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REPORT

on the implementation of Regulation (EEC) N° 3118/93
laying down the conditions under which non-resident carriers may
operate national road haulage services within a Member State (CABOTAGE)

(presented by the Commission)

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0. Introduction

0.1. Cabotage, that is national transport by non-resident hauliers, is a relatively recent phenomena despite being specifically mentioned in Article 75.1 (b) of the Treaty of Rome. Cabotage authorizations were introduced as from **1 July 1990** under Council Regulation (EEC) N° **4059/89** of 21 December 1989¹. The initial quota, for the period 1 July 1990 to 30 June 1991, was **15 000** authorizations with each authorization valid for **2 months**; however, Member States could ask for the 2-month authorizations to be exchanged for twice as many 1-month authorizations. Each authorization permitted the haulier to carry out cabotage in one (or several) other Member States during the 2-month (or 1-month) period. The authorization must accompany the **tractive unit** during cabotage operations; it can be transferred between different vehicles belonging to the same haulier since the authorization only indicates the name of the haulier not the registration plate.

0.2. Regulation 4059/89 also included a provision for **an annual increase of 15%** in the size of the quota; an additional increase in the quota was made in 1991 to accomodate the incorporation of the former German Democratic Republic into Germany (Council Regulation (EEC) N° 296/91 of 4 February 1991)².

0.3. Under Council Regulation (EEC) N° **3118/93** of 25 October 1993³, the cabotage quota was increased to **30 000 authorizations** for 1994, the annual increase of the quota was **raised to 30%** and, more importantly, it was agreed to **abolish quotas as from 1 July 1998** (see Article 12.2 (ibid)). It should also be noted that cabotage quotas have already been abolished between the 3 Benelux countries (actually, this was done at the end of 1992) pursuant to Article 233 of the Treaty of Rome.

¹ O.J. N° L 390 of 30.12.89, p.3

² O.J. N° L 36 of 8.2.91, p. 8

³ O.J. N° L 279 of 12.11.93, p. 1

0.4. The scope of the cabotage regime was extended to the Efta States with the creation of the European Economic Area (EEA)⁴. The relevant legislation for cabotage, which excluded Austria, came into force on **1 July 1994** (EEA Joint Committee Decision N° 7/94 of 21 March 1994)⁵. Under this legislation, Community hauliers and hauliers from Finland, Iceland, Norway and Sweden could carry out cabotage in any EEA State (except Austria). The geographical scope of the cabotage regime remained unchanged when Finland and Sweden joined the European Community on 1 January 1995 as Protocol N° 9 to the Accession Treaty⁶, only brought **Austria** into the cabotage regime on **1 January 1997**. Finally it should be noted that **Liechtenstein** joined the cabotage regime on admission to the EEA on **1 May 1995** (EEA Joint Committee Decision N° 1/95 of 10 March 95)⁷.

0.5. Regulation 3118/93 foresees, in Article 1, paragraph 4, that the Commission should adopt the detailed rules regarding "own account"; this was done through Commission Regulation (EC) N° 792/94⁸, it should be noted, however, that the number of cabotage authorizations remained unchanged. As the use of cabotage authorizations by "own account" operators has been quite small, the "penetration rate of cabotage" has been calculated **throughout** the period 1990 to 1995 by dividing the "cabotage activity" by the "national transport activity" for just the "hire or reward" operators.

0.6. This report has four sections; the **first section** discusses the statistics to be supplied by national authorities and the data actually delivered; the **second section** is devoted to an analysis of the cabotage statistics up from mid-1990 to the end of 1995 (so as to have an adequate time series to show the development of the use of the cabotage authorizations); the **third section** forecasts the main cabotage statistics to mid-1998; the **fourth section** presents the conclusions.

⁴ In this report, references to "Efta States" mean "Efta States (except Switzerland)" since Switzerland did not join EEA.

