on police	Overheads	Operating expenditure	millions of Lit, u.a. and %	
Category of waterway and deadweight tonnage (t)	(2)	(3)	(4)	(5)	(6)	(7)	
Regulated rivers and canals							
IV 1000 - 1499	6 100	1 500	200	-	1 700	7 800	
Total in millions of u.a.	9.6	2.4	0.3	-	2.7	12.3	
Total %	78.2	19.2	2.6	-	21.8	100	

¹ 986 km of regulated rivers and 44 km of canals.

Network: entire network	Member State: Luxembourg						Total
	Investment expenditure	Current expenditure	Expenditure on police	Overheads	Operating expenditure	millions of Lfrs, u.a. and %	
Category of waterway and deadweight tonnage (t)	(2)	(3)	(4)	(5)	(6)	(7)	
Canalised rivers							
IV 1000 - 1499	2.6	2.8	0.3	1.3	4.4	7	
Total in millions of u.a.	0.05	0.06	0	0.03	0.09	0.23	
Total %	37.1	40.0	4.3	18.6	62.9	100	

INFRASTRUCTURE EXPENDITURE: INLAND WATERWAYS 1972

Member State: Netherlands

Network: entire network

Category of waterway and deadweight tonnage (t)	millions of Fl, u.a. and %								
	(1)	(2)	(3)	(4)	(5)	(6) = (3)+(4)+(5)	(7)	(8)	(9)
	Investment expenditure	Current expenditure	expenditure on police	Overheads	Operating expenditure	Total	mill. of Fl	mill. of u.a.	%
Regulated rivers									
I 250 - 399	0.1	0		-	0	0.1	0.1	0	0
II 400 - 599	0.6	1.2		-	1.2	1.8	1.8	0.5	0.4
III 600 - 999	0	0.2		-	0.2	0.2	0.2	0.1	0
IV 1000 - 1499	5.6	3.8		2.0	5.8	11.4	11.4	3.2	2.8
V 1500 - 2999	2.1	5.0		1.0	6.0	8.1	8.1	2.3	2.0
VI 3000 t	6.5	2.6		2.0	4.6	11.1	11.1	3.2	2.7
TOTAL	15.0	12.8		5.0	17.8	32.8	32.8	9.3	7.9
Canalized rivers									
I 250 - 399	-	1.1		-	1.1	1.1	1.1	0.3	0.3
II 400 - 599	-	-		-	-	-	-	-	-
III 600 - 999	0.1	0.6		0.1	0.7	0.8	0.8	0.2	0.2
IV 1000 - 1499	0.8	1.9		0.1	2.0	2.8	2.8	0.8	0.7
V 1500 - 2999	28.3	3.0		7.1	10.1	38.4	38.4	10.9	9.2
VI 3000 t	21.2	-		20.9	20.9	112.1	112.1	31.7	26.9
TOTAL	120.4	6.6		28.2	34.8	155.2	155.2	43.9	37.5
Canals									
I 250 - 399	12.1	3.9		0.6	4.5	16.6	16.6	4.7	4.0
II 400 - 599	8.8	12.9		2.5	15.4	24.2	24.2	6.8	5.8
III 600 - 999	1.0	0.8		-	0.8	1.8	1.8	0.5	0.4
IV 1000 - 1499	15.5	14.5		2.1	16.6	32.1	32.1	9.1	7.7
V 1500 - 2999	4.5	13.7		3.9	17.6	22.1	22.1	6.3	5.3
VI 3000 t	71.3	0.2		16.4	16.6	87.9	87.9	24.9	21.1
TOTAL	113.2	46.0		25.5	71.5	184.7	184.7	52.3	44.5
Other waterways									
	11.1	16.6		3.0	19.7	30.7	30.7	8.7	7.5
Expenditure not broken down									
			13.0		13.0	13.0	13.0	3.7	3.1
Total in millions of Fl									
	259.7	82.0	13.0	61.7	154.7	416.4	416.4	117.9	97.7
Total in millions of u.a.									
	73.5	23.2	3.7	17.5	44.4	117.9	117.9	33.1	28.1
Total %									
	62.0	28.2	5.1	13.1	36.5	97.7	97.7	28.1	23.7

Table 17

INFRASTRUCTURE EXPENDITURE: INLAND WATERWAYS 1972

All Member States

Network: All networks

u.a.a. (in millions)

Member State (1)	Investment expenditure (2)	Current expenditure (3)	Expenditure on police (4)	Overheads (5)	Operating expenditure (6)=(3)+(4)+(5)	Total (7)
Belgium	67.8	1.7	.	12.4	14.1	81.9
Germany	152.5	60.1	6.6	24.8	91.5	244.0
France	59.3	.	.	.	.	59.3
Italy	9.6	2.4	0.3	-	2.7	12.3
Luxembourg ¹	0	0.1	0	0	0.1	0.1
Netherlands	73.5	23.2	3.7	17.5	44.4	117.9
TOTAL	362.7	87.5	10.6	54.7	152.8	515.5

¹Figures rounded off to the next decimal point above.

Member State (1)	Investment expenditure (2)	Current expenditure (3)	Expenditure on police (4)	Overheads (5)	Operating expenditure (6)=(3)+(4)+(5)	Total for the country (7)	Total for the 6 countries (8)
Belgium	82.8	2.1	.	15.1	17.2	100	15.9
Germany	62.5	24.6	2.7	10.2	37.5	100	11.5
France	100	.	.	.	.	100	100
Italy	76.2	19.2	2.6	-	21.8	100	100
Luxembourg	37.1	40.0	4.3	16.6	62.9	100	100
Netherlands	62.4	15.7	3.1	14.8	37.6	100	22.9
TOTAL	70.0	17.2	2.1	10.7	30.0	-	100

CHAPTER 4

Loans and amortization and interest charges relating
to the financing of infrastructure expenditure

4.1. As the figures sent in must take into account only sums specifically allocated to the financing of infrastructure expenditure, Belgium, in the case of inland waterways, and Germany and Italy, in the case of railways, were unable to provide all or part of the information requested.

4.2. No figures were sent in by France in the case of roads and inland waterways and by Luxembourg in the case of roads. As the amounts involved may vary considerably from year to year, the figures given in the 1971 report¹ have not been incorporated in this report.

¹See footnote 1 on page 1.

LOANS AND AMORTIZATION AND INTEREST CHARGES RELATING TO THE
FINANCING OF INFRASTRUCTURE EXPENDITURE - 1972
(Railways, roads, inland waterways)

LOANS

(millions of units of national currencies and u.a.)

Member State	National currency			u.a.			
	unit of currency	railways	roads	inland waterways	railways	roads	inland waterways
Belgium	Fb	393.2	32 188 ¹	.	8	66	.
Germany	DM	-	1 973	253	-	55	59
France	Ffr	484	.	.	87	.	.
Italy	Lit x 1000	-	431 ²	-	-	68	-
Luxembourg	LFrs	-	.	3	-	.	.
Netherlands	Fl	34	23	0	10	.	0

¹Including: Autoroutes et Routes d'Etat Bfrs 26 107 m
Routes provinciales Bfrs 295 m
Routes communales Bfrs 5 786 m

²This figure relates to the motorway network. There is no loan in respect of "strade statali" and no figures were sent in for the rest of the network.

³Moselle canalization work is financed exclusively by France and Germany.

