

COMMISSION OF THE EUROPEAN COMMUNITIES

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ELEVENTH REPORT FROM THE COMMISSION TO THE COUNCIL

on

expenditure on and utilization of rail, road and inland waterway
infrastructures

1981

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ABBREVIATIONS AND SIGNS USED

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

ELEVENTH REPORT
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A. INTRODUCTION

1. Greece is included for the first time in this report. Without data for previous years, some of the comparisons and analyses of trends in this report will of necessity exclude Greece. Broadly speaking, the figures available for Greece account for 1% of the Community Infrastructure expenditures. Its share of road traffic amounts to less than 1% and rail traffic to about one third of a percent. There are no inland waterways in Greece.

2. As France and Belgium did not supply data on road expenditures or traffic for 1981, Community totals for roads have been based on 1980 figures for these two countries.

Expenditures

3. This eleventh report shows that in 1981 the Ten Member States spent 43.4 mrd EUA on inland transport infrastructures, almost exactly 2% of their gross domestic product. About 73% of the total went on roads, 24% on railways and less than 3% on inland waterways. This represents a shift from roads in favour of railways since the split for several years was about 75/22.

4. The relative share of investment in total infrastructure expenditures showed hardly any movement from 1980 levels; in 1981 investment made up 30% of the total for rail, 53% of road expenses and 50% for waterways.

5. Transport infrastructure investment has declined slightly but steadily in importance, from 5.2% in 1977 of total gross fixed capital formation in the Community to 4.7% in 1981.

Utilization

6. As the utilization of infrastructures is expressed in different units for each mode these must be looked at separately. Rail traffic, after small gains in the latest few years, slipped back again in 1981 by 2.5% and attained 97.5% of 1973 levels. For road traffic outside built up areas 1981 was 1.0% up on 1980. This represents a slowing down of the rate of increase which brought traffic to 126% of 1973 levels. Waterway traffic declined sharply by 7.3% in 1981 and thus reached only 88% of 1973 levels.

B. ANALYSIS OF THE MAIN DATAExpenditures

7. For the 9 Member States total infrastructure expenditures, converted into European units of account, increased by 4.3%. For railways the increase was 11.8%, for roads 2.0% and for waterways 1.6%. These rates suggest some decline in real value since the general price index in the Community rose by about 12%.

8. These overall results reflect different developments in the individual Member States and modes of transport, as well as changes in the value of national currencies. In national currencies, increases for rail ranged widely from over 30% in Italy and Ireland down to 1.4% for Luxembourg, while Germany reported a slight decrease (0.2%). For roads only Ireland and Italy showed notable increases with 39% and 22% respectively, the Netherlands remained steady, but Germany, Denmark and the United Kingdom showed decreases from 3% to 7%. No figures were available from Belgium and France. Expenditure on waterways rose substantially in Italy, Luxembourg, the United Kingdom and Belgium but these increases were largely offset by small decreases in the larger sums spent in Germany, France and the Netherlands (up to 3% down).

9. These figures need to be assessed against a background of slightly lower inflation than in the previous year, but still ranging from about 5% in Germany to about 20% in Italy and Ireland (see the table on page 84).

Utilization

10. Looking at the 2.5% overall drop for rail traffic the only change of note was an increase of 8% in Belgium which follows a reported decrease of 4% the previous year. For roads (1.0% up overall) a slight change in traffic or no change was reported by Denmark, Germany, Ireland, Italy and the Netherlands while Luxembourg and the United Kingdom showed increases of nearly 8%; no data were available from Belgium and France. The decreases in waterway traffic varied from 12% for the Netherlands to 9% for France and 3.5% for Germany, with no other significant changes.

The period 1973 to 1981

11. In order to facilitate an analysis over the reasonably comparable period of nine years, from 1973 to 1981, this report contains a number of tables and graphs showing transport infrastructure expenditure and utilization trends at work in the Member States since the first energy crisis in 1973.

12. As far as expenses are concerned, spending on rail infrastructures in real terms rose each year of the first 5 years up to 1978 since when it has been steady at 12% higher than in 1973. Increases ranged from 18% in the United Kingdom to over 80% in Italy and Ireland. On the other hand Germany and Denmark reported spending less in 1981 than in 1973, Germany being 3% down and Denmark a significant 24%.

13. On roads expenditures declined in "real" terms by 23% over the period with wide variations between Member States, ranging from increases in Luxembourg, Ireland and the Netherlands of about 14% to decreases of 32% in the United Kingdom, 25% in France, 9% in Italy, 5% in Germany and 3% in Belgium. In Denmark the expenditures dropped back to 1973 levels, after rising to 30% above 1973 in 1978 and 1979.

14. Waterway expenditures trends in "real" terms are also widely scattered around the Community overall decrease of 19%. Over 40% higher in 1981 than in 1973 in Belgium, they stayed at about the same level in France but decreased in Germany and the Netherland by 10% and 37% respectively. For Luxembourg, large investments in the early 1970es make a comparison misleading.

15. Turning to utilization, overall rail traffic having regained 1973 levels in 1979 and 1980, decreased again in 1981 when it stood at 2.3% below 1973. Belgium, Italy and the Netherlands remained just about at 1973 levels but the other Member States are below. An apparent substantial increase for Ireland is believed to be due to an understatement in the reference year (1973) and is being investigated. Road traffic outside built-up areas continued to grow throughout the period but the rate slowed down during 1981. It is now on average 26% above 1973 levels. Broadly, increases fall into the following groupings: 40% for Ireland, Luxembourg and the Netherlands, between 20% and 30% for Germany, France and the United Kingdom; just under 20% for Belgium and Italy; Denmark lowest at 3%. For waterways four of the five Member States concerned showed decreases around the Community average of 12%. France showed 18% less but that may be due to overstating the base year (1973); since 1975 when France modernized its handling of waterway traffic data, traffic has been fairly stable. Traffic in the United Kingdom remains stable.

C. THE REPORTBackground

16. The report has been drawn pursuant to council regulation (EC) N° 1108/70 introducing an accounting system for expenditure on infrastructure in respect of transport by rail, road and inland waterway and its amending Regulation N° 1384/79.

Timing

17. Despite continued reminders, long delays are still being encountered in the transmission of certain data. Data for 1981 should have been submitted by the end of 1982, but several were not received until December 1983. It was decided to close the books on 20 February 1984. Any data received after that date but before actual dispatch of the report will have been put through the computer and the resultant tables inserted at the very back of the report. Comments to such last minute tables will have to wait until next year's report. Computer handling of the data, set up last year, have greatly improved the flexibility of the compilation and publication of the report, but the work of translating into the seven languages is still time absorbing. Efforts to obtain data on time from the Member States will not be relaxed though in fairness, it should be stated that it is no small matter for the Member States to collect all the data required. Especially the expenditure figures for communal roads: France for example has some 38,000 communes.

Completeness

18. For railways data are, as usual, practically complete with the exception of some breakdown for investment expenses.

For most countries road expenses have not been broken down as required, especially as regards investment and police expenditure. Also, in a few cases, figures were not provided for one or two categories. On the utilization side data are complete for Germany, the United Kingdom and Luxembourg only. For the other Member States there are various shortcomings with regard to breakdown of total traffic. No data at all were received from Belgium and France for either expenditures or traffic on roads.

Waterway expenditures are sometimes not broken down as required. However, traffic data are complete except for certain data for Italy. For the United Kingdom the waterways reported on are only those owned or operated by the British Waterways Board.

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

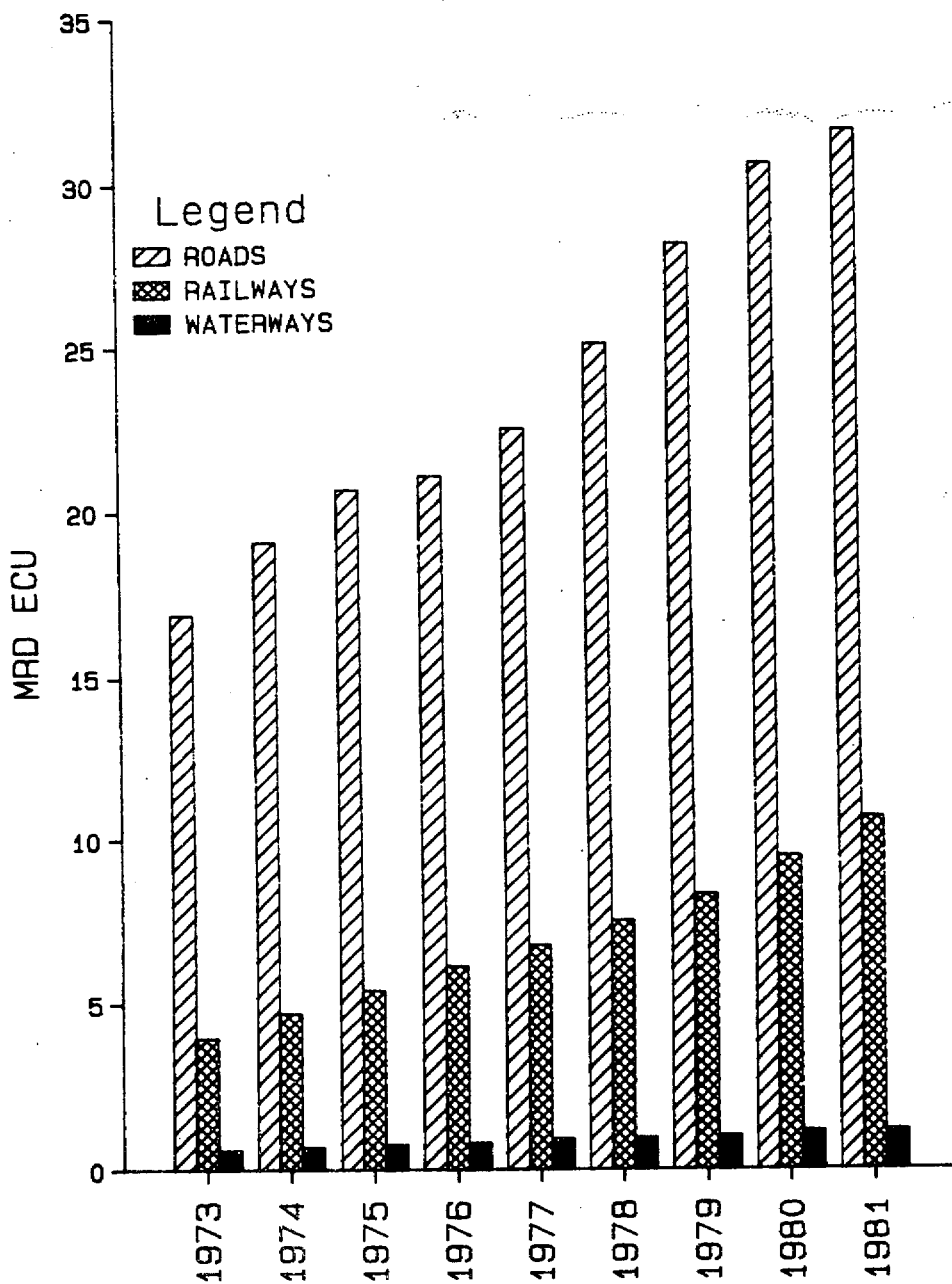
Exchange Rates

20. Expenditures in national currencies have been converted into European Units of Account at the average rates for the year in question. They are as follows:

	<u>1 EUA</u>		
<u>National Currency</u>	<u>1981</u>	<u>1980</u>	<u>1979</u>
BFR	41,2946	40,59800	40,1633
DKR	7,9226	7,82736	7,20701
DM	2,5139	5,52421	2,51095
FF	6,0399	5,86896	5,82948
LIT	1263,1800	1189,21000	1138,44000
LFR	41,2946	40,59800	40,16330
HFL	2,7751	2,76027	2,74861
IRL	0,6910	0,67599	0,66947
UKL	0,5531	0,59844	0,64644
DR	61,6241		

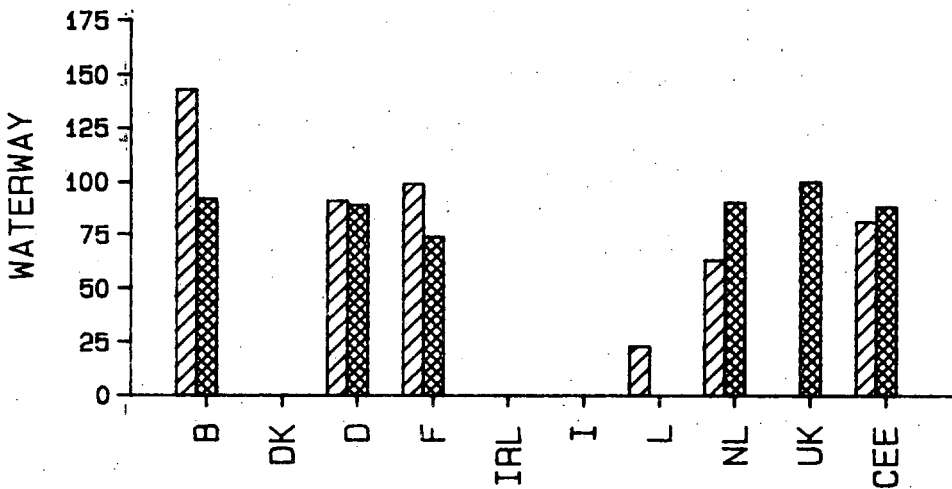
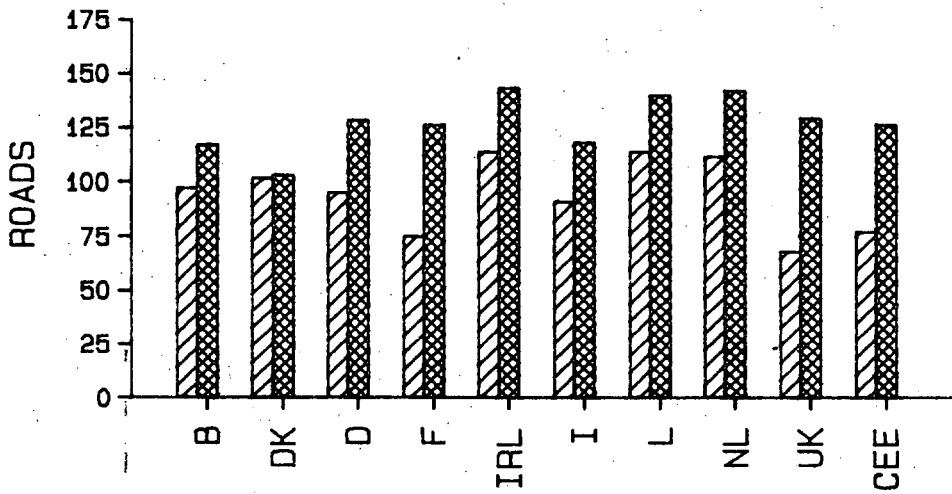
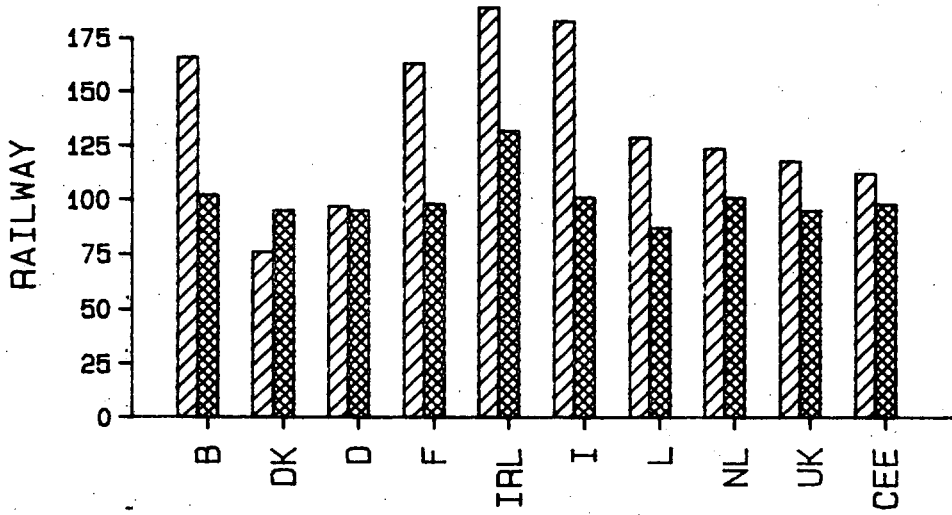
21. To assist in the perfection of future reports, readers are particularly asked to advise the commission of any problems or inaccuracies arising out of the contents of this report that come to their attention.