⁵ O.J. N° L 160 of 28.6.94, p.1

⁶ O.J. N° C 241 of 29.8.94, p.3

⁷ O.J. N° L 86 of 20.4.95, p.58

⁸ O.J. N° L 92 of 9.4.94, p. 13

0.7. This report is prepared by virtue of Article 11 of Regulation 3118/93, which requires the Commission to submit a report to the Council on the application of this Regulation every two years. For the sake of completeness and comparability it starts in mid-1990 and is based, for the period from mid-1990 to the end of 1994, on data relating to the 12 Member States and, for the period after 1.1.1995, on data relating to the 15 Member States (except Austria). The Commission considers it useful, in the same report, to consider the application of Regulation 3118/93 also in the framework of the EEA Agreement; thus the report also includes data relating to Finland and Sweden (for the second half of 1994) and Iceland, Liechtenstein and Norway (for the second half of 1994 and the whole of 1995). A copy will thus be sent for information to the EEA Council as under the EEA Agreement it is for the EFTA Standing Committee to make its own assessment concerning the EFTA States.

1. Statistics supplied by national authorities

1.1. Under Regulation 4059/89, each reporting Member State was required to supply data on "days", "tonnes" and "tonne-kilometres" relating to **cabotage** movements performed by **their own hauliers** on a quarterly basis with separate data for each (other) Member State where the cabotage was carried out; these requirements apply to the period 1 July 1990 to 31 December 1993.

1.2. Under Regulation 3118/93, Member States were no longer required to supply data on "days"; information on "tonnes" and "tonne-kilometres" was however still required to be supplied in the same way as previously (see §1.1). From 1 July 1994, Member States also have to supply information on cabotage carried out in the EFTA States; likewise the EFTA States have to supply similar data on cabotage. Data reporting requirements relating to Austria only apply as from 1 January 1997.

1.3 To avoid confusion, the order of countries in which the data was to be supplied was established, for statistical reasons, as follows: Germany (D), France (F), Italy (I), Netherlands (NL), Belgium (B), Luxembourg (L), United Kingdom (UK), Ireland (IRL), Denmark (DK), Greece (GR), Spain (E), Portugal (P), Iceland (IS), Norway (N), Finland (FIN), Sweden (S), Liechtenstein (FL), Austria (A). The beginning of the list corresponds to the original 12 Member States when Regulation 3118/93 came into force, which is in the same order as the "standard order" adopted by EUROSTAT in its publications relating to the "Road Statistics Directive", extracts of which are needed in the analyses that follow. The last part of the list corresponds to the countries in the order in which they joined the cabotage regime.

1.4. The Commission's Services have extensively analysed the quarterly data on tkm (tonne-kilometres) from the third quarter of 1990 to the fourth quarter of 1995 (and have also briefly examined the quarterly data for 1996 that has already arrived; however, the 1996 data is still far from being complete). While the data on "tonnes" has also been examined, it is not included in this report for the reasons set out in the Report to the Council on the use of 1990/91 road cabotage authorizations (submitted as part of COM(91) 377 final of 22 November 1991)⁹.

1.5. The data supplied by the reporting states for the period third quarter of 1990 to fourth quarter of 1995 is complete except as follows:

Italy: third quarter 1990 to third quarter 1992 inclusive;

Italy: third and fourth quarters 1995;

Denmark: all quarters 1994

The missing data, but just the data for tkm, has been estimated; estimated values are generally shown in the tables of this report in *italics* (note also that forecast values in the tables of this report are shown in *bold*). This rule is not followed in those tables obtained directly from computer output (Tables 1, 7 and 8).

1.6. No quarterly data is presented in this report as there are now 22 quarterly periods from the time cabotage was introduced up till the end of 1995; in this report data has been grouped, at least into half year periods and, frequently, on an annual basis.

1.7. This report also makes use of tkm data on national transport by "hire or reward" hauliers from the "Road Statistics Directive" (Council Directive 78/546/EEC of 12 June 1978¹⁰ as modified by Council Directive 89/462/EEC of 18 July 1989)¹¹ in order to calculate "penetration rates" for "cabotage" expressed as a % of the corresponding "national transport". The national transport data presented in this report has been taken, where possible, from the information supplied to EUROSTAT by the national statistical authorities; however, it has been necessary to (a) add data from other sources for the "Efta States", (b) adjust data where the time series appear inconsistent (e.g. to estimate backwards to take account of the major upward revision of the German data), (c) adjust data where under-reporting has been quantified by the national authorities (e.g. 30% has been added to the French data) and (d) estimate recent data where this has not yet been supplied to EUROSTAT.