AMORTIZATION AND INTEREST CHARGES

Member State	National currency			u.a.			
	unit of currency	railways	roads	inland waterways	railways	roads	inland waterways
Belgium	Fb	1.030,9	16.315 ¹	.	21	336	.
Germany	DM	538	1.256	74	147	342	20
France	Ffr	800	.	.	144	.	.
Italy	Lit x 1000	-	220	-	-	348	-
Luxembourg	LFrs	35,4	.	-	1	.	-
Netherlands	Fl	46	38	0	13	11	0

¹Including: Autoroutes et Routes d'Etat Bfrs 11 882 m
Routes provinciales Bfrs 125 m
Routes communales Bfrs 4 307 m

PART TWO

UTILIZATION

Chapter 5: Rail infrastructures

Chapter 6: Road infrastructures

Chapter 7: Inland waterway infrastructures

UTILIZATION OF INFRASTRUCTURES: RAILWAYS 1972

All Member States

Network: all State networks

Class of traffic	Railway traffic						Other			All traffic		
	Passengers			Goods			Electric	Other	Total	Electric	Other	Total
	Electric	Other	Total	Electric	Other	Total						
1. Train/km (in millions)												
Member State												
Belgium ¹	34.3	26.0	60.3	15.2	24.0	8.8	0.2	1.3	1.5	43.3	42.5	85.8
Germany ²	253.1	166.9	420.0	86.7	248.8	162.1	3.1	10.6	13.7	418.3	264.2	682.5
France ³	149.4	110.9	260.3	80.2	242.7	162.5	0.9	1.9	2.8	312.8	193.0	505.8
Italy	136.3	68.8	205.1	6.8	62.3	55.5	10.6	2.8	13.4	202.4	78.4	280.8
Luxembourg	0.5	2.3	2.8	1.4	2.4	1.0	0	0.6	0.6	1.5	4.3	5.8
Netherlands	72.4	17.5	89.9	6.7	16.0	9.3	-	-	-	81.7	24.2	105.9
Total	646.0	392.4	1,038.4	197.0	596.2	399.2	14.8	17.2	32.0	1,060	606.6	1,666.6
2. Gross t/km (in thous.mill.)												
Member State												
Belgium	10.8	6.9	17.7	14.2	22.3	8.1	0	0.2	0.2	18.9	21.3	40.2
Germany	85.6	30.9	116.5	50.6	194.3	143.7	0.7	1.2	1.9	230.0	82.7	312.7
France	75.1	22.5	97.6	46.5	193.2	146.7	0.3	0.6	0.9	222.1	69.6	291.7
Italy	61.6	10.9	72.5	4.0	50.0	46.0	6.4	0.6	7.0	114.0	15.5	129.5
Luxembourg	0.2	0.3	0.5	1.1	1.9	0.8	0	0	0	1.0	1.4	2.4
Netherlands	15.9	2.4	18.3	3.4	8.3	4.9	-	-	-	20.8	5.8	26.6
Total	249.2	73.9	323.1	119.8	470.0	350.2	7.4	2.6	10.0	606.8	196.3	803.1

¹ Private network: 16 m train/km, 2 300 m gross t/km worked.

² Private network: figures not sent in.

³ Private network: figures not sent in. In 1971 - 19 m train/km and 9 700 m gross t/km worked.

UTILIZATION OF INFRASTRUCTURES: ROADS 1972

Vehicle/kilometres travelled annually on roads outside built-up areas

Member State: Belgium

Network: whole network

Category of vehicle	Vehicle/kilometres (in millions)
1. Passenger vehicles with less than 10 seats	figures not sent in
2. Vans with total permitted laden weight of less than 3 t	2 483
3. Goods vehicles	145
4. Goods vehicles with trailer	450
5. Tractors with semi-trailer	figures not sent in
6. Buses and coaches	figures not sent in
7. Vehicles used for the transport of abnormal loads and special vehicles	figures not sent in
8. Agricultural vehicles	figures not sent in
TOTAL (incomplete)	3 078

UTILIZATION OF INFRASTRUCTURES: ROADS 1972

Vehicle/kilometres travelled annually on roads outside built-up areas¹

Member State: Germany

Network: whole network

(in millions of vehicle/km)

Category of vehicle	Category of road						Total
	Bundes- autobahnen	Bundes- strassen	Landes- strassen	Kreis- strassen	Gemeinde- strassen		
1. Passenger vehicles with less than 10 seats	31 965	47 331	32 161	15 709	14 190	141 356	
2. Vans with total permitted laden weight of less than 3 t	957	1 723	1 215	609	548	5 052	
3. Goods vehicles	2 145	3 401	2 161	972	875	9 554	
4. Goods vehicles with trailer	2 719	2 055	798	264	244	6 080	
5. Tractors with semi-trailer	1 368	808	268	96	84	2 624	
6. Buses and coaches	217	556	468	202	183	1 626	
7. Vehicles used for the transport of abnormal loads and special vehicles	75	431	792	666	604	2 568	
8. Agricultural vehicles							
TOTAL	39 446	56 305	37 863	18 518	16 728	168 860	

¹ It has been assumed that about 60% of total vehicle/km travelled were outside built-up areas, but it should be noted that while the proportion was 55% in the case of passenger vehicles with less than ten seats, it reached 80% in the case of the other categories and a figure in between these two was recorded in the case of vans with a total permitted laden weight of less than 3 t, and buses and coaches.

UTILIZATION OF INFRASTRUCTURES: ROADS 1972

Vehicle/kilometres travelled annually on roads outside built-up areas

Member State: France

Network: whole network,
excluding "voies communales"

(in millions of vehicle/km)

Category of vehicle	Category of road			Total
	Autoroutes	Routes nationales	Chemins départementaux	
1. Passenger vehicles with less than 10 seats	11 489	68 605	50 335	130 429
2. Vans with total permitted laden weight of less than 3 t	989	5 527	4 655	11 171
3. Goods vehicles	965	6 172	2 160	9 297
4. Goods vehicles with trailer	133	1 013	353	1 499
5. Tractors with semi-trailer	364	2 027	708	3 099
6. Buses and coaches	83	615	645	1 343
7. Vehicles used for the transport of abnormal loads and special vehicles	21	263	70	354
8. Agricultural vehicles	-	263	1 075	1 338
TOTAL	14 044	84 485	60 001	158 530

1. Extrapolating figures from the 1970 census.

UTILIZATION OF INFRASTRUCTURES: ROADS 1972

Vehicle/kilometre travelled annually on roads outside built-up areas

Member State: Italy

Network: whole network,
excluding "strade comunali"

Category of vehicle	Category of road				Total
	Autostrade	strade statali	strade regionali e provinciali	Total	
1. Passenger vehicles with less than 10 seats	19 972	76 455	18 865	115 292	
2. Vans with total permitted laden weight of less than 3 t	1 032	5 568	2 815	9 415	
3. Goods vehicles	2 288	4 973	1 637	8 898	
4. Goods vehicles with trailer	1 702	2 543	720	4 965	
5. Tractors with semi-trailer	480	787	221	1 488	
6. Buses and coaches	156	824	292	1 272	
7. Vehicles used for the transport of abnormal loads and special vehicles	26	106	21	153	
8. Agricultural vehicles	-	252	375	627	
TOTAL	25 656	91 508	24 946	142 110	

(in millions of vehicle/km)

UTILIZATION OF INFRASTRUCTURES: ROADS 1972

Vehicle/kilometres travelled annually on roads outside built-up areas

Member State: Luxembourg

Network: whole network

(in millions of vehicle/km)

Category of vehicle	Category of road			Total
	Routes d'Etat	Chemins repris	Chemins vicinaux	
1. Passenger vehicles with less than 10 seats	453.9	147.9	50.0	651.8
2. Vans with total permitted laden weight of less than 3 t	33.7	12.2	1.5	47.4
3. Goods vehicles	59.0	24.6	2.4	86.0
4. Goods vehicles with trailer	7.3	1.3	-	8.6
5. Tractors with semi-trailer	8.9	2.7	-	11.6
6. Buses and coaches	10.7	5.7	2.4	18.8
7. Vehicles used for the transport of abnormal loads and special vehicles	0.4	0.4	-	0.8
8. Agricultural vehicles	2.1	3.0	1.7	6.8
TOTAL	576.0	197.8	58.0	831.8

UTILIZATION OF INFRASTRUCTURES: ROADS 1972

Vehicle/kilometres travelled annually on roads outside built-up areas

Member State: Netherlands

Network: whole network,
excluding "overige verharde wegen"

(in millions of vehicle/km)

Category of vehicle	Category of road				Total
	Autosnelwegen	Andere belangrijke rijkswegen	secondaire wegen	tertiaire wegen	
1. Passenger vehicles with less than 10 seats	9 422	5 285	4 532	2 929	22 168
2. Vans with total permitted laden weight of less than 3 t	338	199	184	137	858
3. Goods vehicles	743	449	363	209	1 764
4. Goods vehicles with trailer	281	180	92	41	594
5. Tractors with semi-trailer	327	205	114	38	684
6. Buses and coaches	90	58	70	28	246
7. Vehicles used for the transport of abnormal loads and special vehicles	0	0	5	7	12
8. Agricultural vehicles	0	6	22	31	59
TOTAL	11 201	6 382	5 382	3 420	26 385