EEC TRANSPORT INFRASTRUCTURE EXPENSES (at current prices)



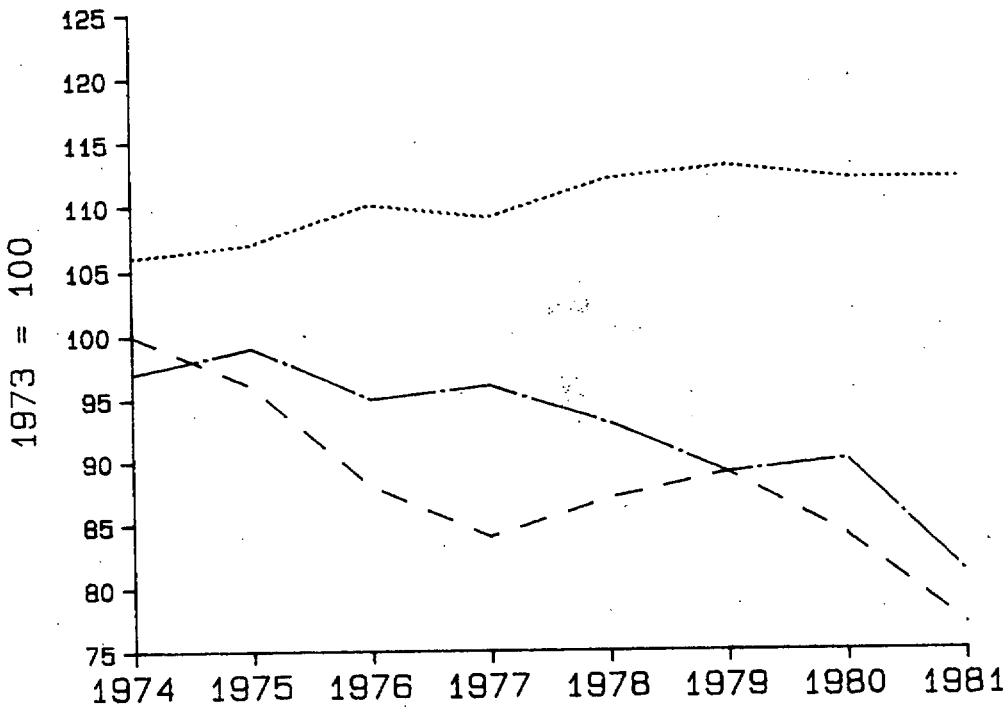
INDICES OF INFRASTRUCTURE EXPENSES AND UTILIZATION FOR 1981
(in terms of 1973 values)

(1973 = 100)

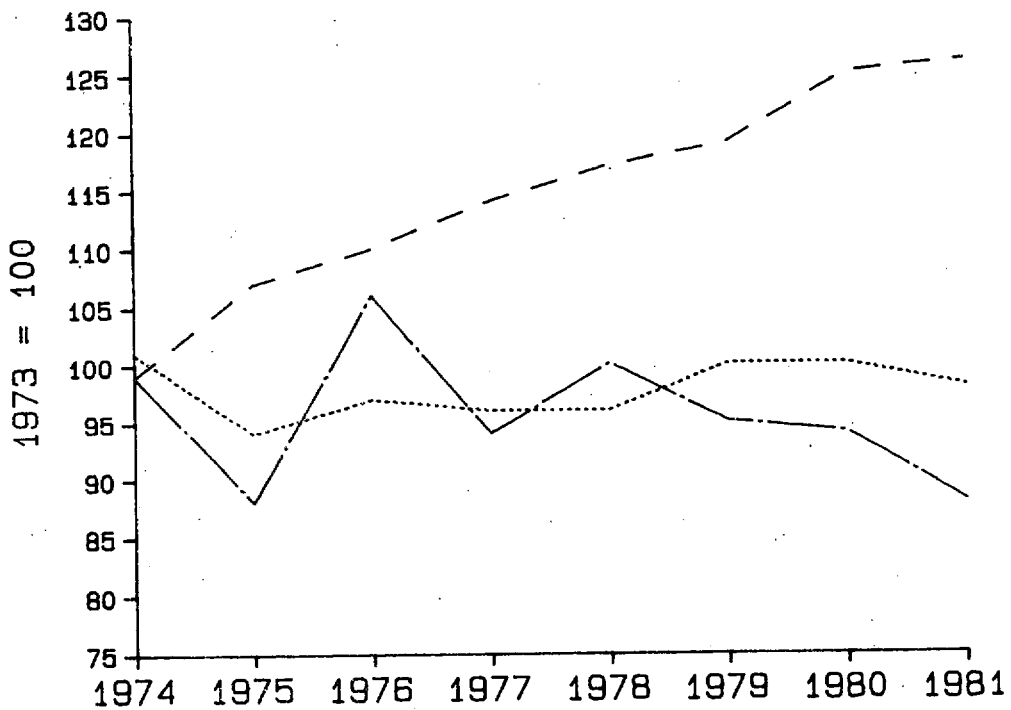


Legend
▨ EXPENSES
▩ UTILISATION

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



EVOLUTION OF THE UTILISATION OF EEC TRANSPORT INFRASTRUCTURES



Legend
RAIL
ROADS - - -
WATERWAYS _____

ALL MEMBER STATES

NATIONAL CURRENCIES IN MIO

MEMBER STATES	NETWORK UNIT	INVESTMENT EXPENDITURE			OPERATING EXPENDITURE			TOTAL I (10)=(6)+(9)	
		NEW CONSTRUCTION AND EXTENSION (4)	RECONSTRUCTION AND RENEWAL (5)	TOTAL (6)=(4)+(5)	CURRENT EXPENDITURE (7)	OVERHEADS (8)	TOTAL (9)=(7)+(8)		
BELGIQUE / BELGIE	SNCB / NMBS	BFR	9 228	4 344	13 572	8 035	4 453	12 488	26 060
DANMARK	DSB	DKK	169	89	258	611	91	702	960
DEUTSCHLAND	DB	DM	•	•	1 207	3 194	3 075	6 269	7 476
FRANCE	SNCF	FF	2 834	1 464	4 298	4 277	2 261	6 538	10 836
HELLAS	OSE	DR	•	•	1 112	1 483	341	1 824	2 936
IRELAND	CIE	IRL	10,8	6,9	17,7	13,2	3,1	16,3	34
ITALIA	FS	LIT	257	284	541	1 296	672	1 968	2 509
LUXEMBOURG	CFL	LFR	294	174	468	722	357	1 079	1 547
NEDERLAND	NS	HFL	•	•	405	519	30	549	954
UNITED KINGDOM	BRB + NIR	UKL	•	•	252,2	462,5	99,6	562,1	814,3

		ALL MEMBER STATES				NATIONAL CURRENCIES IN MIO			
(CONTINUATION OF PRECEDING TABLE)									
MEMBER STATES	NETWORK UNIT	TOTAL		COMPENSATION FOR INFRASTRUCTURE CHARGES		TOTAL II	COMPENSATION FOR PENSION AND RETIREMENT CHARGES		
		I	(10)=(6)+(9)	INCLUDED IN (10)	NOT INCLUDED IN (10)		(13)=10+12	(14)	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
BELGIQUE / BELGIE	SNCB/ NMBS	BFR	26 060	4 132		26 060		2 133	
DANMARK	DSB	DKR	960	-		960		-	
DEUTSCHLAND	DB	DM	7 476	1 060		8 536		1 215	
FRANCE	SNCF	FF	10 836	4 510		15 346			
HELLAS	OSE	DR	2 936	2 265		2 936			
IRELAND	CIE	IRL	34		3,9	37,9		,6	
ITALIA	FS	LIT 000	2 509			2 509		12	
LUXEMBOURG	CFL	LFR	1 547			1 547		391	
NEDERLAND	NS	HFL	954			954		-	
UNITED KINGDOM	BRB + NIR	UKL	814,3			814,3		-	

ALL MEMBER STATES

IN MIO OF EUA

MEMBER STATES (1)	NETWORK UNIT (2)	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	223,5	105,2	328,7	194,6	107,8	302,4	631,1
DANMARK	DSB	21,3	11,2	32,6	77,1	11,5	88,6	121,2
DEUTSCHLAND	DB	°	°	480,1	1 270,5	1 223,2	2 493,7	2 973,9
FRANCE	SNCF	469,2	242,4	711,6	708,1	374,3	1 082,5	1 794,1
HELLAS	OSE	°	°	18	24,1	5,5	29,6	47,6
IRELAND	CIE	15,6	10	25,6	19,1	4,5	23,6	49,2
ITALIA	FS	203,5	224,8	428,3	1 026	532	1 558	1 986,3
LUXEMBOURG	CFL	7,1	4,2	11,3	17,5	8,6	26,1	37,5
NEDEERLAND	NS	°	°	145,9	187	10,8	197,8	343,8
UNITED KINGDOM	BRB + NIR	°	°	456	836,2	180,1	1 016,3	1 472,2
EEC TOTAL		°	°	2 638,2	4 360,2	2 458,4	6 818,6	9 456,8

ALL MEMBER STATES

(CONTINUATION OF PRECEDING TABLE)

IN MIO OF EUA

MEMBER STATES	NETWORK UNIT	TOTAL I	COMPENSATION FOR INFRASTRUCTURE CHARGES		TOTAL II	COMPENSATION FOR PENSION AND RETIREMENT CHARGES	
			INCLUDED IN (10) IN (11)	NOT INCLUDED IN (10) IN (12)			
(1)	(2)	(3)	(10)=(6)+(9)	(11)	(12)	(13)=10+12	(14)
BELGIQUE / BELGIE	SNCB / NMBS	EUA	631,1	100,1		631,1	51,7
DANMARK	DSB	EUA	121,2			121,2	-
DEUTSCHLAND	DB	EUA	2 973,9		421,7	3 395,5	483,3
FRANCE	SNCF	EUA	1 794,1		746,7	2 540,8	
HELLAS	OSE	EUA	47,6	36,8		47,6	
IRELAND	CIE	EUA	49,2		5,6	54,8	,9
ITALIA	FS	EUA	1 986,3			1 986,3	9,5
LUXEMBOURG	CFL	EUA	37,5			37,5	9,5
NEDERLAND	NS	EUA	343,8			343,8	-
UNITED KINGDOM	BRB + NIR	EUA	1 472,2			1 472,2	-
EEC TOTAL			9 456,8	136,8	1 174	10 630,8	554,8

ALL MEMBER STATES

IN %

MEMBER STATES (1)	NETWORK UNIT (2)	%	INVESTMENT EXPENDITURE			OPERATING EXPENDITURE			TOTAL I (10)=(6)+(9)
			NEW CONSTRUC- TION AND EXTENSION (4)	RECONSTRUC- TION AND RENEWAL (5)	TOTAL (6)=(4)+(5)	CURRENT EXPEN- TURE (7)	OVERHEADS (8)	TOTAL (9)=(7)+(8)	
BELGIQUE / BELGIE DANMARK	SNCB/ NMBS DSB	°/° °/°	35,4 17,6	16,7 9,3	52,1 26,9	30,8 63,6	17,1 9,5	47,9 73,1	100 100
DEUTSCHLAND	DB	°/°	°	°	14,1	37,4	36	73,4	87,6
FRANCE	SNCF	°/°	18,5	9,5	28	27,9	14,7	42,6	70,6
HELLAS	OSE	°/°	°	°	37,9	50,5	11,6	62,1	100
IRELAND	CIE	°/°	28,5	18,2	46,7	34,8	8,2	43	89,7
ITALIA	FS	°/°	10,2	11,3	21,6	51,7	26,8	78,4	100
LUXEMBOURG	CFL	°/°	19	11,2	30,3	46,7	23,1	69,7	100
NEDERLAND	NS	°/°	°	°	42,5	54,4	3,1	57,5	100
UNITED KINGDOM	BRB + NIR	°/°	°	°	31	56,8	12,2	69	100
EEC TOTAL			°	°	24,8	41	23,1	64,1	89

IN %

ALL MEMBER STATES

(CONTINUATION OF PRECEDING TABLE)

MEMBER STATES	NETWORK UNIT	TOTAL I	COMPENSATION FOR INFRASTRUCTURE CHARGES		TOTAL II	COMPENSATION FOR PENSION AND RETIREMENT CHARGES
			INCLUDED IN (10) (11)	NOT INCLUDED IN (10) (12)		
(1)	(2)	(3)	(10)=(6)+(9)	(11)	(12)	(13)=10+12 (14)
BELGIQUE / BELGIE DANMARK	SNCB / NMBS DSB	100	15,9	-	100	8,2
DEUTSCHLAND	DB	87,6		12,4	100	14,2
FRANCE	SNCF	70,6		29,4	100	
HELLAS	OSE	100	77,1		100	
IRELAND	CIE	89,7		10,3	100	1,6
ITALIA	FS	100		-	100	,5
LUXEMBOURG	CFL	100		-	100	25,3
NEDERLAND	NS	100		-	100	-
UNITED KINGDOM	BRB + NIR	100		-	100	-
EEC TOTAL		89	1,3	11	100	5,2

ENTIRE NETWORK

MEMBER STATE : BELGIQUE / BELGIE

NATIONAL CURRENCY AND EUA IN MIO, %/

CATEGORY OF ROADS (1)	INVESTMENT EXPENDITURE			OPERATING EXPENDITURE			TOTAL	EUA	%	
	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
1. AUTOROUTES / AUTOSNELWEGEN	°	°	15 867	1 444		705	2 149	18 016	436,3	25
2. ROUTES NATION ALES / RIJKS- WEGEN	°	°	11 747	4 881		1 683	6 564	18 311	443,4	25,4
3. ROUTES PROVIN- CIALES / PRO- VINCIALE WEGEN	°	°	740	483	0	°	483	1 223	29,6	1,7
4. ROUTES COMMU- NALES/ GEMEENTEWEGEN	°	°	13 116	13 540	4 222	°	17 762	30 878	747,7	42,8
CERTAIN MOTORWAYS AND OTHER NATIONAL ROADS COMBINED	-	-	-	-	3 480	222	3 702	3 702	89,6	5,1
TOTAL BFR	°	°	41 470	20 348	7 702	2 610	30 660	72 130		
TOTAL EUA	°	°	1 004,2	492,8	186,5	63,2	742,5		1 746,7	
TOTAL %/	°	°	57,5	28,2	10,7	3,6	42,5			100