⁹ O.J. N° C 317 of 7.12.91, p. 10

¹⁰ O.J. N° L 168 of 26.6.78, p. 29

¹¹ O.J. N° L 226 of 3.8.89, p. 8

2. Main results relating to Cabotage Statistics, 2nd half 1990 to 2nd half 1995 inclusive

Unless otherwise stated, the results in this section of the Report refer to the whole period (2nd half 1990 to 2nd half 1995 inclusive) and are expressed in tonne-kilometres (tkm); references to the "1st period" mean "2nd half 1990 to 1st half 1994 inclusive" when the cabotage system only covered EU12; while references to the "2nd period" mean "2nd half 1994 to 2nd half 1995 inclusive" when the cabotage system was extended to the Efta States. The main results are:

2.1. From a low initial level in the **2nd half 1990** of 176 million (mio) tkm (352 mio tkm on an annual basis), **cabotage increased almost 5-fold** to 1 677 mio tkm in 1995. The average penetration rate of cabotage in national (hire or reward) markets thus increased from **0.07%** (2nd half 1990) to **0.26%** (1995).

2.2. The average use of a (2-month) authorization rose from 23 000 tkm (2nd half 1990) to 48 000 tkm (1993), but has since fallen to 35 000 tkm (1994 and 1995); the average use over the whole period was 38 000 tkm.

2.3. The hauliers from the Benelux have been the most active in the cabotage market; despite having only approximately 25% of the cabotage authorizations, almost **60%** of all cabotage was done by **Benelux** hauliers. Dutch and Belgian hauliers average use of cabotage authorizations was about 95 000 tkm (2 1/2 times the overall average), while for Luxembourg hauliers the average use was 74 000 tkm. In the **2nd period**, **35%** of all cabotage was done by **Dutch** hauliers, and the average use surpassed 100 000 tkm. (It should however be noted that hauliers from "geographically small" countries have more incentive to do cabotage not only because their own national markets are so small but also because other national markets are frequently "geographically quite close". In contrast hauliers from "large" countries have little incentive to carry out cabotage in "small" countries even if they are "geographically quite close".)

2.4 Other "active" hauliers in the cabotage market were from **France** (13% of the market and average use of 46 000 tkm), **Denmark** (7% and 34 000 tkm), and **United Kingdom** (4% and 20 000 tkm). Hauliers from "newcomer" **Sweden** (with 7%) exceeded the shares of Denmark and United Kingdom in the 2nd period, the corresponding average use of 55 000 tkm only being surpassed by hauliers from the Benelux.

2.5 Despite the relatively large number of authorizations allocated to **Germany** and **Italy** (14% and 11% respectively) their hauliers were not very active in the cabotage markets achieving only 6% and 4% respectively of the market. These results were also reflected in low average uses of only 17 000 and 13 500 tkm respectively; in the 2nd period, the German average use fell to 11 000.

2.6 Only 2% of the cabotage was carried out by hauliers from "low labour cost" countries (**Greece, Portugal, Spain**), despite the fact that hauliers from these 3 countries were allocated some 18% of the cabotage authorizations. Average use of authorizations by Greek, Portuguese and Spanish hauliers have only been 40 tkm, 3 350 tkm and 8 000 tkm respectively. Fears that hauliers from "low labour cost" countries would provide "unfair" competition for hauliers in "high labour cost" countries thus appear to be unfounded.

2.7 Almost 70% of the cabotage was carried out in **Germany**, the proportion having risen from 64% (1st period) to 73% (2nd period); the penetration rate (of the German national (hire or reward) market) has risen from almost 0.2% (2nd half of 1990) to over 0.8% (1995).

2.8 12% of the cabotage was carried out in **France**, while the proportion carried out in **Italy** has fallen from 12% (1st period) to 5% (2nd period).

2.9 Only about 10% of the cabotage was carried out in the remaining states, in 1995. The lowest penetration rates recorded (ignoring Iceland and Liechtenstein where no cabotage has yet been observed) were 0.007% (**Finland**), 0.03% (**Denmark**) and 0.04% (**Netherlands and United Kingdom**).