UTILIZATION OF INFRASTRUCTURES: ROADS 1971

Vehicle/kilometres travelled annually on roads outside built-up areas

Member State: Netherlands

Network: whole network, excluding "overige verharde wegen" (in millions of vehicle/km)

Category of vehicle	Category of road				Total
	Automeiwegen	Andere belangrijke rijwegen	secondaire wegen	tertiaire wegen	
1. Passenger vehicles with less than 10 seats	8 259	5 510	4 262	2 838	20 869
2. Vans with total permitted laden weight of less than 3 t	251	176	178	134	739
3. Goods vehicles	560	405	351	218	1 534
4. Goods vehicles with trailer	212	163	76	40	491
5. Tractors with semi-trailer	241	183	97	37	558
6. Buses and coaches	77	59	71	34	241
7. Vehicles used for the transport of abnormal loads and special vehicles	0	0	5	7	12
8. Agricultural vehicles	0	7	21	30	58
TOTAL	9 600	6 503	5 061	3 338	24 502

UTILIZATION OF INFRASTRUCTURES: ROADS 1972

Vehicle/kilometres travelled annually on roads outside built-up areas

All Member States

(in millions of vehicle/km)

Category of vehicle	Member State						Total
	Belgium	Germany	France	Italy ²	Luxembourg	Netherlands ³	
1. Passenger vehicles with less than 10 seats	.	141 356	130 429	115 292	652	22 168	409 897
2. Vans with total permitted laden weight of less than 3 t	1 241	5 052	11 171	9 415	47	858	27 784
3. Goods vehicles	1 242	9 554	9 297	8 898	86	1 764	30 871
4. Goods vehicles with trailer	145	6 080	1 499	4 965	8	594	13 291
5. Tractors with semi-trailer	450	2 624	3 099	1 488	12	684	8 357
6. Buses and coaches	.	1 626	1 343	1 272	19	246	4 506
7. Vehicles used for the transport of abnormal loads and special vehicles	.	.	354	153	1	12	519
8. Agricultural vehicles	.	2 568	1 338	627	7	59	5 119
TOTAL	3 078 ⁴	168 860	158 530	142 110	832	26 385	499 795

¹ Excluding "voiric communale"² Excluding "strade comunali"³ Excluding "overige verharde wegen"⁴ Incomplete; total vehicle/km indicated for categories 2 and 3 (2 433 m) has been apportioned 50-50 between these two categories.

UTILIZATION OF INFRASTRUCTURES: INLAND WATERWAYS 1972

Member State: Belgium

Network: entire network (1 537 km)

Category of vessel (deadweight tonnage or power)	Vessel/km (in '000)	t/m deadweight (in '000 000)	Number of vessels passed through locks (in '000)
a) Self-propelled vessels (t)	23 803	11 696	1 660
< 250	1 021	173	1 199
250 - 399	14 428	5 223	
400 - 649	4 632	2 312	
650 - 999	2 076	1 735	
1000 - 1499	1 298	1 584	
≥ 1500	348	669	48
b) Dumb barges (t)	514	398	31
< 250	98	12	9
250 - 399	43	14	2
400 - 649	137	71	6
650 - 999	80	62	3
1000 - 1499	92	120	10
≥ 1500	64	119	1
c) Pushed barges (t)	329	329	13
< 400	31	10	3
400 - 649	22	9	1
650 - 999	11	10	1
1000 - 1499	138	183	4
≥ 1500	127	117	4
d) Sea-going vessels with net tonnage of: (NRT)	49	31	10
< 300	0	1	1
300 - 999	48	29	6
≥ 1000	1	1	3
e) Tugs with power of: (HP)	575		25
< 250	364		21
250 - 399	142		4
400 - 999	69		0
≥ 1000	-		-
f) Pusher craft with a power of: (HP)	143		7
< 250	39		1
250 - 399	36		2
400 - 999	68		4
≥ 1000	-		-
g) Passenger vessels	-		1

UTILIZATION OF INFRASTRUCTURES: INLAND WATERWAYS 1972

Member State: France

Network: entire network (5 990 km)

Category of vessel (deadweight tonnage or power)	Vessel/km (in '000)	t/km deadweight (in '000 000)	Number of vessels passed through locks (in '000)
<u>Self-propelled vessels</u>			
< 250	1 011	199	152
250 - 399	40 455	14 530	7 265
400 - 649	4 536	2 179	270
650 - 999	2 133	1 765	91
1000 - 1499	1 092	1 335	18
> 1500	211	374	12
TOTAL	49 538	20 382	7 958
<u>Dumb barges (t)</u>			
< 250	89	18	5
250 - 399	114	37	9
400 - 649	48	24	3
650 - 999	180	142	5
1000 - 1499	26	33	1
> 1500	3	6	0
TOTAL	460	260	23
<u>Pushed barges (t)</u>			
< 400	2 805	937	184
400 - 649	2 893	1 351	138
650 - 999	1 146	882	35
1000 - 1499	591	700	15
> 1500	1 240	2 591	45
TOTAL	8 675	6 461	417

UTILIZATION OF INFRASTRUCTURES: IRRIGATED WATERWAYS 1972

Member State: Italy

Network: canals, rivers, lakes (1 677 km)

Category of vessel (deadweight tonnage or power)	Vessel/km (in '000)	t/km deadweight (in '000 t)
(a) Self-propelled vessels (t)		
< 250	790	175.1
250 - 399	82	32.0
400 - 649	32	32.0
650 - 999	22	20.5
1000 - 1499	22	21.9
> 1500	0	0
TOTAL	948	282.3
(b) Bunk barges (t)		
< 250	303	72.8
250 - 399	11	4.2
400 - 649	12	7.8
650 - 999	1	1.0
1000 - 1499	27	40.2
> 1500	20	28.0
TOTAL	374	44.2
(c) Pushed barges (t)		
< 400	71	19.6
400 - 649	16	10.3
650 - 999	4	3.9
1000 - 1499	7	10.4
> 1500	0	0
TOTAL	98	44.2
(e) + (f) Tugs and pusher craft with a power of: (HP)		
< 250	198	
250 - 399	11	
400 - 999	15	
> 1000	4	
TOTAL	228	
(g) Passenger vessels	4 543	

NB: Number of vessels passed through locks - none.

Not the same network as that to which the expenditure section applies.

CORRIGENDUM

UTILIZATION OF INFRASTRUCTURES: INLAND WATERWAYS 1971

Member State: Italy

Network: canals, rivers, lakes

Category of vessel (deadweight tonnage or power)	Vessel/km (in '000)	t/km deadweight (in '000 '000)
(a) Self-propelled vessels (t)	967	288.1
< 250	809	184.6
250 - 399	82	31.2
400 - 649	32	20.2
650 - 999	22	20.2
1000 - 1499	22	31.9
≥ 1500	0	0
(b) Dumb barges (t)	382	157.2
< 250	311	74.8
250 - 399	11	4.3
400 - 649	12	7.7
650 - 999	1	1.0
1000 - 1499	27	40.4
≥ 1500	20	29.0
(c) Pushed barges (t)		
< 400		
400 - 649		
650 - 999		
1000 - 1499		
≥ 1500		
(e)+(f) Tugs and pusher craft with a power of: (HP)		
< 250		
250 - 399		
400 - 999		
≥ 1000		
(g) Passenger vessels		

MB: Number of vessels passed through locks - none.