ENTIRE NETWORK

MEMBER STATE : DANMARK

NATIONAL CURRENCY AND EUA IN MIO. %/

CATEGORY OF ROADS	INVESTMENT EXPENDITURE			OPERATING EXPENDITURE			TOTAL			
	NEW CON- STRUCTION AND EXTENSION (2)	RECON- STRUCTION AND RENEWAL (3)	TOTAL (4)=2+3	CURRENT EXPENDI- TURE (5)	POLICE EXPENDI- TURE (6)	OVERHEADS (7)	TOTAL (8)=5+6+7	DKR (9)	EUA (10)	%/
1. MOTORVEJE	412	40	452	87	0	122	209	661	83,4	11,8
2. HOVED- LANDEVEJE	302	117	419	237	0	144	381	800	101	14,3
3. LANDEVEJE	311	76	387	325	0	115	440	827	104,4	14,7
4. KOMMUNEVEJE	766	198	964	1 730	0	627	2 357	3 321	419,2	59,2
TOTAL DKR	1 791	431	2 222	2 379	0	1 008	3 387	5 609		
TOTAL EUA	226,1	54,4	280,5	300,3	0	127,2	427,5		708	
TOTAL %/	31,9	7,7	39,6	42,4	0	18	60,4			100

ENTIRE NETWORK

MEMBER STATE : DEUTSCHLAND

NATIONAL CURRENCY AND EUA 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	EUA	% (11)
1. BUNDES- AUTOBAHNEN	0	0	2 969	381	320	163	864	3 833	1 524,7	13,8
2. BUNDESSTRASSEN	0	0	2 905	606	1 138	261	2 005	4 910	1 953,1	17,7
3. LANDSTRASSEN	0	0	2 467	832	751	341	1 924	4 391	1 746,7	15,8
4. KREISSSTRASSEN	0	0	1 370	668	338	177	1 183	2 553	1 015,6	9,2
5. GEMEINDE- STRASSEN	0	0	6 780	2 947	1 266	1 046	5 259	12 039	4 789	43,4
TOTAL- DM	0	0	16 491	5 434	3 813	1 988	11 235	27 726		
TOTAL EUA	0	0	6 559,9	2 161,6	1 516,8	790,8	4 469,2		11 029,1	
TOTAL %	0	0	59,5	19,6	13,8	7,2	40,5			100

ENTIRE NETWORK

MEMBER STATE : HELLAS

NATIONAL CURRENCY AND EUA IN MIO, %

CATEGORY OF ROADS (1)	INVESTMENT EXPENDITURE			OPERATING EXPENDITURE			TOTAL			
	NEW CON- STRUCTION AND EXTENSION (2)	RECON- STRUCTION AND RENEWAL (3)	TOTAL (4)=2+3	CURRENT EXPENDI- TURE (5)	POLICE EXPENDI- TURE (6)	OVERHEADS (7)	TOTAL (8)=5+6+7	DR (9)	EUA (10)	% (11)
1. AFTOKINITODRO- MOI / EXPRESS HIGHWAYS	0	0	0	0	0	0	0	0	0	0
2. ETHNIKOI DRO- MOI / NATIONAL ROADS	1 422	4 733	6 155	118	0	0	118	6 273	101,8	28,8
3. EPARCHIAKOI DROMOI/PROVIN- CIAL ROADS	0	0	6 863	0	1 700	2 000	3 700	10 563	171,4	48,4
4. DIMOTIKOI+KOI- NOTIKOI/COMMU- NAL ROADS	0	0	4 481	0	500	0	500	4 981	80,8	22,8
TOTAL DR	0	0	17 499	118	2 200	2 000	4 318	21 817		
TOTAL EUA	0	0	284	1,9	35,7	32,5	70,1		354	
TOTAL %	0	0	80,2	,5	10,1	9,2	19,8			100

ENTIRE NETWORK

MEMBER STATE : FRANCE

NATIONAL CURRENCY AND EUA IN MIO, %

CATEGORY OF ROADS (1)	INVESTMENT EXPENDITURE			OPERATING EXPENDITURE			TOTAL	EUA	%	
	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
1. AUTOROUTES	°	°	5 190	1 504			1 504	6 694	1 108,3	17,8
2. ROUTES NATIONALES	4 328	542	4 870	2 161		1 324	3 485	8 355	1 383,3	22,2
3. CHEMINS DEPARTEMENTAUX	°	°	5 660	3 562		Included in (5)	3 562	9 222	1 526,8	24,5
4. VOIES COMMUNALES	°	°	7 013	3 562			3 562	10 575	1 750,9	28,1
EXPENSES NOT ALLOCATED							2 791	2 791	462,1	7,4
TOTAL FF			22 733	10 789	2 791	1 324	14 904	37 637		
TOTAL EUA			3 763,8	1 786,3	462,1	219,2	2 467,6		6 231,4	
TOTAL %			60,4	28,7	7,4	3,5	39,6			100

ENTIRE NETWORK

MEMBER STATE : IRELAND

NATIONAL CURRENCY AND EUA IN MIO, %/

CATEGORY OF ROADS (1)	INVESTMENT EXPENDITURE			OPERATING EXPENDITURE			TOTAL	EUA	%/	
	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
1. NATIONAL PRIMARY (RURAL +URBAN)	°	°	34,6	8,9	°		8,9	43,5	63	24,7
2. NATIONAL SECONDARY (RURAL +URBAN)	°	°	9,2	5,1	°		5,1	14,3	20,7	8,1
3. MAIN + COUNTRY	°	°	13,8	52,1	°		52,1	65,9	95,4	37,4
4. OTHER URBAN	°	°	12	7,6	°		7,6	19,6	28,4	11,1
OVERHEADS NOT ALLO- CATED							33	33	47,8	18,7
TOTAL IRL	°	°	69,6	73,7	°		106,7	176,3		
TOTAL EUA	°	°	100,7	106,7	°		154,4		255,1	
TOTAL %/	°	°	39,5	41,8	°		60,5			100

ENTIRE NETWORK

MEMBER STATE : ITALIA

NATIONAL CURRENCY AND EUA 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	LIT 000 (9)	EUA (10)	% (11)
1. AUTOSTRADA IN CONCESSIONE	246,8	4,2	251	340,4	4,1	165,9	510,4	761,4	602,8	13,2
2. STRADE STATALI	788,8	170,7	959,5	450,9	118,8	Included in (5)	569,7	1 529,2	1 210,6	26,6
3. STRADE PROVINCIALI	0	0	319,5	656,7	15,8		672,5	992	785,3	17,2
4. STRADE COMMUNALI	0	0	950,1	717,8	559,3	246,3	1 523,4	2 473,5	1 958,2	43
TOTAL LIT000	0	0	2 480,1	2 165,8	698	412,2	3 276	5 756,1		
TOTAL EUA	0	0	1 963,4	1 714,6	552,6	326,3	2 593,5		4 556,8	
TOTAL %/	0	0	43,1	37,6	12,1	7,2	56,9			100

ENTIRE NETWORK MEMBER STATE : LUXEMBOURG NATIONAL CURRENCY AND EUA IN MIO, %/°

CATEGORY OF ROADS (1)	INVESTMENT EXPENDITURE			OPERATING EXPENDITURE			TOTAL			
	NEW CON- STRUCTION AND EXTENSION (2)	RECON- STRUCTION AND RENEWAL (3)	TOTAL (4)=2+3	CURRENT EXPENDI- TURE (5)	POLICE EXPENDI- TURE (6)	OVERHEADS (7)	TOTAL (8)=5+6+7	LFR (9)	EUA (10)	%/° (11)
1. AUTOROUTES	889,6	-	889,6	42,5	2	8,7	53,2	942,8	22,8	23
2. ROUTES NATIONALES	°	°	667,9	1 001,5	47,4	206	1 254,9	1 922,8	46,6	46,9
3. CHEMINS REPRIS	°	°	°	°	°	°	°	°	°	°
4. CHEMINS VICINAUX	°	°	628,2	533,8	24,7	45,7	604,2	1 232,4	29,8	30,1
TOTAL LFR	°	°	2 185,7	1 577,8	74,1	260,4	1 912,3	4 098		
TOTAL EUA	°	°	52,9	38,2	1,8	6,3	46,3		99,2	
TOTAL %/°	°	°	53,3	38,5	1,8	6,4	46,7			100

MEMBER STATE : NEDERLAND

ENTIRE NETWORK

NATIONAL CURRENCY AND EUA IN MIO, %/

CATEGORY OF ROADS (1)	INVESTMENT EXPENDITURE			OPERATING EXPENDITURE			TOTAL			
	NEW CON- STRUCTION AND EXTENSION (2)	RECON- STRUCTION AND RENEWAL (3)	TOTAL (4)=2+3	CURRENT EXPENDI- TURE (5)	POLICE EXPENDI- TURE (6)	OVERHEADS (7)	TOTAL (8)=5+6+7	HFL	EUA (10) (11)	
1. AUTOSNELWEGEN	°	°	626	167	°	203	370	996	358,9	15,6
2. OVERIGE RIJKS- WEGEN	°	°	56	126	°	46	172	228	82,2	3,6
3. PROVINCIALE WEGEN	°	°	281	221	°	°	221	502	180,9	7,8
4. GEMEENTEWEGEN	°	°	1 784	1 396	860	18	2 274	4 058	1 462,3	63,4
5. WATER- EN WEG- SCHAPPEN	°	°	28	53	°	°	53	81	29,2	1,3
EXPENSES NOT ALLOCATED (SOME IMPORTANT BRID- GES AND TUNNELS AND POLICE EXPENDITURE)	°	°	6	45	485	°	530	536	193,1	8,4
TOTAL HFL	°	°	2 781	2 008	1 345	267	3 620	6 401		
TOTAL EUA	°	°	1 002,1	723,6	484,7	96,2	1 304,5		2 306,6	
TOTAL %/	°	°	43,4	31,4	21	4,2	56,6			100

ENTIRE NETWORK		MEMBER STATE : UNITED KINGDOM										NATIONAL CURRENCY AND EUA IN MIO. %	
CATEGORY OF ROADS	(1)	INVESTMENT EXPENDITURE				OPERATING EXPENDITURE				TOTAL	UKL	EUA	%
		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					
1. MOTORWAYS		0	0	232	85	22	0	107	339	612,9	14,2		
2. TRUNK ROADS		0	0	287	76	34	0	110	397	717,8	16,7		
3. PRINCIPAL AND OTHER ROADS		0	0	403	1 018	156	0	1 174	1 577	2 851,2	66,2		
ALL ROADS IN NORTHERN IRELAND		0	0	32	37	in (5)	in (5)	37	69	124,8	2,9		
TOTAL UKL		0	0	954	1 216	212	0	1 428	2 382				
TOTAL EUA		0	0	1 724,8	2 198,5	383,3	0	2 581,8	4 306,6				
TOTAL %		0	0	40,1	51	8,9	0	59,9	100				

MEMBER STATE : BELGIQUE / BELGIE

OUTSIDE BUILT-UP AREAS

NATIONAL CURRENCY AND EUA IN MIO, %

CATEGORY OF ROADS (1)	INVESTMENT EXPENDITURE			OPERATING EXPENDITURE			TOTAL			
	NEW CON- STRUCTION AND EXTENSION (2)	RECON- STRUCTION AND RENEWAL (3)	TOTAL (4)=2+3	CURRENT EXPENDI- TURE (5)	POLICE EXPENDI- TURE (6)	OVERHEADS (7)	TOTAL (8)=5+6+7	BFR (9)	EUA (10)	% (11)
1. AUTOROUTES / AUTOSNELWEGEN	°	°	15 867	1 444	°	705	2 149	18 016	436,3	27,5
2. ROUTES NATION ALES / RIJKS- WEGEN	°	°	11 747	4 881	°	1 683	6 564	18 311	443,4	27,9
3. ROUTES PROVIN- CIALES / PRO- VINCIALE WEGEN	°	°	740	483	0	°	483	1 223	29,6	1,9
4. ROUTES COMMU- NALES/ CEMENTEWEGEN	°	°	11 333	10 407	2 637	°	13 044	24 377	590,3	37,1
CERTAIN MOTORWAYS AND OTHER NATIONAL ROADS COMBINED	-	-	-	-	3 480	222	3 702	3 702	89,6	5,6
TOTAL BFR	°	°	39 687	17 215	6 117	2 610	25 942	65 629		
TOTAL EUA	°	°	961,1	416,9	148,1	63,2	628,2		1 589,3	
TOTAL %	°	°	60,5	26,2	9,3	4	39,5			100

MEMBER STATE : DEUTSCHLAND

OUTSIDE BUILT-UP AREAS

NATIONAL CURRENCY AND EUA 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)	EUA (10)	% (11)
1. BUNDES- AUTOBAHNEN	°	°	2 969	381	320	163	864	3 833	1 524,7	23,2
2. BUNDESSTRASSEN	°	°	2 104	446	662	182	1 290	3 394	1 350,1	20,5
3. LANDSTRASSEN	°	°	1 685	596	468	245	1 309	2 994	1 191	18,1
4. KREISSSTRASSEN	°	°	980	500	222	133	855	1 835	729,9	11,1
5. GEMEINDE- STRASSEN	°	°	2 795	1 221	190	278	1 689	4 484	1 783,7	27,1
TOTAL DM	°	°	10 533	3 144	1 862	1 001	6 007	16 540		
TOTAL EUA	°	°	4 189,9	1 250,6	740,7	398,2	2 389,5		6 579,4	
TOTAL %	°	°	63,7	19	11,3	6,1	36,3			100

OUTSIDE BUILT-UP AREAS

MEMBER STATE : NEDERLAND

NATIONAL CURRENCY AND EUA IN MIO, %/o

CATEGORY OF ROADS (1)	INVESTMENT EXPENDITURE			OPERATING EXPENDITURE			TOTAL			
	NEW CON- STRUCTION AND EXTENSION (2)	RECON- STRUCTION AND RENEWAL (3)	TOTAL (4)=2+3	CURRENT EXPENDI- TURE (5)	POLICE EXPENDI- TURE (6)	OVERHEADS (7)	TOTAL (8)=5+6+7	HFL	EUA	%/o (10) (11)
1. AUTOSNELWEGEN	o	o	626	167	o	203	370	996	358,9	35,5
2. OVERIGE RIJKS- WEGEN	o	o	56	126	o	46	172	228	82,2	8,1
3. PROVINCIALE WEGEN	o	o	281	221	o	o	221	502	180,9	17,9
4. GEMEENTEWEGEN	o	o	226	234	o	3	237	463	166,8	16,5
5. WATER- EN WEG- SCHAPPEN	o	o	28	53	o	o	53	81	29,2	2,9
EXPENSES NOT ALLOCATED (SOME IMPORTANT BRID- GES AND TUNNELS AND POLICE EXPENDITURE)	o	o	6	45	485	o	530	536	193,1	19,1
TOTAL HFL	o	o	1 223	846	485	252	1 583	2 806		
TOTAL EUA	o	o	440,7	304,9	174,8	90,8	570,4		1 011,1	
TOTAL %/o	o	o	43,6	30,1	17,3	9	56,4			100