2.10 In the 1st period, 5 of the 12 countries had a negative 'balance' of cabotage. These were, in mio tkm, **Germany** (-1643)¹², **Italy** (-220), **Spain** (-32), **Portugal** (-17) and **Greece** (-6); however the negative balances for Italy and Greece must be taken with caution due to the large number of estimates for Italian hauliers and the virtual 'nil' reporting for the Greek hauliers.

2.11 In the 2nd period, 6 of the 17 countries had a negative balance; these were, in mio tkm, **Germany** (-1595; i.e. 91-1686), **Italy** (-44), **Spain** (-33), **Greece** (-9), **Norway** (-4) and **Portugal** (-3); however it can be seen that only Germany has a substantial negative balance.

¹² The negative balance of -1643 mio tkm for Germany is the result of 237 mio tkm (cabotage performed by German hauliers in other Member States) minus 1880 mio tkm (cabotage performed by hauliers from other Member States in Germany)

2.12. The largest quantity of cabotage carried out by hauliers from one specific state in another specific state was by **Dutch hauliers in Germany** during both the 1st period (554 out of 2951 mio tkm, i.e. 19% of all cabotage by all hauliers in all states) and the 2nd period (718 out of 2319 mio tkm, i.e. 31%), the "runner up" in both periods was cabotage by **Belgian hauliers in Germany** (400 mio tkm (i.e. 14%) during the 1st period and 266 mio tkm (i.e. 11%) during the 2nd period).

3. Forecasts of cabotage use from 1996 to 1998 (1st half)

These forecasts only relate to tkm; they are based on an extrapolation of the **observed** values of "average use of cabotage authorizations" for each **reporting** state (including 1996 where already communicated by the state concerned, as shown in Table 4) which are generally declining; **estimates** are thus made for the remaining states for 1996 and for all states for 1997 and 1998 (1st half). These "average use" estimates are then multiplied by the number of (2-month) cabotage authorizations allocated to each state in the period concerned to provide the **forecast** of total cabotage use for each reporting state. Note that in carrying out this procedure, it was necessary to infer an "average use" for Austrian hauliers, as there are, as yet, no observed values of cabotage statistics for Austrian hauliers. The main results are:

3.1 Cabotage can be expected to rise from 1677 mio tkm in 1995 to an estimate of 2000 mio tkm in 1996¹³ and to forecasts of 2466 mio tkm in 1997 and 1417 mio tkm in the **1st half of 1998** (2834 mio tkm on an **annual** basis which is a rise of **70%** on 1995). The average penetration rate of cabotage in national (hire or reward) markets can be expected to rise from **0.26%** in 1995 to a forecasted **0.45%** in the **1st half of 1998**.

3.2. The forecasts show that the **hauliers** from the **Benelux** will continue to dominate the cabotage market, with an estimated **60%** of all cabotage in the 1st half of 1998; **Dutch hauliers** alone are expected to perform over **35%** of all cabotage in the 1st half of 1998.

3.3. Although no direct forecast has been made concerning "where the cabotage will be carried out"; the proportion of cabotage carried out **in Germany** can be expected to be **70-75%** of all cabotage and would thus be about 1000 mio tkm in the 1st half of 1998 (about **2000** mio tkm on an annual basis); it would then be expected to be about **1.3%** of the German national (hire or reward) market.

¹³ This estimation was necessary because the Commission has not received from some Member States the complete data for 1996

3.4 The largest quantity of cabotage carried out by hauliers from one specific state in another specific state will almost certainly continue to be by **Dutch hauliers in Germany**; this is expected to be about 33 % of all cabotage by all hauliers in all states in the first half of 1998, i.e. 470 mio tkm (940 mio tkm on an annual basis); it would then be expected to be about 0.6% of the German national (hire or reward) market.

4. **Conclusions**

4.1 Although the number of cabotage authorizations has been raised considerably, the overall influence on the market is very small.

4.2 This situation is not expected to change abruptly following the abolition of cabotage quotas in mid-1998.

4.3 The most successful cabotage hauliers are not those from Member States with low labour costs, but those of Member States with very efficient enterprises.