UTILIZATION OF INFRASTRUCTURES: INLAND WATERWAYS 1972

Member State: Netherlands

Network: entire network (3 236 km)

Category of vessel (dead-weight tonnage or power)	Vessel/km (in '000)	t/km deadweight (in '000 000)	Number of vessels passed through locks (in '000)
(a) Self-propelled vessels (t)			
< 250	13 084	2 296	470
250 - 399	19 768	6 446	624
400 - 649	21 881	11 569	595
650 - 999	16 045	12 808	313
1000 - 1499	8 816	10 928	156
> 1500	2 035	3 775	27
TOTAL	81 629	47 822	2 185
(b) Dumb barges (t)			
< 250	544	76	43
250 - 399	253	85	12
400 - 649	792	423	31
650 - 999	850	726	24
1000 - 1499	1 043	1 324	21
> 1500	952	2 175	11
TOTAL	4 434	4 809	142
(c) Pushed barges (t)			
< 400	475	152	6
400 - 649	348	208	1
650 - 999	1 003	387	9
1000 - 1499	906	2 582	13
> 1500	5 012	10 858	43
TOTAL	7 744	14 187	72
(d) Sea-going vessels with net tonnage of: (NRT)			
< 300	806	322	11
300 - 999	51	58	1
> 1000	7	15	1
TOTAL	864	395	13
(e) Tugs with a power of: (HP)			
< 250	3 101		113
250 - 399	1 139		28
400 - 999	1 629		29
> 1000	10		1
TOTAL	5 879		171
(f) Pusher craft with a power of: (HP)			
< 250	50		4
250 - 399	54		1
400 - 999	429		8
> 1000	1 410		13
TOTAL	1 943		26
(g) Passenger vessels			
	891		1 061

UTILIZATION OF INFRASTRUCTURES: INLAND WATERWAYS 1972

All Member States

Network: all networks

Category of vessel	Belgium	France	Italy	Netherlands	Total	
					Number	%
<u>1. Vessel/km (in '000)</u>						
Self-propelled vessels	23 803	49 538	948	81 629	155 918	80.5
Dumb barges	514	460	374	4 434	5 782	3.0
Pushed barges	329	8 675	98	7 744	16 846	8.7
Sea-going vessels	49	-	-	864	913	0.5
Tugs	575	-	228	5 879	8 768	4.5
Pusher craft	143	-	-	1 943		
Passenger vessels	-	-	4 543	891	5 434	2.8
Total	25 413	58 673	6 191	103 384	193 661	
	13.1	30.3	3.2	53.4		100
<u>2. T/km deadweight (in '000 000)</u>						
Self-propelled vessels	11 696	20 382	282	47 822	80 182	74.8
Dumb barges	398	260	154	4 809	5 621	5.2
Pushed barges	329	6 461	44	14 187	21 021	19.6
Sea-going vessels	31	-	-	395	426	0.4
Total	12 454	27 103	480	67 213	107 250	
	11.6	25.3	0.4	62.7		100
<u>3. Number of vessels passed through locks (in '000)</u>						
Self-propelled vessels	1 660	7 958	-	2 185	11 803	85.4
Dumb barges	31	23	-	142	196	1.4
Pushed barges	13	417	-	72	502	3.6
Sea-going vessels	10	-	-	13	23	0.2
Tugs	25	-	-	171	196	1.4
Pusher craft	7	-	-	26	33	0.3
Passenger vessels	1	-	-	1 061	1 062	7.7
Total	1 747	8 398	-	3 670	13 815	
	12.6	60.8		26.6		100

CORRIGENDUM

UTILIZATION OF INFRASTRUCTURES: INLAND WATERWAYS 1971

All Member States

Network: all networks

Category of vessel	Belgium	France	Italy	Netherlands	Total	%
1. Vessel/km (in '000)						
Self-propelled vessels	24 436	51 344	967	57 976	134 723	83.8
Dumb barges	525	574	382	3 148	4 629	2.9
Pushed barges	248	8 396	98	1 592	10 334	6.4
Sea-going vessels	37	-	-	318	355	0.2
Tugs	594	-	} 252	4 321	} 6 021	} 3.7
Pusher craft	119	-					735
Passenger vessels	-	-	4 543	174	4 717	2.9
Total	25 959	60 314	6 242	68 264	160 779	100
2. T/km deadweight (in '000 000)						
Self-propelled vessels	11 585	18 942,5	288	32 429	63 344,5	82.1
Dumb barges	430	314,0	157	4 309	5 210,0	6.8
Pushed barges	257	5 705,0	44	2 432	8 438,0	10.9
Sea-going vessels	23	-	-	114	137,0	0.2
Total	12 395	24 961,5	489	39 284	77 129,5	100
3. Number of vessels passed through locks (in '000)						
Self-propelled vessels	1 827	7 573	-	2 094	11 494	63.1
Dumb barges	32	65	-	140	237	1.3
Pushed barges	11	356	-	5 837	6 204	34.1
Sea-going vessels	0	-	-	13	13	0.1
Tugs	35	-	-	177	212	1.2
Pusher craft	7	-	-	20	27	0.1
Passenger vessels	1	-	-	20	21	0.1
Total	1 913	7 994	-	8 301	18 208	100

UTILIZATION OF INFRASTRUCTURES: INLAND WATERWAYS 1972

All Member States

Network: all waterways

Category of waterway	Belgium	France	Italy	Netherlands	Total	
					Number	%
<u>Vessel/km (in '000)</u>						
Regulated rivers	3 880	1 248	-	49 380	54 508	28.1
Canalized rivers	7 953	35 135	-	14 955	58 043	30.0
Canals	13 549	22 274	6 191	25 761	67 775	35.0
Other waterways	31	16	-	13 288	13 335	6.9
Total	25 413	58 673	6 191	103 384	193 661	100
<u>T/km deadweight (in '000 000)</u>						
Regulated rivers	2 309	625	-	36 247	39 181	36.5
Canalized rivers	3 030	17 149	-	7 019	27 198	25.4
Canals	7 106	9 326	480	15 346	32 258	30.1
Other waterways	9	3	-	8 601	8 613	8.0
Total	12 454	27 103	480	67 213	107 250	100
<u>Number of vessels passed through locks (in '000)</u>						
Regulated rivers	16	8	-	297	321	2.3
Canalized rivers	686	2 307	-	1 469	4 462	32.3
Canals	1 044	6 093	-	1 761	8 888	64.3
Other waterways	1	-	-	143	144	1.1
Total	1 747	8 398	-	3 670	13 815	100

CORRIGENDUM

UTILIZATION OF INFRASTRUCTURES: INLAND WATERWAYS 1971

All Member States

Network: all waterways

Category of waterway for self-propelled vessels, dumb barges, pushed barges	Belgium	France	Italy	Netherlands	Total
<u>Vessels/km (in '000)</u>					
Regulated rivers	3 929	1 094	-	-	5 023
Canalized rivers	7 366	33 957	-	14 105	55 428
Canals	13 888	25 250	1 447	24 336	64 921
Other waterways	26	13	-	24 275	24 314
Total	25 209	60 314	1 447	62 716	149 686
<u>T/km deadweight (in '000 000)</u>					
Regulated rivers	2 272.0	499.0	-	-	2 771.0
Canalized rivers	2 931.0	15 777.0	-	7 601	26 309.0
Canals	7 161.0	8 683.0	489	11 766	28 099.0
Other waterways	7.7	2.5	-	19 803	19 813.2
Total	12 371.7	24 961.5	489	39 170	76 992.2
<u>Number of vessels passed through locks (in '000)</u>					
Regulated rivers	16.8	7	-	-	23.8
Canalized rivers	719.5	2 147	-	396	3 262.5
Canals	1 132.0	5 840	-	1 727	8 699.0
Other waterways	1.0	-	-	5 948	5 949.0
Total	1 869.3	7 994	-	8 070	17 934.3

ANNEX

1. As in the previous report this Annex is in two parts:

- (a) Data concerning the three new Member States comparable with those requested under Regulation (EEC) No 1108/70¹, sent in on an unofficial basis;
- (b) Summary tables and an analysis of the information provided for this report and a reminder of the figures set out in the 1971 report².

2. As certain data are unofficial or estimates, particularly those relating to the new Member States, it was thought preferable to set them out in an Annex along with the analysis of the expenditure and utilization figures.

A. Data submitted by the three new Member States

1. These data are given with a view to obtaining as soon as possible a sufficiently complete set of data to be used as a basis for charging for the utilization of infrastructures.

Accordingly, it is interesting to note the increase in the volume of information submitted by Denmark (utilization of road infrastructures, expenditure on the "Biveje" network) and the United Kingdom (investment expenditure on inland waterway infrastructures).

However, the figures for Ireland have not yet been sent in.