WITHIN BUILT-UP AREAS MEMBER STATE : BELGIQUE / BELGIE NATIONAL CURRENCY AND EUA IN MIO, %/o

CATEGORY OF ROADS (1)	INVESTMENT EXPENDITURE			OPERATING EXPENDITURE			TOTAL			
	NEW CON- STRUCTION AND EXTENSION (2)	RECON- STRUCTION AND RENEWAL (3)	TOTAL (4)=2+3	CURRENT EXPENDI- TURE (5)	POLICE EXPENDI- TURE (6)	OVERHEADS (7)	TOTAL (8)=5+6+7	BFR (9)	EUA (10)	%/o (11)
1. AUTOROUTES / AUTOSNELWEGEN										
2. ROUTES NATION ALES / RIJKS- WEGEN										
3. ROUTES PROVIN- CIALES / PRO- VINCIALE WEGEN										
4. ROUTES COMMU- NALES/ GEMEENTEWEGEN	o	o	1 783	3 133	1 585	o	4 718	6 501	157,4	100
CERTAIN MOTORWAYS AND OTHER NATIONAL ROADS COMBINED										
TOTAL BFR	o	o	1 783	3 133	1 585	o	4 718	6 501		
TOTAL EUA	o	o	43,2	75,9	38,4	o	114,3		157,4	
TOTAL %/o	o	o	27,4	48,2	24,4	o	72,6			100

MEMBER STATE : DEUTSCHLAND

NATIONAL CURRENCY AND EUA IN MIO, %

WITHIN BUILT-UP AREAS

CATEGORY OF ROADS	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	EUA
1. BUNDES- AUTOBAHNEN										
2. BUNDESSTRASSEN	0	0	801	160	476	79	715	1 516	603	13,6
3. LANDSTRASSEN	0	0	782	236	283	96	615	1 397	555,7	12,5
4. KREISSTRASSEN	0	0	390	168	116	44	328	718	285,6	6,4
5. GEMEINDE- STRASSEN	0	0	3 985	1 726	1 076	768	3 570	7 555	3 005,3	67,5
TOTAL DM	0	0	5 958	2 290	1 951	987	5 228	11 186		
TOTAL EUA	0	0	2 370	910,9	776,1	392,6	2 079,6		4 449,7	
TOTAL %	0	0	53,3	20,5	17,4	8,8	46,7			100

MEMBER STATE : NEDERLAND

WITHIN BUILT-UP AREAS NATIONAL CURRENCY AND EUA 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 TOTAL (8)=5+6+7		HFL (9)	EUA (10)	% (11)
1. AUTOSNELWEGEN										
2. OVERIGE RIJKS- WEGEN										
3. PROVINCIALE WEGEN										
4. GEMEENTEWEGEN	0	0	1 558	1 162	860	15	2 037	3 595	1 295,4	100
5. WATER- EN WEG- SCHAPPEN										
EXPENSES NOT ALLOCATED (SOME IMPORTANT BRID- GES AND TUNNELS AND POLICE EXPENDITURE)										
TOTAL HFL	0	0	1 558	1 162	860	15	2 037	3 595		
TOTAL EUA	0	0	561,4	418,7	309,9	5,4	734		1 295,4	
TOTAL %	0	0	43,3	32,3	23,9	,4	56,7			100

MEMBER STATE : BELGIQUE / BELGIE

ENTIRE NETWORK EXCLUDING WATERWAYS LESS THAN 250 T NATIONAL CURRENCY AND EUA 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	BFR (9)=4+8	EUA (10)	% (11)
REGULATED RIVERS										
I 250 - 399	-	76	76	29	-	14	43	119	2,9	1,2
II 400 - 599	-	0	0	16	-	21	37	37	9	4
III 600 - 999	-	-	-	-	-	-	-	-	-	-
IV 1.000 - 1.499	-	-	-	-	-	3	3	3	1	0
V 1.500 - 2.999	37	54	91	181	-	93	274	365	8,8	3,8
VI 3.000 -	-	-	-	-	-	30	30	30	7	3
TOTAL	37	130	167	226	-	161	387	554	13,4	5,8
CANALIZED RIVERS										
I 250 - 399	483	215	698	60	-	433	493	1 191	28,8	12,5
II 400 - 599	-	3	3	23	-	31	54	57	1,4	6
III 600 - 999	-	-	-	-	-	-	-	-	-	-
IV 1.000 - 1.499	1 197	158	1 355	86	-	228	314	1 669	40,4	17,5
V 1.500 - 2.999	362	1	363	15	-	83	98	461	11,2	4,8
VI 3.000 -	-	-	-	-	-	-	-	-	-	-
TOTAL	2 042	377	2 419	184	-	775	959	3 378	81,8	35,5
CANALS										
I 250 - 399	337	239	576	29	-	538	567	1 143	27,7	12
II 400 - 599	454	195	649	56	-	225	281	930	22,5	9,8
III 600 - 999	-	-	-	-	-	-	-	-	-	-
IV 1.000 - 1.499	-	75	75	14	-	129	143	218	5,3	2,3
V 1.500 - 2.999	1 429	107	1 536	62	-	189	251	1 787	43,3	18,8
VI 3.000 -	1 126	14	1 140	5	-	211	216	1 356	32,8	14,2
TOTAL	3 346	630	3 976	166	-	1 292	1 458	5 434	131,6	57,1
OTHER WATERWAYS										
	138	16	154	-	-	1	1	155	3,8	1,6
TOTAL BFR	5 563	1 153	6 716	576	-	2 229	2 805	9 521		
TOTAL EUA	134,7	27,9	162,6	13,9	-	54	67,9		230,6	
TOTAL %/	58,4	12,1	70,5	6	-	23,4	29,5			100

MEMBER STATE : DEUTSCHLAND

ENTIRE NETWORK EXCLUDING WATERWAYS LESS THAN 250 T NATIONAL CURRENCY AND EUA 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	DM (9)=4+8	EUA (10)	% (11)
REGULATED RIVERS										
I 250 - 399					27		27	27	10,7	2,1
II 400 - 599										
III 600 - 999			1	12		3	15	16	6,4	1,3
IV 1.000 - 1.499			56	28		8	36	92	36,6	7,3
V 1.500 - 2.999			61	53		19	72	133	52,9	10,5
VI 3.000 -			3	6		5	11	14	5,6	1,1
TOTAL			121	99	27	35	161	282	112,2	22,3
CANALIZED RIVERS										
I 250 - 399			11	21	10	8	10	10	4	,8
II 400 - 599								40	15,9	3,2
III 600 - 999										
IV 1.000 - 1.499			218	131		37	168	386	153,5	30,6
V 1.500 - 2.999				2		1	3	3	1,2	,2
VI 3.000 -			229	154	10	46	210	439	174,6	34,8
TOTAL										
CANALS										
I 250 - 399					12		12	12	4,8	1
II 400 - 599										
III 600 - 999			109	37		16	53	162	64,4	12,8
IV 1.000 - 1.499			231	78		37	115	346	137,6	27,4
V 1.500 - 2.999										
VI 3.000 -			340	115	12	53	180	520	206,8	41,2
TOTAL										
OTHER WATERWAYS										
			6	12	2	2	16	22	8,8	1,7
TOTAL DM			696	380	51	136	567	1 263		
TOTAL EUA			276,9	151,2	20,3	54,1	225,5		502,4	
TOTAL %			55,1	30,1	4	10,8	44,9			100

MEMBER STATE : FRANCE

ENTIRE NETWORK EXCLUDING WATERWAYS LESS THAN 250 T NATIONAL CURRENCY AND EUA IN MIO, %/

CATEGORY OF WATERWAY AND DEADWEIGHT TONNAGE (T)	INVESTMENT EXPENDITURE			OPERATING EXPENDITURE			TOTAL			
	NEW CON- STRUCTION (2)	RECON- STRUCTION AND RENEWAL (3)	TOTAL (4)=2+3	CURRENT EXPEN- TURE (5)	POLICE EXPEN- TURE (6)	OVERHEADS (7)	TOTAL (8)=5+6+7	FF (9)=4+8	EUA (10)	%/ (11)
REGULATED RIVERS										
I 250 - 399										
II 400 - 599										
III 600 - 999										
IV 1.000 - 1.499										
V 1.500 - 2.999		10,1	10,1							
VI 3.000 -		10,1	10,1							
TOTAL										
CANALIZED RIVERS										
I 250 - 399	2,5	10,6	13,1							
II 400 - 599	9	1,8	2,7							
III 600 - 999	23,3	2	23,5							
IV 1.000 - 1.499	7,1	0	7,1							
V 1.500 - 2.999	0	2,9	2,9							
VI 3.000 -	14,9	44,3	59,2							
TOTAL	48,7	59,8	108,5							
CANALS										
I 250 - 399	29,2	62,5	91,7							
II 400 - 599	0	0	0							
III 600 - 999	6	9,5	15,5							
IV 1.000 - 1.499	1,5	0	1,5							
V 1.500 - 2.999	0	1,2	1,2							
VI 3.000 -	106,7	5,6	112,3							
TOTAL	143,4	78,8	222,2							
OTHER WATERWAYS										
TOTAL FF	192,1	148,7	340,8				943 (1)	1 283,8		
TOTAL EUA	31,8	24,6	56,4				156,1	212,6		
TOTAL %/	15	11,6	26,5				73,5	100		

(1) = 1980

MEMBER STATE : ITALIA

ENTIRE NETWORK EXCLUDING WATERWAYS LESS THAN 250 T NATIONAL CURRENCY AND EUA 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 EXPEN- TURE	POLICE EXPEN- TURE	OVERHEADS	TOTAL	LIT000	EUA	%/
(1)	(2)	(3)	(4)=2+3	(5)	(6)	(7)	(8)=5+6+7	(9)=4+8	(10)	(11)
REGULATED RIVERS										
I 250 - 399										
II 400 - 599										
III 600 - 999										
IV 1.000 - 1.499										
V 1.500 - 2.999										
VI 3.000 -										
TOTAL										
CANALIZED RIVERS										
I 250 - 399										
II 400 - 599										
III 600 - 999										
IV 1.000 - 1.499										
V 1.500 - 2.999										
VI 3.000 -										
TOTAL										
CANALS										
I 250 - 399										
II 400 - 599										
III 600 - 999										
IV 1.000 - 1.499										
V 1.500 - 2.999										
VI 3.000 -										
TOTAL										
OTHER WATERWAYS										
TOTAL LIT000	10,1	9,6	19,7	6,9	6,9	6,9	6,9	26,6	21,1	100
TOTAL EUA	8	7,6	15,6	5,5	5,5	5,5	5,5	25,9	25,9	
TOTAL %/	38	36,1	74,1	25,9	25,9	25,9	25,9	100	100	

MEMBER STATE : LUXEMBOURG

ENTIRE NETWORK EXCLUDING WATERWAYS LESS THAN 250 T NATIONAL CURRENCY AND EUA IN MIO, %/o

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	LFR (9)=4+8	EUA (10)	%/o (11)
REGULATED RIVERS										
I 250 - 399										
II 400 - 599										
III 600 - 999										
IV 1.000 - 1.499										
V 1.500 - 2.999										
VI 3.000 - T										
TOTAL										
CANALIZED RIVERS										
I 250 - 399										
II 400 - 599										
III 600 - 999										
IV 1.000 - 1.499				3,9	,7	2,2	6,8	6,8	,2	100
V 1.500 - 2.999										
VI 3.000 - T										
TOTAL				3,9	,7	2,2	6,8	6,8	,2	100
CANALS										
I 250 - 399										
II 400 - 599										
III 600 - 999										
IV 1.000 - 1.499										
V 1.500 - 2.999										
VI 3.000 - T										
TOTAL										
OTHER WATERWAYS										
TOTAL LFR				3,9	,7	2,2	6,8	6,8	,2	100
TOTAL EUA				,1	0	,1	,2	,2	,2	
TOTAL %/o				57,4	10,3	32,4	100			

MEMBER STATE : NEDERLAND

ENTIRE NETWORK EXCLUDING WATERWAYS LESS THAN 250 T NATIONAL CURRENCY AND EUA IN MIO, %

CATEGORY OF WATERWAY AND DEADWEIGHT TONNAGE (T)	INVESTMENT EXPENDITURE			OPERATING EXPENDITURE				TOTAL		
	NEW CON- STRUCTION (2)	RECON- STRUCTION AND RENEWAL (3)	TOTAL (4)=2+3	CURRENT EXPENDI- TURE (5)	POLICE EXPENDI- TURE (6)	OVERHEADS (7)	TOTAL (8)=5+6+7	HFL (9)=4+8	EUA (10)	% (11)
REGULATED RIVERS										
I 250 - 399			,2	,7			,7	,9	,3	,2
II 400 - 599			1,8	1,2			1,2	3	1,1	,6
III 600 - 999			,9	,2			,2	,2	,1	0
IV 1.000 - 1.499				5,6		1,5	7,1	8	2,9	1,7
V 1.500 - 2.999			1,2	10,2		2,8	13	14,2	5,1	3,1
VI 3.000 -			17,3	7,2		6,3	13,5	30,8	11,1	6,6
TOTAL			21,4	25,1		10,6	35,7	57,1	20,6	12,3
CANALIZED RIVERS										
I 250 - 399				,4			,4	,4	,1	,1
II 400 - 599										
III 600 - 999			1,7	3,5			3,5	5,2	1,9	1,1
IV 1.000 - 1.499				1,4		,1	1,5	1,5	,5	,3
V 1.500 - 2.999			22,7	10,7		8,6	19,3	42	15,1	9,1
VI 3.000 -			1,7	6,6		2,1	8,7	10,4	3,7	2,2
TOTAL			26,1	22,6		10,8	33,4	59,5	21,4	12,8
CANALS										
I 250 - 399			,2	2,5			2,5	2,7	1	,6
II 400 - 599			15,6	34,5			43,2	58,8	21,2	12,7
III 600 - 999			2	2,6		,6	3,2	5,2	1,9	1,1
IV 1.000 - 1.499			17,8	36,8		5,3	42,1	59,9	21,6	12,9
V 1.500 - 2.999			7,6	31,6		8,2	39,8	47,4	17,1	10,2
VI 3.000 -			23,4	11,9		8,8	20,7	44,1	15,9	9,5
TOTAL			66,6	119,9		31,6	151,5	218,1	78,6	47,1
OTHER WATERWAYS										
			34,3	35		3,8	94,4	128,7	46,4	27,8
TOTAL HFL			148,4	202,6		56,8	315	463,4		
TOTAL EUA			53,5	73		20,5	113,5	167		
TOTAL %			32	43,7		12,3	68			100