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9	Leading "caboteurs" (ranked list of Cabotage performed BY hauliers from State x IN State y)	1000 tkm	1st & 2nd Periods	LECAB.XLS
	Notes:			
	1st Period = II/1990 to I/1994 inclusive			
	2nd Period = II/1994 to II/1995 inclusive			
	I/1994 means first half of 1994, etc			

1000 TKM		Q.3 + Q.4.90	Q.1 + Q.2.91	Q.3 + Q.4.91	Q.1 + Q.2.92	Q.3 + Q.4.92	Q.1 + Q.2.93	Q.3 + Q.4.93	Q.1 + Q.2.94	III 90 - II 94
Reporting	D	20 361	35 002	38 958	38 788	31 534	21 790	21 877	28 726	237 036
Member	F	26 012	57 245	52 590	51 573	48 884	59 265	65 898	78 898	438 363
State	I	9 037	17 151	18 032	19 703	20 813	24 877	20 403	18 343	148 359
	NL	37 804	68 580	89 699	101 899	99 788	105 434	120 799	130 213	724 214
Etat	B	41 581	67 493	71 740	71 187	71 076	145 621	88 126	114 368	671 162
membre	L	14 843	25 707	22 340	35 693	29 864	43 507	36 624	43 258	251 837
déclarant	UK	3 444	23 162	9 657	17 973	16 203	20 863	19 754	22 180	133 238
	IRL	5 780	6 751	6 006	5 130	2 371	1 548	3 863	3 637	35 064
Mitglied-	DK	14 878	27 451	30 958	33 992	35 188	28 403	30 385	37 476	236 689
staat der	GR	0	196	0	0	0	0	0	0	196
Unter-	E	2 013	3 790	1 707	5 888	6 934	9 195	9 974	22 998	62 497
nehmer	P	57	1 128	2 191	1 511	1 149	1 130	1 489	3 570	12 225
	TOTAL	175 788	333 656	311 878	383 307	361 782	461 631	419 170	503 668	2 950 878
		Q.3 + Q.4.94	Q.1 + Q.2.95	Q.3 + Q.4.95	III 94 - IV 95					
	D	27 257	27 498	38 137	80 890					
	F	83 320	102 072	85 524	280 916					
	I	19 443	23 271	22 483	65 197					
	NL	219 890	279 335	309 247	808 472					
	B	122 273	184 122	155 716	442 111					
	L	34 778	62 460	51 891	149 130					
	UK	18 917	23 279	24 252	66 448					
	IRL	7 493	6 652	7 230	21 375					
	DK	41 480	52 194	53 614	147 288					
	GR	0	0	0	0					
	E	15 216	10 701	7 451	33 367					
	P	2 229	4 418	3 948	10 595					
	IS	0	0	0	0					
	N	1 419	2 883	1 601	5 903					
	FIN	5 099	14 014	15 988	35 099					
	S	33 099	81 679	67 036	161 814					
	FL	0	0	21	21					
	TOTAL	641 913	834 576	842 137	2 318 626					

TABLE 2

	CABOTAGE			Number of 2-month authorizations							
	7/90-6/91	7/91-6/92	7/92-12/92	1993	1994	1995	1996	1997	1/98-6/98	7/90-6/98	7/90-12/95
D	2170	2387	1314	2628	4452	6047	7862	10318	6707	43885	18998
F	1793	1973	1086	2172	3681	5000	6501	8531	5546	36283	15705
I	1795	1975	1087	2174	3685	5005	6507	8539	5552	36319	15721
NL	1869	2056	1131	2262	3834	5209	6773	8888	5778	37800	16361
B	1322	1455	801	1602	2715	3687	4794	6292	4090	26758	11582
L	616	678	373	746	1264	1719	2235	2934	1909	12474	5396
UK	1124	1237	681	1362	2309	3138	4080	5355	3482	22768	9851
IRL	595	655	361	722	1224	1663	2162	2837	1845	12064	5220
DK	1282	1411	777	1554	2634	3578	4653	6106	3969	25964	11236
GR	584	643	355	710	1200	1631	2121	2785	1811	11840	5123
E	1371	1509	831	1662	2814	3823	4971	6525	4243	27749	12010
P	777	855	471	942	1597	2169	2820	3701	2406	15738	6811
IS*					5	13	17	23	15	73	18
N*					198	514	669	870	567	2818	712
FIN*					296	1794	2333	3063	1992	9478	2090
S*					590	2354	3061	4018	2613	12636	2944
FL**						22	43	57	37	159	22
A								4256	2767	7023	
Total	15298	16834	9268	18536	32498	47366	61602	85098	55329	341829	139800
Notes:	* for 1994: 7/94-12/94										
	** for 1995: 5/95-12/95										
CABRP1.XLS	page 1	31,7,97									