The data sent in relate to the period 1 April 1972 to 31 March 1973, with the exception of:

Ireland : Railways: from 1 April 1971 to 31 March 1972
 Roads : from 1 April 1970 to 31 March 1971
Scotland: Roads : from 14 May 1972 to 15 May 1973

¹See footnote 2 on page 1.

²Commission Report to the Council [SEC(74)5285 final].

INFRASTRUCTURE EXPENDITURE: RAILWAYS 1972

Three new Member States

in millions of units of national currency, u.a. and %

Member State	Network	Unit	Investment expenditure	Current expenditure	Overheads	Operating Expenditure	Total
1	2	3	4	5	6	7 = 5 + 6	8
							9
Denmark ³	DSB	Dkr	158.8	287.3	39.3	326.6	485.4
	private network	"	.	.	.	.	10
Ireland	CIE	£	(1.1)	(2.7)	(0.6)	(3.3)	(4.4)
United Kingdom	BR	£	79.8	120.3 ¹	9.4	129.7	209.5 ²
	LT	£	13.0	8.8	-	8.8	21.8
Total in millions of u.a.	-	u.a.	(246.7)	(354.5)	(29.5)	(384)	-
Total %	-	%	39.1	56.2	4.7	60.9	100

() Brackets indicate 1971 figures or totals containing 1971 figures.

¹ Including amortization.

² An £3m subsidy (10 m u.a.), not broken down, was granted by way of compensation.

³ The total loan for the private network was Dkr 10m (1.3 u.a.), the same figure as in 1971.

INFRASTRUCTURE EXPENDITURE: ROADS 1972

Network: all networks

Three new Member States

in millions of units of national currency, u.a. and %

Member State	Unit	Category of road	Investment expenditure	Current expenditure	Over-heads	Expenditure on police	Operating expenditure	Total		
								in mill. of units of national currency	in mill. of u.a.	% for each country
1	2	3	4	5	6	7	8 = 5+6+7	9	10	11
Denmark	Dkr	1. Motorveje	378	18	44	.	62	440	58	18
		2. Hoved- og Landeveje	126	116	27	.	143	269	36	11
		3. Landsveje	210	109	74	.	183	393	52	16
		4. Biveje ¹	594	479	256	.	735	1 329	175	55
		Total	1 308	722	401	.	1 123	2 431	321	100
(Ireland)	£	1. National primary roads	3.8	1.0	.	.	1.0	4.8	11.5	16.6
		2. Main roads	2.9	5.0	.	.	5.0	7.9	19.0	27.2
		3. County roads	2.1	6.4	.	.	6.4	8.5	20.4	29.3
		4.5. County borough and urban roads	1.2	1.0	.	.	1.0	2.2	5.3	7.6
		Not broken down	-	-	1.2	4.4	.	5.6	5.6	13.5	19.3
Total	10.0	14.6	4.4	.	19.0	29.0	69.7	100		
United Kingdom	£	1. Motorways and trunk roads	245.0	47.4	.	.	47.4	292.4	702.6	31.1
		2. Principal roads	208.2	54.8	.	.	54.8	263.0	632.0	27.9
		3. Non principal + other roads	84.7	168.7	.	.	168.7	253.4	609.9	26.9
		Not broken down	-	60.3	72.7	.	133.0	133.0	319.6	14.1
Total	537.9	331.2	72.7	.	403.9	941.8	263.2	100		
All three Member States	u.a.		1489.6	925.9	238.4	.	1164.3	-	653.9	-
	%		56.1	34.9	9.0	.	43.9	-	100	-

() Brackets indicate 1971 figures.

¹First survey carried out by local authorities.

INFRASTRUCTURE EXPENDITURE: INLAND WATERWAYS 1972

Three new Member States¹

in millions of units of national currency, u.a. and %

Network: entire network

Member State	Unit	Network	Investment expenditure	Current expenditure	Overheads	Expenditure on police	Operating expenditure	Total
1	2	3	4	5	6	7	8=5+6+7	9
United Kingdom	£	B.H.	1.0 ²	4.3	1.0	.	5.3	6.3
	u.a.	-	2.4 ²	10.3	2.4	.	12.7	15.1
	%	-	15.9	68.2	15.9	.	84.1	100

¹ There are no inland waterways in Denmark and Ireland.

² In 1971: £0.9 m (2.2 m u.a.)

UTILIZATION OF INFRASTRUCTURES: INLAND WATERWAYS 1972

United Kingdom:

The network of the British Waterways Board carried about 160 million t/km deadweight.

Table 36

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UTILIZATION OF INFRASTRUCTURES: RAILWAYS 1972

Three new Member States

Member State	Network	Railway traffic			Goods			All traffic				
		Electric	Other	Total	Electric	Other	Total	Electric	Other	Total		
Train-km (in millions)												
Denmark	7.4 ¹	26.3	33.7	-	7.8	7.8	0	7.4	34.1	41.5		
(Ireland)	-	6.9	6.9	-	4.4	4.4	0.3	-	11.6	11.6		
United Kingdom	135.0	180.0	315.0	8.0	77.0	85.0	21.0	143.0	278.0	421.0		
" "	50.0	-	50.0	-	-	-	-	50.0	-	50.0		
Total	192.4	213.2	405.6	8.0	89.2	97.2	21.3	200.4	323.7	524.1		
[gross tonne km worked in millions]												
Denmark	-	1 654	.	-	5 475	5 475	.	1 654	5 475	7 129		
(Ireland)	-	.	.	-	561	561	.	-	561	561		
United Kingdom	.	.	.	-	.	.	.	.	23 008	23 008
Total	.	.	.	-	.	.	.	1 654	29 044	30 698		

¹ The Copenhagen network is the only part of the DSB to have electrified lines.

[] Incomplete.

() 1971 figures.

UTILIZATION OF INFRASTRUCTURES: ROADS 1972

Three new Member States

(in millions of vehicle/km

Category of vehicle	Denmark ²		Ireland ¹		United Kingdom			
		8 915	1 495	.	Category of road			
					Motorways and trunk roads	Principal roads	Non principal and other roads	Total
				urban	non urban			
1. Passenger vehicles with less than 10 seats			11 633	68 831	70 075	33 692	184 231	
2. Vans with total permitted laden weight of less than 3t			938	6 898	7 895	4 650	20 381	
3. Goods vehicles		1 035						
4. Goods vehicles with trailer		290						
5. Tractors with semi-trailer		110	3 070	6 031	9 062	1 665	19 828	
6. Buses and coaches		90	151	1 757	1 192	522	3 622	
7. Vehicles used for the transport of abnormal loads and special vehicles		
8. Agricultural vehicles		
Total		11 935	15 792	83 517	88 224	40 529	228 062	

¹1971 and 1972 figures not available.

²Hovedlandeveje and landeveje.

B. Summary tables and analysis of the data set out

1. The tables below indicate for each mode of transport in turn information concerning the size of networks, investment expenditure, operating expenditure, total expenditure, and infrastructure utilization in 1971 and 1972. Total expenditure is compared with the length of networks on the one hand and utilization on the other. Another table indicates the grand totals and the growth indices for 1972 taking 1971 as the basis year.

2. It was not thought worthwhile to include data for 1966 since they already appear in the 1971 report¹, and the criteria underlying the survey in which they were collected are not fully comparable with those of Regulation No 1108/70².

¹See footnote 1 on page 1.

²See footnote 2 on page 1.