MEMBER STATE : UNITED KINGDOM

ONLY THE NETWORK OF THE BRITISH WATERWAYS BOARD		NATIONAL CURRENCY AND EUA IN MIO, %									
		INVESTMENT EXPENDITURE			OPERATING EXPENDITURE				TOTAL		
CATEGORY OF WATERWAY AND DEADWEIGHT TONNAGE (T)	(1)	NEW CONSTRUCTION AND RENEWAL		TOTAL	CURRENT EXPENDITURE	POLICE EXPENDITURE	OVERHEADS	TOTAL	UKL	EUA	%
		(2)	(3)	(4)=2+3	(5)	(6)	(7)	(8)=5+6+7	(9)=4+8	(10)	(11)
REGULATED RIVERS											
I 250 - 399											
II 400 - 599											
III 600 - 999											
IV 1.000 - 1.499											
V 1.500 - 2.999											
VI 3.000 -											
TOTAL					1		,1	1,1	1,1	2	11
CANALIZED RIVERS											
I 250 - 399											
II 400 - 599											
III 600 - 999											
IV 1.000 - 1.499											
V 1.500 - 2.999											
VI 3.000 -											
TOTAL					2,1		,1	2,2	2,2	4	22
CANALS											
I 250 - 399											
II 400 - 599											
III 600 - 999											
IV 1.000 - 1.499											
V 1.500 - 2.999											
VI 3.000 -											
TOTAL					4,8		,1	1,9	6,7	12,1	67
OTHER WATERWAYS											
TOTAL UKL				4,8	4,9		,3	5,2	10		
TOTAL EUA				8,7	8,9		,5	9,4		18,1	
TOTAL %				48	49		3	52		100	

MEMBER STATES	UNIT IN MIO	LOANS CONTRACTED DURING THE YEAR						CHARGES IN RESPECT OF EARLIER LOANS							
		RAILWAYS		ROADS		INLAND WATERWAYS		RAILWAYS		ROADS		INLAND WATERWAYS		INTEREST	
BELGIQUE/BELGIE	BER	1 675	54 226 3)	-	120	21 463 3)	-	1 725	28 085	-	-	-	-	-	
DANMARK	DKR	258 1)	-	-	61	-	-	180	-	-	-	-	-	-	
DEUTSCHLAND	DM	-	-	-	-	-	-	-	-	-	-	-	-	-	
FRANCE	FF	3 218	3 468 3)	-	1 027	6 944 3)	-	1 043	2)	-	-	-	-	-	
HELLAS	DR	-	0	-	209	0	-	185	0	-	-	-	-	-	
IRELAND	IRL	,2	0	-	-	-	-	,4	-	-	-	-	-	-	
ITALIA	LIT000	-	1 618,1	0	17,3	403,6	0	2,9	989,4	0	-	-	-	-	
LUXEMBOURG	LFR	-	0	-	16,7	0	-	12,1	0	-	-	-	-	-	
NEDERLAND	HFL	-	8,5	,6	-	24	,1	40,6	31,3	5	-	-	-	-	
UNITED KINGDOM	UKL	-	268	-	-	61,7	-	-	177,2	-	-	-	-	-	
BELGIQUE/BELGIE	EUA	40,6	1 313,1	-	2,9	519,8	-	41,8	680,1	-	-	-	-	-	
DANMARK	EUA	32,6	-	-	7,7	-	-	22,7	-	-	-	-	-	-	
DEUTSCHLAND	EUA	-	-	-	-	-	-	-	-	-	-	-	-	-	
FRANCE	EUA	532,8	574,2	-	170	1 149,7	-	172,7	0	-	-	-	-	-	
HELLAS	EUA	-	0	-	3,4	0	-	3	0	-	-	-	-	-	
IRELAND	EUA	,3	-	-	-	-	-	,6	-	-	-	-	-	-	
ITALIA	EUA	-	1 281	0	13,7	319,5	0	2,3	783,3	0	-	-	-	-	
LUXEMBOURG	EUA	-	0	-	,4	0	-	,3	0	-	-	-	-	-	
NEDERLAND	EUA	-	3,1	,2	-	8,6	0	14,6	11,3	,2	-	-	-	-	
UNITED KINGDOM	EUA	-	484,5	-	-	111,6	-	-	320,4	-	-	-	-	-	
TOTAL	EUA	606,2	0	0	198,1	0	0	258	0	0	0	0	0	0	

1) State grant for investment in fixed assets. 2) Included with repayments. 3) 1980 figures in absence of 1981 ones.

ALL MEMBER STATES

ENTIRE STATE NETWORK

CLASSIFICATION	RAILWAY TRAFFIC			OTHER TRAFFIC			ALL TRAFFIC					
	PASSENGER TRAINS		GOODS TRAINS	ELEC. OTHER		TOTAL	ELEC. OTHER		TOTAL			
TRAIN-KM MIO	ELEC.	OTHER	TOTAL	ELEC.	OTHER	TOTAL	ELEC.	OTHER	TOTAL			
BELGIQUE/BELGIE	50,2	24,3	74,5	8,2	14,1	22,3	,2	1,7	1,9	58,6	40,1	98,7
DANMARK	-	29,8	29,8	-	8,8	8,8	-	0	0	-	38,6	38,6
DEUTSCHLAND	292,1	117,1	409,2	177,9	53,4	231,3	3,4	6,4	9,8	473,4	176,9	650,3
FRANCE	190,3	114,6	304,9	166,2	55,2	221,4	3,6	3,1	6,7	360,1	172,9	533
HELLAS	-	12,6	12,6	-	2,7	2,7	-	,2	,2	-	15,5	15,5
IRELAND	-	8,5	8,5	-	5,3	5,3	-	0	0	-	13,8	13,8
ITALIA	159,1	67,8	226,9	48,8	5,1	53,9	9,6	3,1	12,7	217,5	76	293,5
LUXEMBOURG	1,7	1,4	3,1	,8	1,1	1,9	0	0	0	2,5	2,5	5
NEDERLAND	83,4	15,8	99,2	9,2	6,4	15,6	-	-	-	92,6	22,2	114,8
UNITED KINGDOM	161	179,6	340,6	13,3	68,1	81,4	,9	17,9	18,8	175,2	265,6	440,8
TOTAL	937,8	571,5	1 509,3	424,4	220,2	644,6	17,7	32,4	50,1	1 379,9	824,1	2 204
GROSS TKM WORKED 000 MIO												
BELGIQUE/BELGIE	14,7	6,4	21,1	8,1	13,7	21,8	0	,2	,2	22,8	20,3	43,1
DANMARK	-	7,3	7,3	-	5,1	5,1	-	0	0	-	12,4	12,4
DEUTSCHLAND	100	23,5	123,5	157,5	25,8	183,3	1,4	,7	2,1	258,9	50	308,9
FRANCE	89,5	26,3	115,8	144,6	34	178,6	1,6	1,1	2,7	235,7	61,4	297,1
HELLAS	-	2,3	2,3	-	,7	,7	-	,1	,1	-	3,1	3,1
IRELAND	-	2,5	2,5	-	2	2	0	0	0	-	4,5	4,5
ITALIA	72,4	10	82,4	41,2	2,8	44	5,8	,8	6,6	119,4	13,6	133
LUXEMBOURG	,4	,2	,6	,5	,9	1,4	0	0	0	,9	1,1	2
NEDERLAND	17,5	1,8	19,3	6	4	10	-	-	-	23,5	5,8	29,3
UNITED KINGDOM	47,3	43,7	91	7,4	39,1	46,5	,2	14	14,2	54,9	96,8	151,7
TOTAL	341,8	124	465,8	365,3	128,1	493,4	9	16,9	25,9	716,1	269	985,1

ALL MEMBER STATES

IN %

ENTIRE STATE NETWORK

CLASSIFICATION	RAILWAY TRAFFIC			EEC TOTAL		EEC TOTAL
	PASSENGER TRAINS	GOODS TRAINS	ELEC.	OTHER		
TRAIN-KM MIO						
BELGIQUE/BELGIE	75,5	22,6	59,4	40,6	4,5	
DANMARK	77,2	22,8	-	100	1,8	
DEUTSCHLAND	62,9	35,6	72,8	27,2	29,5	
FRANCE	57,2	41,5	67,6	32,4	24,2	
HELLAS	81,3	17,4	-	100	,7	
IRELAND	61,6	38,4	-	100	,6	
ITALIA	77,3	18,4	74,1	25,9	13,3	
LUXEMBOURG	62	38	50	50	,2	
NEDERLAND	86,4	13,6	80,7	19,3	5,2	
UNITED KINGDOM	77,3	18,5	39,7	60,3	20	
TOTAL	68,5	29,2	62,6	37,4	100	
GROSS TKM WORKED 000 MIO						
BELGIQUE/BELGIE	49	50,6	52,9	47,1	4,4	
DANMARK	58,9	41,1	-	100	1,3	
DEUTSCHLAND	40	59,3	83,8	16,2	31,4	
FRANCE	39	60,1	79,3	20,7	30,2	
HELLAS	74,2	22,6	-	100	,3	
IRELAND	55,6	44,4	-	100	,5	
ITALIA	62	33,1	89,8	10,2	13,5	
LUXEMBOURG	30	70	45	55	,2	
NEDERLAND	65,9	34,1	80,2	19,8	3	
UNITED KINGDOM	60	30,7	36,2	63,8	15,4	
TOTAL	47,3	50,1	72,7	27,3	100	

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

MEMBER STATE : BELGIQUE / BELGIE

MIO V-KM

CATEGORY OF VEHICLE	CATEGORY OF ROADS		TOTAL
	AUTOROUTES / AUTOSNELWEGEN	ROUTES NATIONALES / PROVINCIALE WEGEN	
1. PASSENGER VEHICLES WITH LESS THAN 10 SEATS			27 244 90,4
2. VANS WITH TOTAL PERMITTED LADEN WEIGHT LESS THAN 3 T			379 1,3
3. GOODS VEHICLES			1 490 4,9
4. GOODS VEHICLES WITH TRAILER			118 ,4
5. TRACTORS WITH SEMI-TRAILER			558 1,9
6. BUSES AND COACHES			334 1,1
7. VEHICLES FOR TRANSPORT OF ABNORMAL LDS+SPEC.VEHICL.			° °
8. AGRICULTURAL VEHICLES			° °
TOTAL			30 123
			°/° 100

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

MEMBER STATE : DANMARK

MIO V-KM

CATEGORY OF VEHICLE	CATEGORY OF ROADS				TOTAL	
	MOTORVEJE	HOVED- LANDEVEJE	LANDEVEJE	KOMMUNEVEJE		
					NUMBER	°/°
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	2 400	5 000	4 300	6 900	18 600	100
	12,9	26,9	23,1	37,1		

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	KREISSSTRASSEN	GEMEINDE-STRASSEN	NUMBER	
1. PASSENGER VEHICLES WITH LESS THAN 10 SEATS	67 318	53 679	40 816	21 022	8 909	191 744	84,8
2. VANS WITH TOTAL PERMITTED LADEN WEIGHT LESS THAN 3 T	1 900	1 696	1 291	665	281	5 833	2,6
3. GOODS VEHICLES	3 147	2 571	1 833	898	380	8 829	3,9
4. GOODS VEHICLES WITH TRAILER	4 246	1 491	619	241	102	6 699	3
5. TRACTORS WITH SEMI-TRAILER	3 288	862	329	130	55	4 664	2,1
6. BUSES AND COACHES	583	635	521	254	107	2 100	,9
7. VEHICLES FOR TRANSPORT OF ABNORMAL LDS+SPEC-VEHICL.	*	*	*	*	*	*	*
8. AGRICULTURAL VEHICLES	*	*	*	*	*	*	*
* CATEGORIES NOT SEPARATED	577	1 540	2 026	1 565	663	6 371	2,8
TOTAL	81 059	62 474	47 435	24 775	10 497	226 240	100
o/o	35,8	27,6	21	11	4,6		

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

MEMBER STATE : HELLAS

MIO V-KM

CATEGORY OF VEHICLE	CATEGORY OF ROADS				TOTAL
	AFTOKINITODRO- MOI / EXPRESS HIGHWAYS	ETHNIKOI DRO- MOI / NATIONAL ROADS	EPARCHIAKOI DROMOI/PROVIN- CIAL ROADS	DIMOTIKOI+KOI- NOTIKOI/COMMU- NAL ROADS	
1. PASSENGER VEHICLES WITH LESS THAN 10 SEATS		4 562			4 562 50
2. VANS WITH TOTAL PERMITTED LADEN WEIGHT LESS THAN 3 T		1 825			1 825 20
3. GOODS VEHICLES		*			*
4. GOODS VEHICLES WITH TRAILER		*			*
5. TRACTORS WITH SEMI-TRAILER		*			*
6. BUSES AND COACHES		456			456 5
7. VEHICLES FOR TRANSPORT OF ABNORMAL LDS+SPEC.VEHICL.		°			°
8. AGRICULTURAL VEHICLES		°			°
* CATEGORIES NOT SEPARATED		2 281			2 281 25
TOTAL		9 124			9 124
					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	
1. PASSENGER VEHICLES WITH LESS THAN 10 SEATS	*	50 100	*	*	°
2. VANS WITH TOTAL PERMITTED LADEN WEIGHT LESS THAN 3 T	*	3 800	*	*	°
3. GOODS VEHICLES	*	*	*	*	°
4. GOODS VEHICLES WITH TRAILER	*	*	*	*	°
5. TRACTORS WITH SEMI-TRAILER	*	*	*	*	°
6. BUSES AND COACHES	*	300	*	*	°
7. VEHICLES FOR TRANSPORT OF ABNORMAL LDS+SPEC. VEHICL.	*	200	*	*	°
8. AGRICULTURAL VEHICLES	*	100	*	*	°
* CATEGORIES NOT SEPARATED	44 000	7 500	107 000	12 000	°
TOTAL	44 000	62 000	107 000	12 000	225 000
°/°	19,6	27,6	47,6	5,3	100

UTILIZATION OF INFRASTRUCTURES : ROADS 1981
 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	
1. PASSENGER VEHICLES WITH LESS THAN 10 SEATS					11 600 73,8
2. VANS WITH TOTAL PERMITTED LADEN WEIGHT LESS THAN 3 T					1 250 8
3. GOODS VEHICLES					1 350 8,6
4. GOODS VEHICLES WITH TRAILER					40 ,3
5. TRACTORS WITH SEMI-TRAILER					380 2,4
6. BUSES AND COACHES					240 1,5
7. VEHICLES FOR TRANSPORT OF ABNORMAL LDS+SPEC.VEHICL.					* *
8. AGRICULTURAL VEHICLES					* *
* CATEGORIES NOT SEPARATED					850 5,4
TOTAL					15 710 100

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

MEMBER STATE : ITALIA

MIO V-KM

CATEGORY OF VEHICLE	CATEGORY OF ROADS				TOTAL	
	AUTOSTRADE IN CONCESSIONE	STRADE STATALI	STRADE PROVINCIALI	STRADE COMUNALI		
					NUMBER	o/o
1. PASSENGER VEHICLES WITH LESS THAN 10 SEATS	26 093	90 650			116 743	80,2
2. VANS WITH TOTAL PERMITTED LADEN WEIGHT LESS THAN 3 T	1 911	7 709			9 620	6,6
3. GOODS VEHICLES	3 301	6 111			9 412	6,5
4. GOODS VEHICLES WITH TRAILER	2 243	2 562			4 805	3,3
5. TRACTORS WITH SEMI-TRAILER	1 760	1 246			3 006	2,1
6. BUSES AND COACHES	348	1 186			1 534	1,1
7. VEHICLES FOR TRANSPORT OF ABNORMAL LDS+SPEC.VEHICL.	9	111			120	,1
8. AGRICULTURAL VEHICLES	-	392			392	,3
TOTAL	35 665	109 967			145 632	
	24,5	75,5				100