TABLE 3

	CABOTAGE		Number of 1000tkm performed							1/98-6/98	7/90-6/98	7/90-12/95
	7/90-12/90	1991	1992	1993	1994	1995	1996	1997				
D	20361	73960	70322	43667	55983	63633	72068	82544	46949	529487	327926	
F	26012	109835	98457	125161	172218	187596	223247	272992	160834	1376352	719279	
I	9037	33183	40516	45280	37786	45754	52056	59773	33312	356697	211556	
NL	37804	128279	201685	226233	350103	588582	720804	888800	520020	3662310	1532686	
B	41581	139233	142233	233747	236641	319838	383520	453024	261760	2211577	1113273	
L	14843	48047	65557	80131	78038	114351	134100	158436	87814	781317	400967	
UK	3444	32819	34176	40617	41097	47531	62912	64260	34820	361676	199684	
IRL	5760	12757	7501	5409	11130	13882	17496	19859	11070	104864	56439	
DK	14876	58409	69160	58768	78956	105808	98658	116014	63504	664153	385977	
GR	0	196	0	0	0	0	0	0	0	196	196	
E	2013	5497	12822	19169	38211	18152	24855	26100	12729	159548	95864	
P	57	3319	2660	2619	5799	8366	9528	11103	7218	50669	22820	
IS*					0	0	0	0	0	0	0	
N*					1419	4484	6690	9570	5670	27833	5903	
FIN*					5099	30000	34995	42882	25896	138872	35099	
S*					33099	128715	158675	192864	109746	623099	161814	
FL**						21	43	57	37	158	21	
A								68096	35971	104067	0	
											0	
Total	175788	645534	745089	880801	1145579	1676713	1999647	2466374	1417350	11152875	5269504	
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TABLE 4

CABOTAGE	Average Use of 2-month authorizations (in 1000tkm)											
	7/90-12/90	1991	1992	1993	1994	1995	1996	1997	1/98-6/98	7/90-6/98	7/90-12/95	
D	18,77	32,46	28,04	16,62	12,57	10,52	9,17	8	7	12,07	17,26	
F	29,02	58,33	47,51	57,62	46,79	37,52	34,34	32	29	37,93	45,80	
I	10,07	17,60	19,53	20,83	10,25	9,14	8	7	6	9,82	13,46	
NL	40,45	65,37	93,42	100,01	91,32	112,99	106,42	100	90	96,89	93,68	
B	62,91	100,28	93,05	145,91	87,16	86,75	80	72	64	82,65	96,12	
L	48,19	74,26	92,07	107,41	61,74	66,52	60	54	46	62,64	74,31	
UK	6,13	27,80	26,30	29,82	17,80	15,15	15,42	12	10	15,89	20,27	
IRL	19,36	20,41	10,89	7,49	9,09	8,35	8,09	7	6	8,69	10,81	
DK	23,21	43,38	46,65	37,82	29,98	29,57	21,20	19	16	25,58	34,35	
GR	0,00	0,32	0,00	0,00	0,00	0,00	0	0	0	0,02	0,04	
E	2,94	3,82	8,09	11,53	13,58	4,75	5	4	3	5,75	7,98	
P	0,15	4,07	2,96	2,78	3,63	3,86	3,38	3	3	3,22	3,35	
IS*					0,00	0,00	0	0	0	0,00	0,00	
N*					7,17	8,72	10	11	10	9,88	8,29	
FIN*					17,23	16,72	15	14	13	14,65	16,79	
S*					56,10	54,68	52	48	42	49,31	54,96	
FL**						0,95	1	1	1	0,99	0,95	
A								16	13	14,82		
Total	22,98	40,18	42,13	47,52	35,25	35,40	32	29	26	33	37,69	
CABRP1.XLS	page 3	31,7,97										