Tableau - Table - Tabelle 38

Chemins de fer - Infrastructure: Dépenses et utilisation/railways - Infrastructure: Expenditure and utilization/Sisenbahn - Verkehrswege: Ausgaben und Benutzung

1971 - 1972

Stets membres / Réseau / Member State / Network / Mitgliedstaaten / Ets	Longueur / des voies / length of tracks / Schienennetze /	Dépenses / Expenditure / Ausgaben				Utilisation / Utilization / Benutzung															
		71	72	71	72	Exploitation / Operating / Betriebsausgaben		Investissement / Investment / Investitionen		Total / Total / Insgesamt		Voyageurs / Passengers / Personenverkehr		Marchandises / Goods / Güterverkehr		Total 1) / Total / Insgesamt		9-km brutes complets / gross-t-km brutes /		Leistungs-t-km (thous. mil.)	
Belgique/Bel- / SNCB / glum/Belgien / NBS	11.7	11.5	59.0	71.0	85.0	97.0	144.0	168.0	58.8	60.3	23.7	24.0	84.0	85.8	17.2	17.7	21.6	22.3	35.0	40.2	
Danemark/Den- / DSB	4.7	4.7	21.0	21.0	41.0	43.0	62.0	64.0	32.7	33.7	7.6	7.8	40.3	41.5					2	12.5(3)	13.3
Allemagne/Ger- / DB	66.9	66.9	185.0	233.0	965.0	1 057.0	1 290.0	407.4	420.0	254.6	248.8	676.0	682.5	112.0	116.5	197.2	194.3	311.2	312.7		
France/France/ / SNCF / Frankreich	76.8	76.8	142.0	161.0	431.0	414.0	573.0	575.0	242.4	260.3	239.2	242.7	484.4	505.8	92.8	97.6	188.9	193.2	285.4	292.7	
Irlande/Ire- / CIE / land/Ireland	2.7	2.7	2.7	3.3	8.0	8.7	10.7	12.0	6.9	6.9	4.4	4.4	11.6	11.6					2	3.7	3.7
Italie/Italy/ / FS / Italien	29.5	29.5	217.0	256.0	316.0	374.0	533.0	630.0	202.7	205.1	64.4	62.3	281.3	280.8	69.3	72.5	50.6	50.0	126.8	129.5	
Luxembourg/ / CFL / Luxemburg	0.7	0.7	2.5	3.3	7.5	8.9	10.0	12.2	2.8	2.8	2.3	2.4	5.7	5.8	0.5	0.5	1.8	1.9	2.3	2.4	
Pays-Bas/ / NS / Netherlands/ / Niederlande	7.0	6.7	20.0	29.7	69.0	76.5	89.0	106.2	86.7	89.9	16.7	16.0	103.4	105.9	18.6	18.3	8.6	8.3	27.2	26.6	
Royaume-Uni/ / BR- / United King- / dom/Vereinig- / tes Konigreich	49.9	50.5	178.0	223.0	303.0	333.0	481.0	556.0	366.0	365.0	91.9	85.0	479.4	471.0					153	150	
ES/ESP/ / Euf	249.9	250.0	827.2	1 001.3	2 225.5	2 412.1	3 092.7	3 413.4	1 406.4	1 444.0	704.8	693.4	2 166.1	2 190.7	310.4	323.3	468.7	470.9	958.6	972.0	

[] incomplet/incomplete/unvollständig

1) y compris autres circulations (4 % du total) / including other traffic (4 % of the total) / davon sonstiger Verkehr (4 %)
 2) estimée/estimated/Schätzung - (Irlande tous les chiffres de 1971) (Danemark, Irlande et Royaume-Uni t-km brutes complets 1971 et 1972)
 - (Ireland all figures for 1971) (Denmark, Ireland and United Kingdom gross-t-km worked for 1971 and 1972)
 - (Irland sämtliche Zahlen für 1971) (Dänemark, Irland und Vereinigtes Königreich Leistungs-t-km)

Chemins de fer: Ratios/Railways: Ratios/Verhältnisse

1971 - 1972

State member Member State Mitgliedstaaten	Dépenses/Expenditure/Ausgaben			Utilisation/Utilization/Verbrauch		
	per km de voie per km of track je Gleis-km	per train-km per train-km je Zug-km	par t-km routes complètes per gross-t-km worked je Leistungst-km thousand	Trains-km per km de voie Trains-km per km of track Züge-km je Gleis-km	t-km routes complètes de voie/gross-t-km worked km je Gleis-km	mill.
	thous. u.s.d.	u.s.d.	thous.	thous.	mill.	mill.
	71	72	71	72	71	72
Belgique/Belgium/SCHB/ Belgien	12.3	14.6	1.7	2.0	3.7	4.2
Danemark/Denmark/DSS Dänemark	13.2	13.6	1.5	1.5	8.6	8.8
Allemagne/Germany/DG Deutschland	17.2	19.3	1.7	1.9	3.7	4.1
France/France/SNCF	7.5	7.5	1.2	1.1	2.0	2.0
Irlande/Ireland/GIE Irland	4.0	.	0.9	.	.	.
Italie/Italy/FS	18.1	21.4	1.9	2.2	4.2	4.9
Luxembourg/Luxembourg/CFL Luxemburg	14.3	17.4	1.8	2.1	4.3	5.1
Pays-Bas/Netherlands Niederlande	12.7	15.9	0.9	1.0	3.3	4.0
Royaume-Uni/United Kingdom/ Britannien	9.6	11.0	1.0	1.2	.	.
CEE/EEC/ENG	12.2	13.7	1.4	1.6	3.2	3.5
					8.7	8.8
					3.8	3.9

Routes - Infrastructure: Dépenses, Utilisation et ratio/roads - Infrastructure: Expenditure, Utilization and ratios/
 Streets - Verkehrswege: Ausgaben, Bemessung und Verhältniszahlen

1971-1972

Résumé/Network/Netz: Total/Total/Insgesamt

Pays/members/ Mitgliedsstaaten	Longueur des routes/ length of roads/ Länge des Straßennetzes		Dépenses/Expenditure/Ausgaben				Utilisation véhicules/ Utilization vehicles/ Bemessung Fahrzeuge				Dépenses/Expenditure/Ausgaben				Utilisation/Utilization		
	71	72	71	72	71	72	71	72	71	72	71	72	71	72	71	72	
Belgien	94.9	95.4	571	598	393	308	850	966									
Danemark	63.3	64.0	197	173	133	148	330	321	[11.6]	[11.9]					28.4	27.0	
Allemagne/France/ Frankreich	445.6	447.0	3 561	3 644	1 450	1 538	5 021	5 182		169.0						30.7	375
France/France/ Frankreich	1 565.0	1 557.0	1 447	1 675	949	870	2 356	2 545	[130.5]	[158.5]							
Irlande/Ireland/ Irland	87.2	85.7	24	25	46	48	70	73									
Italie/Italy/ Italien	315.9	318.2	1 413	1 440	927	941	2 340	2 381	[118.2]	[142.1]							
Luxembourg/Luxemburg	4.4	5.0	16	17	15	16	31	33	0.8	0.9							
Pays-Bas/Netherlands/ Niederlande	81.1	81.1	583	616	306	324	888	940	[24.5]	[26.4]							
Royaume-Uni/United Kingdom/Vereinigtes Königreich	231.8	232.2	1 212	1 293	816	970	2 028	2 263	220.0	228.0					9.2	9.9	932
CEE/EWG	2 839.2	2 885.6	9 023	9 481	4 951	5 163	13 984	14 644							4.8	5.1	

(1) estimé/estimated/Schätzung
 [] incomplet/incomplete/unvollständig

Routes - Infrastructures: Dépenses, Utilisation et Ratios/Roads - Infrastructures: Expenditure, Utilization and Ratios/
Strasse - Verkehrswege: Ausgaben, Benutzung und Verhältniszahlen

1971 - 1972

Réseau/Network/Netz: Autoroutes/Motorways/Autobahnen

Etats membres Member State Mitgliedstaaten	Longueur des routes length of roads Länge des Strassen- netzes		Dépenses/Expenditure/Ausgaben				Utilisation - véh.-km Benutzung - veh-km				Dépenses/Expenditure/Ausgaben				Utilisation/Utili- zation/Benutzung		
	71	72	Investissement Investitionen	Exploitation Betriebsausgaben	Total Insgesamt	71	72	71	72	71	72	71	72	71	72	Véh.-km/veh.-km/Fz-km par km de route/ per km of road Je Fz-km Je Strassen-km thous.	Véh.-km/veh.-km/Fz-km par km de route/ per km of road/ Je Fz-km Je Strassen-km thous.
	km	km	mill. u.a.				thous. mill.				thous. u.a.				mill.		
Belgique/Belgium/ Belgien	650	898	475	489	479	4	7	479	496			737	552				
Danemark/Denmark/ Dänemark	240	278	65	50	71	6	8	71	58			296	209				
Allemagne/Germany/ Deutschland	4 898	5 258	1 010	1 049	1 108	98	112	1 108	1 161			230	221				7,4
France/France/ Frankreich	1 713	2 041	262	304	270	8	8	270	312			158	153				6,9
Irlande/Ireland/ Irland	.	.	9	.	11	2	.	11	.			.	.				.
Italie/Italy/ Italien	4 342	4 614	637	611	790	153	169	790	780			182	169				5,6
Luxembourg/Luxem- bourg/Luxemburg	7	20	6(2)	6	6(2)	0(2)	0	6(2)	6			857	315				.
Pays-Bas/Nether- lands/Niederlande	1 065	1 065	201	179	251	50	86	251	265			236	249				10,5
Royaume-Uni/Uni- ted Kingdom/Ver- einigtes König- reich	1 270	1 669	580	589	653	73	114	653	703			514	421				9,4
CEE/EWG/EAG(1)	14 115	15 843	3 236	3 277	3 626	392	504	3 626	3 781			2 570,0	239				.