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

MEMBER STATE : LUXEMBOURG

MIO V-KM

CATEGORY OF VEHICLE	CATEGORY OF ROADS			NUMBER	o/o	TOTAL
	ROUTES D'ETAT	CHEMINS REPRIS	CHEMINS VICINAUX			
1. PASSENGER VEHICLES WITH LESS THAN 10 SEATS	827	255	147	1 229	87	
2. VANS WITH TOTAL PERMITTED LADEN WEIGHT LESS THAN 3 T	47	15	2	64	4,5	
3. GOODS VEHICLES	48	14	1	63	4,5	
4. GOODS VEHICLES WITH TRAILER	12	3	0	15	1,1	
5. TRACTORS WITH SEMI-TRAILER	26	8	0	34	2,4	
6. BUSES AND COACHES	5	1	0	6	,4	
7. VEHICLES FOR TRANSPORT OF ABNORMAL LDS+SPEC.VEHICL.	0	0	0	0	0	
8. AGRICULTURAL VEHICLES	1	0	0	1	,1	
TOTAL	966	296	150	1 412		
	68,4	21	10,6			100

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

MEMBER STATE : NEDERLAND

MIO V-KM

CATEGORY OF VEHICLE	CATEGORY OF ROADS						TOTAL
	AUTOSNELWEGEN	ANDERE BELANGRIJKE RIJKSWEGEN	SECUNDAIRE WEGEN	TERTIAIRE WEGEN	OVERIGE WEGEN	NUMBER	
1. PASSENGER VEHICLES WITH LESS THAN 10 SEATS	17 728	6 869	6 508	3 869	5 777	40 751	88,9
2. VANS WITH TOTAL PERMITTED LADEN WEIGHT LESS THAN 3 T	376	166	171	102	99	914	2
3. GOODS VEHICLES	879	296	269	130	127	1 701	3,7
4. GOODS VEHICLES WITH TRAILER	384	126	77	20	19	626	1,4
5. TRACTORS WITH SEMI-TRAILER	658	221	106	32	31	1 048	2,3
6. BUSES AND COACHES	104	62	65	54	53	338	,7
7. VEHICLES FOR TRANSPORT OF ABNORMAL LDS+SPEC.VEHICL.	2	1	1	2	3	9	0
8. AGRICULTURAL VEHICLES	-	10	9	24	421	464	1
TOTAL	20 131	7 751	7 206	4 233	6 530	45 851	
%	43,9	16,9	15,7	9,2	14,2		100

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

MEMBER STATE : UNITED KINGDOM (excl. Northern Ireland)

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	21 785	28 228	29 901	35 052	114 966	72,7
2. VANS WITH TOTAL PERMITTED LADEN WEIGHT LESS THAN 3 T	1 761	2 660	2 976	3 749	11 146	7,1
3. GOODS VEHICLES	6 641	6 929	6 030	6 037	25 637	16,2
4. GOODS VEHICLES WITH TRAILER	2 186	1 789	691	219	4 885	3,1
5. TRACTORS WITH SEMI-TRAILER						
6. BUSES AND COACHES	312	401	385	353	1 451	,9
7. VEHICLES FOR TRANSPORT OF ABNORMAL LDS+SPEC.VEHICL.						
8. AGRICULTURAL VEHICLES						
1) Included in categories 3 and 4.						
TOTAL	32 685	40 007	39 983	45 410	158 085	
%	20,7	25,3	25,3	28,7		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	
	NUMBER	%	NUMBER	%
1. PASSENGER VEHICLES WITH LESS THAN 10 SEATS	9 081	91,3		
2. VANS WITH TOTAL PERMITTED LADEN WEIGHT LESS THAN 3 T	126	1,3		
3. GOODS VEHICLES	373	3,8		
4. GOODS VEHICLES WITH TRAILER	30	,3		
5. TRACTORS WITH SEMI-TRAILER	139	1,4		
6. BUSES AND COACHES	197	2		
7. VEHICLES FOR TRANSPORT OF ABNORMAL LDS+SPEC.VEHICL.	0	0		
8. AGRICULTURAL VEHICLES	0	0		
TOTAL	9 946			
		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	%	NUMBER	%	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	0	1 400	800	4 600	6 800	
%	0	20,6	11,8	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 LADEN WEIGHT LESS THAN 3 T						
3. GOODS VEHICLES						
4. GOODS VEHICLES WITH TRAILER						
5. TRACTORS WITH SEMI-TRAILER						
6. BUSES AND COACHES						
7. VEHICLES FOR TRANSPORT OF ABNORMAL LDS+SPEC-VEHICL.						
8. AGRICULTURAL VEHICLES						
TOTAL					80 000	100

UTILIZATION OF INFRASTRUCTURES : ROADS 1981
 VEHICLE-KM TRAVELLED ANNUALLY ON ROADS WITHIN BUILT-UP AREAS

MEMBER STATE : LUXEMBOURG

MIO V-KM

CATEGORY OF VEHICLE	CATEGORY OF ROADS			TOTAL
	ROUTES D'ETAT	CHEMINS REPRIS	CHEMINS VICINAUX	
1. PASSENGER VEHICLES WITH LESS THAN 10 SEATS	362	113	133	608
2. VANS WITH TOTAL PERMITTED LADEN WEIGHT LESS THAN 3 T	27	9	9	45
3. GOODS VEHICLES	16	4	4	24
4. GOODS VEHICLES WITH TRAILER	2	0	0	2
5. TRACTORS WITH SEMI-TRAILER	3	1	1	5
6. BUSES AND COACHES	6	2	1	9
7. VEHICLES FOR TRANSPORT OF ABNORMAL LDS+SPEC.VEHICL.	0	0	0	0
8. AGRICULTURAL VEHICLES	0	0	0	0
TOTAL	416	129	148	693
	60	18,6	21,4	100

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

MEMBER STATE : UNITED KINGDOM (excl. Northern Ireland)

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	6 934	45 502	56 187		108 623	77,4
2. VANS WITH TOTAL PERMITTED LADEN WEIGHT LESS THAN 3 T	776	4 214	6 067		11 057	7,9
3. GOODS VEHICLES	1 518	7 223	8 612		17 353	12,4
4. GOODS VEHICLES WITH TRAILER	199	655	160		1 014	,7
5. TRACTORS WITH SEMI-TRAILER						
6. BUSES AND COACHES	153	1 029	1 026		2 208	1,6
7. VEHICLES FOR TRANSPORT OF ABNORMAL LDS+SPEC.VEHICL.						
8. AGRICULTURAL VEHICLES						
1) Included in categories 3 and 4.						
TOTAL	9 580	58 623	72 052		140 255	
%	6,8	41,8	51,4			100

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

MEMBER STATE : BELGIQUE / BELGIE

MIO V-KM, %

CATEGORY OF VEHICLE	MIO V-KM, %			%					
	OUTSIDE BUILT-UP AREAS	WITHIN BUILT-UP AREAS	TOTAL	OUTSIDE	INSIDE	TOTAL			
1. PASSENGER VEHICLES WITH LESS THAN 10 SEATS	27 244	9 081	36 325	90,4	91,3	90,7	75	25	91
2. VANS WITH TOTAL PERMITTED LADEN WEIGHT LESS THAN 3 T	379	126	505	1,3	1,3	1,3	75	25	1
3. GOODS VEHICLES	1 490	373	1 863	4,9	3,8	4,6	80	20	5
4. GOODS VEHICLES WITH TRAILER	118	30	148	,4	,3	,4	79,7	20,3	0
5. TRACTORS WITH SEMI-TRAILER	558	139	697	1,9	1,4	1,7	80,1	19,9	2
6. BUSES AND COACHES	334	197	531	1,1	2	1,3	62,9	37,1	1
7. VEHICLES FOR TRANSPORT OF ABNORMAL LDS+SPEC. VEHICL.	°	°	°	°	°	°	°	°	°
8. AGRICULTURAL VEHICLES	°	°	°	°	°	°	°	°	°
TOTAL	30 123	9 946	40 069	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, %/°			TOTAL	%/°	
	OUTSIDE BUILT-UP AREAS	WITHIN BUILT-UP AREAS	TOTAL		OUTSIDE	INSIDE
1. PASSENGER VEHICLES WITH LESS THAN 10 SEATS			19 800	78		78
2. VANS WITH TOTAL PERMITTED LADEN WEIGHT LESS THAN 3 T			2 700	10,6		11
3. GOODS VEHICLES			2 000	7,9		8
4. GOODS VEHICLES WITH TRAILER			200	,8		1
5. TRACTORS WITH SEMI-TRAILER			300	1,2		1
6. BUSES AND COACHES			400	1,6		2
7. VEHICLES FOR TRANSPORT OF ABNORMAL LDS+SPEC. VEHICL.			°	°		°
8. AGRICULTURAL VEHICLES			°	°		°
TOTAL	18 600	6 800	25 400	100	73,2	26,8
NUMBER						
%/°	73,2	26,8		100	73,2	26,8

MEMBER STATE : FRANCE

MIO V-KM, %

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

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

MEMBER STATE : LUXEMBOURG

CATEGORY OF VEHICLE	MIO V-KM, %/o			MIO V-KM, %/o		
	OUTSIDE BUILT-UP AREAS	WITHIN BUILT-UP AREAS	TOTAL	OUTSIDE	INSIDE	TOTAL
1. PASSENGER VEHICLES WITH LESS THAN 10 SEATS	1 229	608	1 837	87,3	33,1	87
2. VANS WITH TOTAL PERMITTED LADEN WEIGHT LESS THAN 3 T	64	45	109	5,2	41,3	5
3. GOODS VEHICLES	63	24	87	4,1	27,6	4
4. GOODS VEHICLES WITH TRAILER	15	2	17	,8	11,8	1
5. TRACTORS WITH SEMI-TRAILER	34	5	39	1,9	12,8	2
6. BUSES AND COACHES	6	9	15	,7	60	1
7. VEHICLES FOR TRANSPORT OF ABNORMAL LDS+SPEC. VEHICL.	0	0	0	0	0	0
8. AGRICULTURAL VEHICLES	1	0	1	0	100	0
TOTAL	1 412	693	2 105	100	67,1	100
				32,9	32,9	100

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

MEMBER STATE : UNITED KINGDOM (excl. Northern Ireland)

MIO V-KM, o/o

CATEGORY OF VEHICLE	MIO V-KM, o/o			o/o		
	OUTSIDE BUILT-UP AREAS	WITHIN BUILT-UP AREAS	TOTAL	OUTSIDE	INSIDE	TOTAL
1. PASSENGER VEHICLES WITH LESS THAN 10 SEATS	114 966	108 623	223 589	74,9	48,6	75
2. VANS WITH TOTAL PERMITTED LADEN WEIGHT LESS THAN 3 T	11 146	11 057	22 203	7,4	49,8	7
3. GOODS VEHICLES	25 637	17 353	42 990	14,4	40,4	14
4. GOODS VEHICLES WITH TRAILER	4 885	1 014	5 899	2	17,2	2
5. TRACTORS WITH SEMI-TRAILER ¹⁾						
6. BUSES AND COACHES ²⁾	1 451	2 208	3 659	1,2	60,3	1
7. VEHICLES FOR TRANSPORT OF ABNORMAL LDS+SPEC.VEHICL.						
8. AGRICULTURAL VEHICLES ³⁾						
1) included in categories 3 and 4.						
TOTAL	158 085	140 255	298 340	100	47	100
				53	47	100

MEMBER STATE : BELGIQUE / BELGIE

ENTIRE NETWORK EXCLUDING WATERWAYS LESS THAN 250 T

CATEGORY OF VESSEL (DEADWEIGHT TONNAGE OR POWER)	VESSEL-KM IN 000	TKM-DEADWEIGHT IN MTO	VESSELS PASSED LOCK IN 000
A. MOTORSHIPS (T)			
- 249	188	25	18
250 - 399	8 276	2 971	592
400 - 649	3 055	1 569	195
650 - 999	2 035	1 721	73
1.000 - 1.499	1 564	1 911	100
1.500 -	758	1 554	7
TOTAL	15 876	9 751	985
B. DUMB BARGES (T)			
- 249	23	3	1
250 - 399	11	4	8
400 - 649	4	2	0
650 - 999	4	3	0
1.000 - 1.499	14	18	0
1.500 -	8	15	0
TOTAL	64	45	9
C. PUSHED BARGES (T)			
- 399	67	22	3
400 - 649	52	28	1
650 - 999	69	58	4
1.000 - 1.499	194	253	6
1.500 -	265	599	10
TOTAL	647	960	24

MEMBER STATE : BELGIQUE / BELGIE

(CONTINUATION OF PRECEDING TABLE)

CATEGORY OF VESSEL (DEADWEIGHT TONNAGE OR POWER)	VESSEL-KM IN 000	TKM-DEADWEIGHT IN MTO	VESSELS PASSED LOCK IN 000
D. SEA-GOING VESSELS (NRT)			
- 299	0	0	2
300 - 999	24	16	3
1.000 -	33	46	3
TOTAL	57	62	8
E. TUGS WITH A POWER OF (KW)			
- 183	86		8
184 - 293	39		2
294 - 734	17		1
735 -	-		0
TOTAL	142		11
F. PUSHERCRAFT, POWER OF (KW)			
- 183	26		0
184 - 293	44		3
294 - 734	341		14
735 -	-		2
TOTAL	411		19
G. PASSENGER VESSELS			
	0		22

MEMBER STATE : DEUTSCHLAND

ENTIRE NETWORK EXCLUDING WATERWAYS LESS THAN 250 T

CATEGORY OF VESSEL (DEADWEIGHT TONNAGE OR POWER)	VESSEL-KM IN 000	TKM-DEADWEIGHT IN MIO	VESSELS PASSED LOCK IN 000
A. MOTORSHIPS (T)			
- 249	167	33	4
250 - 399	3 090	1 077	99
400 - 649	8 487	4 479	230
650 - 999	19 633	16 540	454
1.000 - 1.499	26 162	32 222	552
1.500 -	11 353	21 591	134
TOTAL	68 892	75 942	1 473
B. DUMB BARGES (T)			
- 249	23	3	0
250 - 399	13	4	0
400 - 649	100	49	0
650 - 999	570	498	6
1.000 - 1.499	518	606	8
1.500 -	186	350	2
TOTAL	1 410	1 510	16
C. PUSHED BARGES (T)			
- 399	59	19	1
400 - 649	718	319	6
650 - 999	446	407	3
1.000 - 1.499	467	625	9
1.500 -	6 433	15 066	47
TOTAL	8 123	16 436	66

MEMBER STATE : DEUTSCHLAND

(CONTINUATION OF PRECEDING TABLE)