TABLE 5

Partner	CABOTAGE IN PARTNER STATE						000's tkm
	7-12.1990	1991	1992	1993	1994	1995	
D	98678	402470	470038	578950	785512	1229711	
F	16034	54737	61439	107128	151304	200319	
I	28051	98633	103194	89483	84907	71033	
NL	5998	13398	12286	5609	5644	8692	
B	6879	16741	23172	11232	21806	30967	
L	145	115	306	464	262	665	
UK	11956	35648	34620	27890	36935	41548	
IRL	606	4965	5489	3119	3653	5476	
DK	1587	2989	2310	4357	1009	1909	
GR	0	83	368	3132	4199	7717	
E	5502	14835	21871	34900	35332	47332	
P	352	920	9996	14537	8115	8874	
IS					0	0	
N					1786	7740	
FIN					138	1506	
S					4977	13224	
FL						0	
TOTAL	175788	645534	745089	880801	1145579	1676713	
							7,7,97
NATIONAL TRANSPORT - HIRE OR REWARD ONLY							millions tkm
	1990	1991	1992	1993	1994	1995	
D	105583	128684	142600	134733	142600	146300	
F	91075	92465	94904	92457	97925	107713	
I	93532	94450	98857	93000	97183	100557	
NL	15118	15648	17920	18814	19452	20702	
B	6594	6992	7803	9349	11610	12126	
L	98	98	98	125	135	140	
UK	96088	87266	87798	95019	102623	107075	
IRL	2163	2535	2993	2520	2793	2895	
DK	6863	6624	7102	6675	7027	7077	
GR	8738	8338	7023	10077	11274	11498	
E	62390	63326	63189	64153	66644	69622	
P	3558	3566	3776	3069	3221	3365	
IS							
N					7992	8847	
FIN					22320	20160	
S					24750	26370	
FL							
TOTAL	491800	509992	534063	529991	617549	644447	
CABP9095.XLS	page 1						31,7,97

**1000 TKM
Cabotage Statistics
III 90 - II 94**

		Cabotage performed in :					Cabotage effectué en :					Kabotagefahrten in :				EUR	III90-II94	
		D	F	I	NL	B	L	UK	IRL	DK	GR	E	P					
	D		22 356	183 789	10 154	1 979	25	7 192	2	3 747	1 959	5 088	745	237 036	237 036	8%		
Reporting	F	290 822		52 461	877	23 194	847	20 225	0	8	393	48 705	831	438 363	438 363	15%		
Member	I	140 892	3 866		459	161	0	34	0	0	0	947	0	146 359	146 359	5%		
State	NL	553 606	17 527	52 408		29 247	80	51 624	199	7 516	564	10 569	874	724 214	724 214	25%		
	B	400 019	193 433	42 568	22 028		145	11 356	0	181	97	1 287	48	671 162	671 162	23%		
Etat	L	240 584	3 604	3 126	206	3 813		0	0	47	0	434	23	251 837	251 837	9%		
Membre	UK	25 473	38 935	20 768	5 984	6 009	0		15 475	86	3 373	16 877	256	133 236	133 236	5%		
déclarant	IRL	3 667	1 158	4	160	40	0	29 899		0	0	136	0	35 084	35 084	1%		
	DK	219 131	4 144	10 852	463	23	0	2 395	16		0	168	1 497	238 689	238 689	8%		
Mitglied-	GR	196	0	0	0	0	0	0	0	0	0	0	0	196	196	0%		
Staat der	E	4 792	32 442	259	17	3	0	123	0	0	0		24 861	62 497	62 497	2%		
Unternehmer	P	647	1 558	60	0	7	31	0	0	0	0	9 922		12 225	12 225	0%		
	Total	1 879 829	319 023	366 295	40 348	64 476	1 128	122 848	15 692	11 585	6 386	94 133	29 135	2 950 878	2 950 878	100%		
	III90-II94	1 879 829	319 023	366 295	40 348	64 476	1 128	122 848	15 692	11 585	6 386	94 133	29 135	2 950 878				
		64%	11%	12%	1%	2%	0%	4%	1%	0%	0%	3%	1%	100%				