(1) sans l'Irlande/Ireland excepted/ohne Irland

(2) estimé/estimated/Schätzung

Tableau/Tabella 42

Voies navigables - Infrastructure: Dépenses et utilisation/Inland Waterways - Infrastructure: Expenditure and Utilization
Binnenwasserstraßen - Verkehrswege: Ausgaben und Benützung

1971 - 1972

: Longueurs des : Etats membres : Member State : Mitgliedstaaten : km	: Dépenses/Expenditure/Ausgaben			: Utilisation/Utilization/Benützung			: Dépenses/Expenditure/Ausgaben			: Utilisation/Utilization/Benützung								
	: Investissement : Investment : Investitionen	: Exploitation : Operating : Betriebsausgab.	: Total : Total : Insgesamt	: bateaux-km : vessels-km : Schiffs-km	: t-km de port en : lourds/t-km dead- : weight/Tragfä- : higkeiten-t-km	: par km : per km : je km	: par bateau-km : per vessel-km : je Schiffs-km	: per t-km de port : en lourd/per t-km vessel- : km de poids mort/je tonneau : de poids mort	: par km : per km : je km	: par bateau-km : per vessel-km : je Schiffs-km	: per t-km de port : en lourd/per t-km vessel- : km de poids mort/je tonneau : de poids mort	: par km : per km : je km						
	: 71	: 72	: 71	: 72	: 71	: 72	: 71	: 72	: 71	: 72	: 71	: 72						
: Belgique/Belgium/ : Belgien	: 67.8	: 67.8	: 13.8	: 14.1	: 81.6	: 81.9	: 25.2	: 25.4	: 53.1	: 53.3	: 3.2	: 3.2	: 6.6	: 6.6	: 16.4	: 16.5	: 8.1	: 8.1
: Allemagne/Germany/ : Deutschland	: 153.0	: 152.5	: 81.0	: 91.5	: 235	: 244.0	:	:	: 53.8	: 55.8	:	:	:	:	:	:	:	:
: France/France/ : Frankreich	: 57.6	: 59.3	:	:	: 57.6	: 59.3	: 60.3	: 58.7	: 25.0	: 27.1	:	:	:	:	: 8.4	: 8.2	: 3.5	: 3.8
: Italie/Italy/ : Italien	: 10.6	: 9.6	: 3.6	: 2.7	: 14.2	: 12.3	: 1.5	: 6.2	: 0.5	: 0.5	: 13.9	: 12.0	: 28.4	: 24.6	:	:	:	:
: Luxembourg/Luxemb- : ourg/Luxemburg	: 0.1	: 0	: 0.1	: 0.1	: 0.2	: 0.1	:	:	:	:	: 5.5	: 4.5	:	:	:	:	:	:
: Pays-Bas/Nether- : lands/Niederlande	: 60.1	: 73.5	: 26.4	: 44.4	: 86.5	: 117.9	: 62.7	: 103.4	: 39.2	: 67.2	: 15.5	: 21.1	: 1.4	: 1.1	: 2.2	: 1.8	: 11.2	: 18.5
: Royaume-Uni/Uni- : ted Kingdom/Ver- : einigtes König- : reich	: 2.2	: 2.4	: 11.2	: 12.7	: 13.4	: 15.1	:	:	: 0.2	: 0.2	: 21.5	: 24.2	:	:	:	:	:	:
: CEE/EEC/EG	: 351.4	: 365.1	: 137.1	: 165.5	: 488.5	: 530.6	:	:	:	:	:	:	:	:	:	:	:	:

[] incomplet/incomplete/unvollständig
 (1) régulièrement utilisé/régulièrement utilisé/regularly utilized/regularly benützt
 (2) pour les moteurs, chalands et barges/for self-propelled vessels, dumb barges and pushed barges/für Motorschiffe, Kähne und Schubleichter
 (3) sans les voies régulières/excluding regulated rivers/ohne regulierte Flüsse
 (4) calculé pour 1.014 km/calculated for 1.014 km/ auf 1.014 km gerechnet

Chemins de fer, routes et voies navigables - Infrastructure: Dépenses et indice (année 1971 = 100)
 Railways, roads and inland waterways: Infrastructure: Expenditure and index (1971 = 100)
 Eisenbahn, Strassen und Binnenwasserstrassen - Verkehrswege: Ausgaben und Index (Jahr 1971 = 100)

1971 - 1972

Etats membres Member State Mitgliedstaaten	Dépenses - Expenditure - Ausgaben (1) Mill. U.S.										71/72	
	Chemins de fer/Railways/Eisenbahnen			Routes/Roads/Strassen			Voies navigables/Inland waterways/ Binnenwasserstrassen			Ensemble des trois modes de transport/alle drei Verkehrsträger		
	71	72	71/72	71	72	71/72	71	72	71/72	71	72	71/72
Belgique/Belgium/ Belgien	144	168	117	820	906	103	82	82	100	1 106	1 156	105
Danemark/Denmark/ Dänemark	62	64	103	330	321	97	-	-	-	392	365	92
Allemagne/Germany/ Deutschland	1 150	1 290	112	5 021	5 182	103	235	244	104	6 406	6 716	105
France/France/ Frankreich	573	575	100	2 396	2 545	106	[58]	[59]	103	3 027	3 179	105
Irlande/Ireland/ Irland	11	12	110	70	73	104	-	-	-	81	85	105
Italie/Italy/ Italien	533	630	118	2 340	2 381	102	14	12	87	2 887	3 023	105
Luxembourg/Luxem- bourg/Luxemburg	10	12	122	31	33	106	0	0	-	41	45	109
Pays-Bas/Nether- lands/Niederlande	89	106	119	888	940	106	87	118	136	1 064	1 164	109
Royaume-Uni/United Kingdom/Vereinig- tes Königreich	481	556	116	2 028	2 263	112	13	15	113	2 522	2 834	112
CEE/EEC/EWS	3 053	3 413	112	13 984	14 644	105	489	530	109	17 526	18 567	106

[] incomplet/incomplete/unvollständig

(1) Chiffres arrondis/Figures rounded off to unit above/nach oben abgerundete Zahlen

Chemins de fer, routes et voies navigables - Infrastructure: Utilisation(2) et indice (année 1971 = 100)
 Railways, roads and inland waterways - Infrastructure: Utilisation(2) and index (1971 = 100)
 Eisenbahn, Straßen und Binnenwasserstrassen - Verkehrswege: Benutzung(2) und Index (Jahr 1971 = 100)

1971 - 1972

Etats membres Member State Mitgliedstaaten	Chemin de fer/Railways/Eisenbahn		Routes/Roads/Strassen		Voies navigables/Inland Waterways/Binnenwasserstrassen(3)		t-km de part en lourd t-km de capacité/Pre- fährigkeits-t-km	
	Train-km/Zug-km	t-km brutes complètes/gross-t-km worked Leistungs-t-km	veh-km/veh-km/Fz-km	bateau-km/vessel-km Schiffe-km	t-km de part en lourd t-km de capacité/Pre- fährigkeits-t-km			
	71	72	71	72	71	72	71	72
	thous. mill.		thous. mill.		thous. mill.		thous. mill.	
Belgique/Belgium/ Belgien	84	86	39	40	103	103	25	12
Danemark/Denmark/ Dänemark	41	41	13	13	100	100	-	-
Allemagne/Germany/ Deutschland	616	682	311	313	101	101	60	27
France/France/ Frankreich	484	506	282	292	103	103	59	27
Irlande/Ireland/ Irland	12	12	4	4	100	100	-	-
Italie/Italy/ Italien	281	281	127	129	102	102	60	1
Luxembourg/Luxem- bourg/Luxemburg	6	6	2	2	104	104	1	1
Pays-Bas/Nether- lands/Niederlande	103	106	27	27	98	98	63	39
Royaume-Uni/United Kingdom/Vereinig- tes Königreich	479	471	153	150	98	98	103	0
CEE/EEC/E#6	2 166	2 191	958	970	101	101	228	0

(1) avec les bateaux de passagers/incl. passenger vessels/mit Personenschiffsverkehr

(2) chiffres arrondis/figures rounded off to unit above/nach oben angerundete Zahlen

(3) la comparaison 71-72 ne peut être faite en raison de la base différente des données/figures for 71-72 cannot be compared due to different basic data/die Zahlen 71-72 sind wegen unterschiedlicher Angaben nicht vergleichbar

[] incomplet/incomplete/unvollständig

C. ANALYSIS

1. Length of networks

The total length of railway tracks in the Community as a whole is 250 000 km; the road network covers 2 100 000 km, if the network of "chemins vicinaux" in France (800 000 km) is excluded.