CATEGORY OF VESSEL (DEADWEIGHT TONNAGE OR POWER)	VESEL-KM IN 000	TKM-DEADWEIGHT IN MIO	VESSELS PASSED LOCK IN 000
D. SEA-GOING VESSELS (NRT)			
- 299	256	43	4
300 - 999	182	83	0
1.000 -	0	0	0
TOTAL	438	126	4
E. TUGS WITH A POWER OF (KW)			
- 183	167		3
184 - 293	368		8
294 - 734	203		1
735 -	97		0
TOTAL	835		12
F. PUSHERCRAFT, POWER OF (KW)			
- 183	438		7
184 - 293	547		16
294 - 734	1 162		8
735 -	2 500		17
TOTAL	4 647		48
G. PASSENGER VESSELS			
	0		0

MEMBER STATE : FRANCE

ENTIRE NETWORK EXCLUDING WATERWAYS LESS THAN 250 T

CATEGORY OF VESSEL (DEADWEIGHT TONNAGE OR POWER)	VESSEL-KM IN 000	TKM-DEADWEIGHT IN MIO	VESSELS PASSED LOCK IN 000
A. MOTORSHIPS (T)			
- 249	204	42	18
250 - 399	24 280	8 867	3 723
400 - 649	2 836	1 316	258
650 - 999	1 119	939	55
1.000 - 1.499	792	991	53
1.500 -	251	482	19
TOTAL	29 482	12 637	4 126
B. DUMB BARGES (T)			
- 249	45	9	3
250 - 399	48	17	4
400 - 649	18	7	1
650 - 999	7	6	0
1.000 - 1.499	0	0	0
1.500 -	0	0	0
TOTAL	118	39	8
C. PUSHED BARGES (T)			
- 399	1 197	398	77
400 - 649	2 219	1 049	95
650 - 999	1 020	777	34
1.000 - 1.499	234	276	9
1.500 -	1 775	4 215	65
TOTAL	6 445	6 715	280

MEMBER STATE : FRANCE

(CONTINUATION OF PRECEDING TABLE)

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

MEMBER STATE : ITALIA

ENTIRE NETWORK EXCLUDING WATERWAYS LESS THAN 250 T

CATEGORY OF VESSEL (DEADWEIGHT TONNAGE OR POWER)	VESSEL-KM IN 000	TKM-DEADWEIGHT IN MIO	VESSELS PASSED LOCK IN 000
A. MOTORSHIPS (ET)			
- 249	49	°	6
250 - 399	51	°	1
400 - 649	2	°	0
650 - 999	16	°	0
1.000 - 1.499	15	°	0
1.500 -			
TOTAL	133	°	7
B. DUMB BARGES (T)			
- 249	17	°	0
250 - 399	1	°	0
400 - 649	27	°	1
650 - 999	1	°	0
1.000 - 1.499	2	°	0
1.500 -			
TOTAL	48	°	1
C. PUSHED BARGES (T)			
- 399	°	°	°
400 - 649	°	°	°
650 - 999	°	°	°
1.000 - 1.499	°	°	°
1.500 -	°	°	°
TOTAL	°	°	°

MEMBER STATE: ITALIA

(CONTINUATION OF PRECEDING TABLE)

CATEGORY OF VESSEL (DEADWEIGHT TONNAGE OR POWER)	VESSEL-KM IN 000	TKM-DEADWEIGHT IN MIO	VESSELS PASSED LOCK IN 000
D. SEA-GOING VESSELS (NRT)			
- 299	°	°	°
300 - 999	°	°	°
1.000 -	°	°	°
TOTAL	°	°	°
E. TUGS WITH A POWER OF (KW)			
- 183	18		0
184 - 293	°		°
294 - 734	°		°
735 -	°		°
TOTAL	18		0
F. PUSHERCRAFT, POWER OF (KW)			
- 183	°		°
184 - 293	°		°
294 - 734	°		°
735 -	°		°
TOTAL	°		°
G. PASSENGER VESSELS			
	°		°

MEMBER STATE : NEDERLAND

ENTIRE NETWORK EXCLUDING WATERWAYS LESS THAN 250 T

CATEGORY OF VESSEL (DEADWEIGHT TONNAGE OR POWER)	VESSEL-KM IN 000	TKM-DEADWEIGHT IN MIO	VESSELS PASSED LOCK IN 000
A. MOTORSHIPS (T)			
- 249	2 728	483	97
250 - 399	9 629	3 370	349
400 - 649	14 283	7 562	468
650 - 999	14 080	11 803	330
1.000 - 1.499	10 360	12 885	197
1.500 -	5 321	10 781	94
TOTAL	56 401	46 884	1 535
B. DUMB BARGES (T)			
- 249	208	21	12
250 - 399	71	22	2
400 - 649	118	59	3
650 - 999	199	160	2
1.000 - 1.499	234	290	4
1.500 -	116	251	3
TOTAL	946	803	26
C. PUSHED BARGES (T)			
- 399	254	79	3
400 - 649	239	124	3
650 - 999	402	337	11
1.000 - 1.499	788	987	13
1.500 -	6 335	15 656	62
TOTAL	8 018	17 183	92

MEMBER STATE : NEDERLAND

(CONTINUATION OF PRECEDING TABLE)

CATEGORY OF VESSEL (DEADWEIGHT TONNAGE OR POWER)	VESSEL-KM IN 000	TKM-DEADWEIGHT IN MTC	VESSELS PASSED LOCK IN 000
D. SEA-GOING VESSELS (NRT)			
- 299	352	197	7
300 - 999	369	503	3
1.000 -	50	274	0
TOTAL	771	974	10
E. TUGS WITH A POWER OF (KW)			
- 183	772		27
184 - 293	534		12
294 - 734	770		17
735 -	170		3
TOTAL	2 246		59
F. PUSHERCRAFT, POWER OF (KW)			
- 183	114		6
184 - 293	162		6
294 - 734	514		21
735 -	2 118		22
TOTAL	2 908		55
G. PASSENGER VESSELS			
	717		31

MEMBER STATE : UNITED KINGDOM

ONLY THE NETWORK OF THE BRITISH WATERWAYS BOARD

CATEGORY OF VESSEL (DEADWEIGHT TONNAGE OR POWER)	VESSEL-KM IN 000	TKM-DEADWEIGHT IN MIO	VESSELS PASSED LOCK IN 000
A. MOTORSHIPS (T)			
- 249	116	18	22
250 - 399	112	33	16
400 - 649	108	55	16
650 - 999	12	10	
1.000 - 1.499			
1.500 -			
TOTAL	348	116	54
B. DUMB BARGES (T)			
- 249	1	0	0
250 - 399			
400 - 649	14	6	1
650 - 999			
1.000 - 1.499			
1.500 -			
TOTAL	15	6	1
C. PUSHED BARGES (T)			
- 399	138	23	25
400 - 649			
650 - 999			
1.000 - 1.499			
1.500 -			
TOTAL	138	23	25

MEMBER STATE : UNITED KINGDOM

(CONTINUATION OF PRECEDING TABLE)

CATEGORY OF VESSEL (DEADWEIGHT TONNAGE OR POWER)	VESSEL-KM IN 000	TKM-DEADWEIGHT IN MTO	VESSELS PASSED LOCK IN 000
D. SEA-GOING VESSELS (NRT)			
- 299			
300 - 999			
1.000 -			
TOTAL			
E. TUGS WITH A POWER OF (KW)			
- 183	15		1
184 - 293			
294 - 734			
735 -			
TOTAL	15		1
F. PUSHERCRAFT, POWER OF (KW)			
- 183	45		8
184 - 293			
294 - 734			
735 -			
TOTAL	45		8
G. PASSENGER VESSELS			
	0		0

ALL MEMBER STATES

ENTIRE NETWORK EXCLUDING WATERWAYS LESS THAN 250 T

CATEGORY OF VESSEL	B	D	F	I	NL	UK	TOTAL	
							NUMBER	%
1. VESSEL-KM IN 000								
MOTORSCHIPS	15 876	68 892	29 482	133	56 401	348	171 132	81,4
DUMB BARGES	64	1 410	118	48	946	15	2 601	1,2
PUSHED BARGES	647	8 123	6 445	°	8 018	138	23 371	11,1
SEA-GOING VESSELS	57	438	°	°	771	°	1 266	,6
TUGS	142	835	°	18	2 246	15	3 256	1,5
PUSHER CRAFTS	411	4 647	°	°	2 908	45	8 011	3,8
PASSENGER SHIPS	°	°	°	°	717	°	717	,3
TOTAL	17 197	84 345	36 045	199	72 007	561	210 354	100
%	8	40	17	0	34	0		
2. TKM-DEADWEIGHT IN MIO								
MOTORSCHIPS	9 751	75 942	12 637	°	46 884	116	145 330	76,4
DUMB BARGES	45	1 510	39	°	803	6	2 403	1,3
PUSHED BARGES	960	16 436	6 715	°	17 183	23	41 317	21,7
SEA-GOING VESSELS	62	126	°	°	974	°	1 162	,6
TOTAL	10 818	94 014	19 391	0	65 844	145	190 212	
%	6	49	10	0	35	0		100
3. VESSELS PASSED LOCK IN 000								
MOTORSCHIPS	985	1 473	4 126	7	1 535	54	8 180	90,7
DUMB BARGES	9	16	8	1	26	1	61	,7
PUSHED BARGES	24	66	280	°	92	25	487	5,4
SEA-GOING VESSELS	8	4	°	°	10	°	22	,2
TUGS	11	12	°	0	59	1	83	,9
PUSHER CRAFTS	19	48	°	°	55	8	130	1,4
PASSENGER SHIPS	22	°	°	°	31	°	53	,6
TOTAL	1 078	1 619	4 414	8	1 808	89	9 016	
%	12	18	49	0	20	1		100

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	3 243	53 877	516		37 339	51	95 026	45,2
CANALIZED RIVERS	4 963	14 095	21 370		7 796	449	48 673	23,1
CANALS	8 971	16 157	14 159		19 093	61	58 441	27,8
OTHER WATERWAYS	20	236		199	7 779		8 234	3,9
TOTAL	17 197	84 365	36 045	199	72 007	561	210 374	100
2. TKM-DEADWEIGHT IN MIO								
REGULATED RIVERS	2 703	64 406	187		39 526	25	106 847	56,2
CANALIZED RIVERS	2 199	15 441	12 850		5 192	112	35 794	18,8
CANALS	5 908	14 014	6 354		14 360	8	40 644	21,4
OTHER WATERWAYS	8	153			6 766		6 927	3,6
TOTAL	10 818	94 014	19 391		65 844	145	190 212	100
3. VESSELS PASSED LOCK IN 000								
REGULATED RIVERS	0	30	0		69	1	100	1,1
CANALIZED RIVERS	417	865	1 208		279	79	2 848	31,6
CANALS	660	724	3 206		1 325	9	5 924	65,7
OTHER WATERWAYS	1			8	135		144	1,6
TOTAL	1 078	1 619	4 414	8	1 808	89	9 016	100

RAILWAYS, ROADS, INLAND WATERWAYS
IN MIO OF EUA

MEMBER STATES	RAILWAYS			ROADS			INLAND WATERWAYS			TOTAL FOR THE THREE MODES	
	INVEST- MENT	OPERA- TIONS	COMPEN- SATION	TOTAL	INVEST- MENT	OPERA- TIONS	TOTAL	INVEST- MENT	OPERA- TIONS		TOTAL
BELGIQUE/BELGIE	329	302		631	1 004	742	1 747	163	68	231	2 608
DANMARK	33	89		121	280	428	708				829
DEUTSCHLAND	480	2 494	422	3 396	6 560	4 469	11 029	277	226	502	14 927
FRANCE	712	1 082	747	2 541	3 764	2 468	6 231	56	156	213	8 985
HELLAS	18	30		48	284	70	354				402
IRELAND	26	24	6	55	101	154	255				310
ITALIA	428	1 558		1 986	1 963	2 593	4 557	16	5	21	6 564
LUXEMBOURG	11	26		37	53	46	99		0	0	137
NEDERLAND	146	198		344	1 002	1 304	2 307	53	114	167	2 817
UNITED KINGDOM	456	1 016		1 472	1 725	2 582	4 307	9	9	18	5 797
EEC	2 638	6 819	1 174	10 631	16 736	14 857	31 594	574	578	1 152	43 376

RAILWAYS, ROADS, INLAND WATERWAYS

MEMBER STATES	RAILWAYS			ROADS OUTSIDE BUILT-UP AREAS		INLAND WATERWAYS		
	TRAIN-KM MIO	GROSS TKM WORKED 000 MIO	VEHICLE-KM 000 MIO	VESSLS-KM MIO	TKM DEADWEIGHT 000 MIO	VESSLS PAS-SING LOCKS MIO		
BELGIQUE/BELGIE	98,7	43,1	30,1	17,2	10,8	1,1		
DANMARK	38,6	12,4	18,6	0	0	0		
DEUTSCHLAND	650,3	308,9	226,2	84,3	94	1,6		
FRANCE	533	297,1	225	36	19,4	4,4		
HELLAS	15,5	3,1	9,1	0	0	0		
IRELAND	13,8	4,5	15,7	0	0	0		
ITALIA	293,5	133	145,6	,2	0	0		
LUXEMBOURG	5	2	1,4	0	0	0		
NEDERLAND	114,8	29,3	45,9	72	65,8	1,8		
UNITED KINGDOM	440,8	151,7	158,1	,6	,1	,1		
EEC	2 204	985,1	875,8	210,4	190,2	9		

RAILWAYS, ROADS, INLAND WATERWAYS

KM

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

FOR THE THREE MODES OF TRANSPORT : 1973 - 1981

NATIONAL CURRENCIES IN MIO

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

INFRASTRUCTURE EXPENDITURE

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FOR THE THREE MODES OF TRANSPORT : 1973 - 1981

IN MIO OF EUA

YEAR	B	DK	D	F	GR	IRL	I	L	NL	UK	EEC
RAILWAYS											
1973	177	74	1 821	732		12	536	14,4	129	434	3 928
1974	215	96	2 228	872		17	558	16,4	149	559	4 710
1975	261	122	2 372	1 128		20	610	19,6	198	644,6	5 376
1976	303	138	2 808	1 292		19	730	17,6	229	606,5	6 145
1977	358	138	2 958	1 409		21	891	29,5	288	685,3	6 778
1978	428	109	3 119	1 616		22	1 066	31,7	295	807,3	7 495
1979	472	119	3 223	1 886		29	1 278	37,7	297	966,9	8 309
1980	569	116	3 386	2 145		41	1 602	37,5	336	1 229,8	9 463
1981	631	121	3 396	2 541	48	55	1 986	37,5	344	1 471,7	10 630
ROADS											
1973	843	319	6 074	3 884		94	2 472	43	954	2 205,8	16 888
1974	896	408	7 038	4 322		101	2 335	55,3	1 360	2 579,4	19 095
1975	1 063	487	7 199	4 811		105	2 577	62,3	1 597	2 785,6	20 687
1976	1 303	507	7 640	4 814		101	2 196	71,4	1 816	2 656,1	21 106
1977	1 433	654	8 454	4 947		122	2 497	77,7	1 918	2 426,2	22 530
1978	1 497	735	9 771	5 705		151	2 433	87,4	2 061	2 638,9	25 079
1979	1 594	792	10 810	6 546		182	2 620	87,1	2 279	3 261	28 172
1980	1 777	751	11 310	6 413		213	3 464	100,9	2 310	4 285,8	30 625
1981	1 747	708	11 029	6 231	354	255	4 557	99,2	2 307	4 306,6	31 594
INLAND WATERWAYS											
1973	75	-	290	100		-	°	.3	123	°	588
1974	84	-	331	96		-	°	.2	136	°	647
1975	121	-	359	126		-	°	.3	138	2	746
1976	140	-	373	104		-	8	.2	164	2,3	792
1977	174	-	416	124		-	12	.1	169	2,4	896
1978	166	-	462	113		-	17	.2	172	2,9	933
1979	179	-	504	124		-	16	.1	157	8,5	988
1980	198	-	515	225		-	15	.1	169	12,4	1 135
1981	231	-	502	213	-	-	21	.2	167	18,1	1 152