TABLE 7

1000 TKM Cabotage statistics

III 94 - IV 95

1000 TKM	Cabotage performed in :							Cabotage effectués en :					Kabotagefahrten in :					total	III94-IV95	
	D	F	I	NL	B	L	UK	IRL	DK	GR	E	P	IS	N	FIN	S	FL			
Reporting Member State	D	21 908	47 358	5 400	7 489	193	520	0	379	3 920	2 869	187	0	0	0	669		90 890	90 890	4%
	F	177 280	25 519	392	35 171	610	7 288	0	0	748	32 640	1 099	0	76	0	93		280 916	280 916	12%
	I	55 089	6 898	117	77	0	1 589	0	0	0	1 369	0	0	0	0	58		65 197	65 197	3%
	NL	717 582	35 291	10 164	946	8	31 189	0	534	0	11 166	740	0	80	57	715		808 472	808 472	35%
	B	265 863	150 520	11 613	203	5	7 800	0	191	906	4 927	83	0	0	0	0		442 111	442 111	18%
	L	144 391	2 281	1 927	0	0	0	0	23	0	413	95	0	0	0	0		149 130	149 130	6%
	UK	3 504	29 290	11 509	3 662	2 356	0	7 616	140	3 488	4 667	174	0	6	0	36		66 448	66 448	3%
	IRL	4 924	318	0	6	2	0	16 049	2	0	0	0	0	0	0	74		21 375	21 375	1%
	DK	128 136	1 108	425	1 398	34	0	701	0	0	6	1 261	0	3 448	0	10 771		147 288	147 288	6%
	GR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0%
	E	1 627	21 351	363	0	5	0	0	0	0	10 017	0	0	4	0	0		33 367	33 367	1%
	P	22	2 887	44	0	29	13	6	0	54	0	7 540	0	0	0	0		10 595	10 595	0%
	IS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0%
	N	4 574	35	27	13	29	0	0	66	8	13	3	0	0	1 135	0		5 903	5 903	0%
	FIN	28 320	0	58	43	3	0	55	0	623	43	2	0	0	1 304	4 650		35 099	35 099	2%
	S	154 197	51	3	45	180	0	552	0	564	0	27	0	0	4 612	1 583		161 814	161 814	7%
	FL	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0		21	21	0%
	Total	1 685 530	271 938	109 006	11 279	46 321	829	65 749	7 616	2 576	9 113	65 639	13 659	0	9 526	1 644	18 201	2 318 626	2 318 626	100%
		1 685 530	271 938	109 006	11 279	46 321	829	65 749	7 616	2 576	9 113	65 639	13 659	0	9 526	1 644	18 201	2 318 626		
		73%	12%	5%	0%	2%	0%	3%	0%	0%	0%	3%	1%	0%	0%	0%	1%	100%		

TABLE 8

TABLE 9

"Relation"	Leading Caboteurs					
	1st period, 7/90 - 6/94			2nd period, 7/94 - 12/95		
	Rank	tkm	%	Rank	tkm	%
NL in D	1	553606	19	1	717582	31
B in D	2	400019	13	2	265863	11
F in D	3	290822	10	3	177280	8
S in D		-----		3A	154197	7
B in F	6	193433	7	4	150520	7
L in D	4	240584	8	5	144391	6
DK in D	5	219131	7	6	128136	6
I in D	8	140892	5	7	55089	2
D in I	7	183789	6	8	47356	2
NL in F		17527	<1	9	35291	2
F in B		23194	<1	10	35171	2
F in E	12	48705	2	11	32640	1
NL in UK	11	51624	2	12	31189	1
UK in F	14	38935	1	13	29290	1
FIN in D		-----		13A	28320	1
F in I	9	52461	2	14	25519	1
NL in I	10	52408	2		10164	<1
B in I	13	42568	1		11613	<1
E in F	15	32442	1		21351	<1
IRL in UK	16	29899	1		16049	<1
Total of above		2612039	89		2117011	91
"All relations"		2950878			2318626	
LECAB.XLS		7;7,97				

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