Thus the ratio between these two modes of transport is about 1:8, with large variations for each individual country, ranging from 1:5 in the United Kingdom to 1:30 in Ireland. The network of regularly-utilized inland waterways covers 21 000 km, the ratio being about 1:12 in relation to railways and 1:100 in relation to roads.

There are no inland waterways in Denmark and Ireland, and the waterway network in the Netherlands is about the same length as the rail network.

Few changes are to be reported in the length of networks between 1971 and 1972. The main exception is the motorway network, particularly in Belgium (+ 38%) and in the United Kingdom (+ 31%); attention should be drawn to the correlation between these increases and the level of motorway investments.

2. Expenditure

2.1. Total infrastructure expenditure on the three modes of transport in the Community as a whole is about 18 600 million u.a., including almost 80% on roads, 18% on railways and just under 3% on inland waterways.

These percentages apply to all the Member States but the situation with regard to inland waterways is somewhat different; in the Netherlands they account for 10% of the total, and just under 1% in Italy and in the United Kingdom. These figures are indicative of the way in which inland waterways have developed in these countries.

Expenditure has increased by 6% in comparison with 1971, but the rate of increase is greater in the case of railways (12%) than for roads (5%), and inland waterways (9%).

2.2. The breakdown of expenditure into investment expenditure and operating expenditure:

- (a) In the case of railways, investment expenditure represents 30% and operating expenditure 70% of total expenditure in most of the countries. However, investments account for a larger proportion in Belgium, Italy and the United Kingdom (about 40%) and a lower proportion in Germany (about 20%);
- (b) In the case of roads, investment expenditure represents two-thirds of the total, i.e. 9 500 million u.a., including over 3 000 million u.a. on motorway investments alone. The size of the latter varies a great deal from country to country: 80% of total investment in Belgium, 50% in the United Kingdom, and 20% in France.
- (c) In the case of inland waterways, investment expenditure is again the main element, accounting for almost 70% of total expenditure, with the exception of the United Kingdom.

3. Expenditure and length of networks

In the case of railways, with the exception of France and Ireland, average expenditure is about 14 000 u.a./km of track. In the case of roads, with the exception of France and Ireland, average expenditure is around 7 000 u.a./km of road; by excluding French "chemins vicinaux" the figure is about 3 500 u.a. The average figure of 250 000 u.a./km of road for motorways is a fairly accurate reflection of the situation in the different countries.

4. Utilization

In the case of railways, over 2 000 million train/km and just under 1 000 million gross t/km worked were recorded for the Community as a whole. These two values varied in the same proportion from 1971 to 1972 for the Member States as a whole.

As a result, passenger traffic has increased (+ 4%) and goods traffic decreased (- 1%). Electric traffic as a whole increased by about 5% but diesel traffic fell by 5%.

Passenger traffic accounts for about two-thirds of total train/km and goods traffic about one-third, but this proportion varies from country to country; the share of goods traffic was greater in France and that of passenger traffic was greater in the Netherlands and also in the United Kingdom, mainly because the figures for London Transport (LT) have been added.

In the case of roads, the figures for utilization are still incomplete. However, an increase of about 20% can be reported in France and Italy for traffic on the whole network, excluding local authority roads, and an increase of 3 to 4% in Luxembourg and the United Kingdom on the network as a whole.

5. Utilization and length of networks

In the case of railways, the average figure for train/km per km of track is 8 500. Figures of this order of magnitude were recorded in Belgium, Germany, Denmark, France, Italy, Luxembourg and the United Kingdom.

6. Expenditure and utilization

- (a) In the case of railways, average expenditure per train/km is roughly 1 600 u.a., the lowest figure being 1 000 u.a. in the Netherlands and the highest 2 000 u.a. in Belgium. The situation is different in the case of gross t/km worked; 4 200 u.a. in Belgium, 4 000 u.a. in the Netherlands and a Community average of 3 500 u.a., the lowest figure being 2 000 u.a. for France;
- (b) In the case of roads, expenditure per 1 000 vehicle/km was some 30 u.a. for the whole network in Germany and Luxembourg, and of the same order of magnitude for motorways in Germany, France, Italy and the Netherlands, but higher in the United Kingdom (45 u.a.).

7. Inland waterways

In view of the lack of data no conclusion can be made from the figures set out.

CONCLUSION

1. The following points emerge from the summary tables (10/11):

1.1. Information on expenditure is now more or less complete and data on most of the networks of the three modes of transport in the Member States are available either for 1972 or for 1971. The only information lacking for both years concerns operating expenditure on inland waterways in France.

The following information was given in greater detail than in 1971:

(i) the amount of compensation paid to the SNCF.

(ii) the data sent in by Luxembourg concerning expenditure on road infrastructures in 1972.

1.2. Information on infrastructure utilization is complete only in the case of railways. Difficulties which we have already mentioned are still being encountered in respect of roads but progress has been made by Germany and the Netherlands regarding the sending in of information. The information required concerning inland waterways is to be submitted in its entirety as from 1974.

1.3. The very favourable improvement in the sending in of figures concerning roads and inland waterways gives grounds for thinking that the usefulness of the tables concerning expenditure will increase as time goes by.

2. This second report on expenditure on and utilization of transport infrastructures in 1972 was drafted on the same lines as the report for 1971.

2.1. Corrections and additions have been made to the figures sent in for 1971 and, as a result of past experience, the format has been simplified to make the tables easier to read and to use.

2.2. In addition, the following possibilities can be envisaged as a part of studies on charging for the utilization of infrastructures:

2.2.1. A more precise breakdown of expenditure, in two directions and for two different reasons:

- (i) vertically: replacement expenditure included in investment expenditure ought to be recorded separately;
- (ii) horizontally: in addition, different marginal costs should be established for different categories of infrastructures; thus the format of the information requested would be altered so that, for example, in the case of inland waterways, expenditure on locks and similar devices would be indicated separately from that on fairways.

2.2.2. Moreover, the determination of infrastructure expenditure to be covered by revenue varies depending on whether or not loans are contracted:

- (i) if loans are contracted, investment expenditure, and therefore replacement expenditure, will not be taken into consideration as such for charging for the utilization of infrastructures but through the financial charges relating to loans;
- (ii) if loans are not contracted, replacement expenditure should be covered directly through the charging system.

This again indicates the need to record replacement expenditure separately.

2.2.3. A change in the method whereby the figures for railway investments are sent in as net figures, government compensation having been deducted; this is in the interest of comparability at national and international level.

2.2.4. The establishment of criteria for drawing the dividing line between roads inside and outside built-up areas. In this connection the Member States should inform the Commission of the criteria which they have hitherto used.

3. Subsequently, it would be useful to attempt to lay down criteria to specify the part chargeable to the transport function of the expenditure shared between this function and other functions of the infrastructures; this is particularly important in the case of waterways which perform various functions concerning for example the distribution of water, the generation of electrical energy and defence.

4. Lastly, stress should be laid on the progress which the drafting of this second report represents, especially as it makes it possible to confirm and check the figures given for 1971.