INFRASTRUCTURE EXPENDITURE

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TOTAL FOR RAILWAYS, ROADS AND WATERWAYS : 1973 - 1981

YEAR	B	DK	D	F	GR	IRL	I	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	3 336	5 265	1 600	
1975	65 812	4 338	30 281	32 263		69,9	2 580	3 745	6 063	1 921	
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	2 738	
1980	103 286	6 792	38 399	51 545		171,8	6 042	5 625	7 769	3 308	
1981	107 711	6 569	37 525	54 267	24 753	214,2	8 292	5 652	7 818	3 206	
IN MIO OF EUA											
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	3 430	26 807
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	4 236	37 468
1980	2 544	868	15 212	8 783		254,1	5 081	139	2 815	5 527	41 222
1981	2 608	829	14 927	8 985	402	310	6 564	137	2 817	5 796	43 376

FOR THE THREE MODES OF TRANSPORT : 1973 - 1981

YEAR	B	DK	D	F	GR	IRL	I	L	NL	UK	EEC
RAILWAYS IN MRD GROSS TON-KM WORKED											
1973	42,3	13,1	323,7	302,8		3,4	131,6	2,3	29,1	159,9	1 008
1974	44,5	13,1	322	311,8		3,4	134,4	2,6	28,8	159,9	1 020
1975	39,2	12,7	283,6	288,6		3,4	126,5	2,1	27,7	162,9	947
1976	39,7	13,2	292,8	303,6		3,4	133,6	2,1	27,5	162,1	978
1977	39,6	12,9	286	295,9		3,3	135,7	2	27,2	162,1	965
1978	38,2	12,2	291,8	301		3,5	135,3	2,1	26,7	159,7	971
1979	40,7	12,3	316,3	309,9		3,5	138,1	2,3	27,3	159,5	1 010
1980	39,9	12,4	317,3	309		4,2	138,9	2,3	28,5	156,4	1 009
1981	43,1	12,4	308,9	297,1	3,1	4,5	133	2	29,3	151,7	985
ROADS OUTSIDE BUILT-UP AREAS IN MRD VEHICLE-KM											
1973	25,8	18	176,6	178,9		11	123,4	1	32,2	122,1	689
1974	26,9	18,4	176,6	175,2		11,2	121,3	1,2	32,8	118,5	682
1975	27,9	18,6	193,2	201,9		11,5	126,1	1,1	36	121,3	738
1976	28,6	18,6	195,2	212		11,6	128,9	1,1	35,9	127,1	759
1977	30,4	20,7	202,5	217,8		12,9	131,7	1,1	38,8	128,3	784
1978	31,6	21,2	209,7	211,8		14,3	136,4	1,2	41,8	135,8	804
1979	27	20,5	214,1	218,1		15,3	142,8	1,2	44,1	136,2	819
1980	30,1	19	231,5	225		15,7	147,6	1,3	46,3	146,4	863
1981	30,1	18,6	226,2	225	9,1	15,7	145,6	1,4	45,8	158	876
WATERWAYS IN MRD DEADWEIGHT TON-KM											
1973	11,8	-	106,2	26		-	°	-	72,9	°	217
1974	12,1	-	102	26		-	°	-	73,5	°	214
1975	9,5	-	94,5	21,5		-	°	-	65,4	°	191
1976	11,9	-	111,2	22,7		-	°	-	82,5	°	229
1977	11,5	-	99,3	20,1		-	°	-	73,6	°	205
1978	11,6	-	102,8	20,7		-	°	-	81,4	°	217
1979	11,3	-	98,4	21		-	°	-	74,7	°	206
1980	11,2	-	97,5	21,2		-	°	-	74,7	°	205
1981	10,8	-	94	19,3	-	-	°	-	65,8	°	190

GENERAL INDEX OF CONSUMER PRICES IN THE

EUROPEAN COMMUNITY

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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

AT CURRENT PRICES : 1973 - 1981

1973 = 100

YEAR	B	DK	D	F	GR	IRL	I	L	NL	UK	EEC
RAILWAYS											
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
ROADS											
1974	103	125	109	117		109	102	125	133	119	113
1975	120	147	110	121		125	118	138	153	141	122
1976	140	145	108	121		133	115	150	164	149	125
1977	145	190	113	131		170	142	154	164	143	133
1978	149	218	125	154		213	148	170	174	158	148
1979	159	242	136	180		259	168	170	192	190	167
1980	179	249	143	177		306	233	199	195	231	181
1981	179	237	139	177		375	325	199	196	215	187
INLAND WATERWAYS											
1974	109	-	108	100		-	°	53	103	°	110
1975	153	-	115	122		-	°	70	103	°	127
1976	169	-	111	101		-	°	40	115	°	135
1977	198	-	116	126		-	°	36	112	°	152
1978	185	-	125	118		-	°	40	112	°	159
1979	200	-	133	132		-	°	25	102	°	168
1980	224	-	137	241		-	°	22	110	°	193
1981	265	-	133	234		-	°	41	110	°	196

EVOLUTION OF INFRASTRUCTURE EXPENSES

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AT CONSTANT PRICES : 1973 - 1981

1973 = 100

YEAR	B	DK	D	F	GR	IRL	I	L	NL	UK	EEC
RAILWAYS											
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
ROADS											
1974	91	109	102	102		93	86	115	121	101	100
1975	95	116	97	95		89	85	115	128	97	96
1976	101	105	92	87		80	71	113	125	88	88
1977	98	124	91	86		90	74	110	117	73	84
1978	97	130	100	93		105	69	117	119	75	87
1979	98	131	103	98		113	68	112	126	79	89
1980	104	120	103	85		113	78	124	120	82	84
1981	97	102	95	75		114	91	114	112	68	77
INLAND WATERWAYS											
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

TOTAL FOR RAILWAYS, ROADS AND WATERWAYS : 1973 - 1981

1973 = 100

YEAR	B	DK	D	F	GR	IRL	I	L	NL	UK	EEC
AT CURRENT PRICES											
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	206	175
1980	197	233	143	200		324	280	204	188	249	193
1981	206	226	140	210		403	385	205	189	242	203
AT CONSTANT PRICES											
1974	94	109	103	103		96	88	112	116	103	101
1975	99	117	99	99		93	86	113	122	100	98
1976	104	109	96	93		85	78	105	121	90	92
1977	104	122	95	93		93	83	113	115	78	89
1978	104	121	101	100		107	82	119	115	81	92
1979	106	122	103	105		115	84	120	120	86	93
1980	115	112	103	96		119	93	127	115	88	90
1981	111	97	95	89		123	107	117	109	76	84

1973 - 1981

1973 = 100

YEAR	B	DK	D	F	GR	IRL	I	L	NL	UK	EEC
RAILWAYS											
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
ROADS											
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	117	103	128	126		143	118	140	142	129	126
INLAND WATERWAYS											
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

ENTIRE NETWORK

NATIONAL CURRENCY AND EUA IN MIO, %/

CATEGORY OF ROADS	INVESTMENT EXPENDITURE			OPERATING EXPENDITURE			TOTAL			
	NEW CON- STRUCTION AND EXTENSION (2)	RECON- STRUCTION AND RENEWAL (3)	TOTAL (4)=2+3 (4)	CURRENT EXPENDI- TURE (5)	POLICE EXPENDI- TURE (6)	OVERHEADS (7)	TOTAL (8)=5+6+7 (8)	FF (9)	EUA (10)	%/ (11)
1. AUTOROUTES	0	0	5 190	1 504			1 504	6 694	1 140,6	17,8
2. ROUTES NATIONALES	4 328	542	4 870	2 161		1 324	3 485	8 355	1 423,6	22,2
3. CHEMINS DEPARTEMENTAUX	0	0	5 660	3 562			3 562	9 222	1 571,3	24,5
4. VOIES COMMUNALES	0	0	7 013	3 562			3 562	10 575	1 801,9	28,1
EXPENSES NOT ALLOCATED					2 791		2 791	2 791	475,6	7,4
TOTAL FF	0	0	22 733	10 789	2 791	1 324	14 904	37 637		
TOTAL EUA	0	0	3 873,4	1 838,3	475,6	225,6	2 539,5		6 412,9	
TOTAL %/	0	0	60,4	28,7	7,4	3,5	39,6			100

MEMBER STATE : FRANCE

ENTIRE NETWORK EXCLUDING WATERWAYS LESS THAN 250 T NATIONAL CURRENCY AND EUA 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 EXPEN- TURE (5)	POLICE EXPEN- TURE (6)	OVERHEADS (7)	TOTAL (8)=5+6+7	FF (9)=4+8	EUA (10)	% (11)
REGULATED RIVERS										
I 250 - 399										
II 400 - 599										
III 600 - 999										
IV 1.000 - 1.499										
V 1.500 - 2.999										
VI 3.000 -		3,6	3,6							
TOTAL										
CANALIZED RIVERS										
I 250 - 399	0	11,1	11,1							
II 400 - 599	0	4,8	4,8							
III 600 - 999	11,8	0	11,8							
IV 1.000 - 1.499	6	0	6							
V 1.500 - 2.999	2	0	2							
VI 3.000 -	96,2	53,5	149,7							
TOTAL	114,2	69,4	183,6							
CANALS										
I 250 - 399	1	79,6	79,7							
II 400 - 599	0	0	0							
III 600 - 999	0	6,7	6,7							
IV 1.000 - 1.499	1	2	3							
V 1.500 - 2.999	0	1,5	1,5							
VI 3.000 -	93	4,9	97,9							
TOTAL	94,1	94,7	188,8							
OTHER WATERWAYS										
TOTAL FF	208,3	167,7	376				943	1 319		
TOTAL EUA	35,5	28,6	64,1				160,7		224,7	
TOTAL %	15,8	12,7	28,5				71,5		100	

MEMBER STATE : ITALIA

ENTIRE NETWORK EXCLUDING WATERWAYS LESS THAN 250 T NATIONAL CURRENCY AND EUA IN MIO, %/

CATEGORY OF WATERWAY AND DEADWEIGHT TONNAGE (T)	INVESTMENT EXPENDITURE			OPERATING EXPENDITURE			TOTAL			
	NEW CON- STRUCTION (2)	RECON- STRUCTION AND RENEWAL (3)	TOTAL (4)=2+3	CURRENT EXPEN- TURE (5)	POLICE EXPEN- TURE (6)	OVERHEADS (7)	TOTAL (8)=5+6+7	LIT000 (9)=4+8	EUA (10)	%/ (11)
REGULATED RIVERS										
I 250 - 399										
II 400 - 599										
III 600 - 999										
IV 1.000 - 1.499										
V 1.500 - 2.999										
VI 3.000 -										
TOTAL										
CANALIZED RIVERS										
I 250 - 399										
II 400 - 599										
III 600 - 999										
IV 1.000 - 1.499										
V 1.500 - 2.999										
VI 3.000 -										
TOTAL										
CANALS										
I 250 - 399										
II 400 - 599										
III 600 - 999										
IV 1.000 - 1.499										
V 1.500 - 2.999										
VI 3.000 -										
TOTAL										
OTHER WATERWAYS										
TOTAL LIT000			12,8	5,4			5,4	18,2		
TOTAL EUA			10,8	4,5			4,5		15,3	
TOTAL %/			70,3	29,7			29,7			100

MEMBER STATE : UNITED KINGDOM

ONLY THE NETWORK OF THE BRITISH WATERWAYS BOARD NATIONAL CURRENCY AND EUA 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 (9)=4+8	EUA (10)
REGULATED RIVERS									
I 250 - 399									
II 400 - 599									
III 600 - 999									
IV 1.000 - 1.499									
V 1.500 - 2.999									
VI 3.000 -									
TOTAL				,8		,1	,9	1,4	16,4
CANALIZED RIVERS									
I 250 - 399									
II 400 - 599									
III 600 - 999									
IV 1.000 - 1.499									
V 1.500 - 2.999									
VI 3.000 -									
TOTAL				2,8		,1	2,9	4,5	52,7
CANALS									
I 250 - 399									
II 400 - 599									
III 600 - 999									
IV 1.000 - 1.499									
V 1.500 - 2.999									
VI 3.000 -									
TOTAL				,7	1	0	1	2,6	30,9
OTHER WATERWAYS									
TOTAL UKL				4,6		,2	4,8	5,5	
TOTAL EUA				7,1		,3	7,4	8,5	
TOTAL %				83,6		3,6	87,3		100

MEMBER STATE : UNITED KINGDOM

ONLY THE NETWORK OF THE BRITISH WATERWAYS BOARD

NATIONAL CURRENCY AND EUA 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	EUA (10)	% (11)
REGULATED RIVERS										
I 250 - 399										
II 400 - 599										
III 600 - 999										
IV 1.000 - 1.499										
V 1.500 - 2.999										
VI 3.000 -										
TOTAL				,8		,1	,9	,9	1,5	12,2
CANALIZED RIVERS										
I 250 - 399										
II 400 - 599										
III 600 - 999										
IV 1.000 - 1.499										
V 1.500 - 2.999										
VI 3.000 -										
TOTAL				2,8		,1	2,9	2,9	4,8	39,2
CANALS										
I 250 - 399										
II 400 - 599										
III 600 - 999										
IV 1.000 - 1.499										
V 1.500 - 2.999										
VI 3.000 -										
TOTAL			2,6	1			1	3,6	6	48,6
OTHER WATERWAYS										
TOTAL UKL			2,6	4,6			4,8	7,4		
TOTAL EUA			4,3	7,7			8	12,4		
TOTAL %			35,1	62,2			64,9			100

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

MEMBER STATE : ITALIA

MIO V-KM

CATEGORY OF VEHICLE	CATEGORY OF ROADS				TOTAL	
	AUTOSTRADE IN CONCESSIONE	STRADE STATALI	STRADE PROVINCIALI	STRADE COMUNALI		
1. PASSENGER VEHICLES WITH LESS THAN 10 SEATS	24 689	94 446			119 135	80,7
2. VANS WITH TOTAL PERMITTED LADEN WEIGHT LESS THAN 3 T	1 777	7 587			9 364	6,3
3. GOODS VEHICLES	3 108	6 269			9 377	6,4
4. GOODS VEHICLES WITH TRAILER	2 117	2 538			4 655	3,2
5. TRACTORS WITH SEMI-TRAILER	1 577	1 389			2 966	2
6. BUSES AND COACHES	323	1 259			1 582	1,1
7. VEHICLES FOR TRANSPORT OF ABNORMAL LDS+SPEC-VEHICL.	27	94			121	,1
8. AGRICULTURAL VEHICLES	-	379			379	,3
TOTAL	33 618	113 961			147 579	
	22,8	77,2				100