COMMISSION OF THE EUROPEAN COMMUNITIES

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REPORT FROM THE COMMISSION TO THE COUNCIL

on the results obtained from the use of the accounting system for expenditure relating to rail, road and inland waterway transport infrastructures

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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)
.	Value unobtainable
m	million
1000	thousands
km	kilometre
v/km	Vehicle/kilometres
t/km	tonnes/km
<	up to
>	and over
%	percentages
"	ditto
Eur	u.a. unit of account of the European Communities = 0.888671 grams fine gold
t	tonnes
NRT	net registered tonnes
CV/PS/PK	metric horsepower
Bfr	Belgian franc
DM	German mark
FF	French franc
Lit	Italian lire
Lfr	Luxembourg franc
Fl	Dutch florin
£	Pound sterling, Irish pound
Dkr	Danish crown

The figures in national currencies were converted into units of account at the rates in force at 31 December 1971

1 Bfr	=	0.020 u.a.	(Unit of account of the European Communities)
1 DM	=	0.2732 "	
1 FF	=	0.180 "	
1 Lit	=	0.0016 "	
1 Lfr	=	0.020 "	
1 Fl	=	0.276 "	
£1	=	2.403 "	
1 Dkr	=	0.133 "	

INTRODUCTION

I. General aspects

1. This report is the first of an annual series intended to provide data relating to the expenditure on and utilisation of the infrastructures of the three terrestrial modes of transport in the Community.

It is presented in accordance with article 9, paragraph 3 of Regulation (EEC) no 1108/70 (1) of the Council of 4 june 1970 which states : "The Commission shall submit annually to the Council, six months after receipt of the information provided for in Articles 5, 6 and 7, a summary giving the main features of the accounts in respect of infrastructure expenditure."

In addition, in order to define the provisions of Regulation no 1108/70, the Commission adopted Regulation (EEC) no 2598/70 (2) specifying the items to be included under the various headings in the forms of account, and Regulation (EEC) no 281/71 (3) determining the composition of the list of waterways of a maritime character.

2. It contains the figures communicated to the Commission for 1971; since it deals with a period before the enlargement of the Community, it is therefore of especial interest to the original Member States (4), hereafter called the Member States.

3. The submission of this report was long delayed owing to difficulties encountered by the Member States in instituting suitable bodies for collecting the data, particularly as regards the use of infrstructures.

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(1) OJ no L 130, 15 june 1970, p 4

(2) OJ no L 278, 23 december 1970, p. 1

(3) OJ no L 33 , 10 february 1971, p. 11

(4) Regulation (EEC) no 1108/70 applies to new Member States as from 1 january 1974 (OJ no L 73/72)

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In addition, both sampling techniques and detailed surveys in precise geographical and/or technical contexts were used to obtain these statistics.

The Commission does not yet have all the data but has preferred to draw up this report despite the lack of certain data, by reason of the long delay.

4. Future reports should not encounter the same difficulties. Furthermore, as from 1974, they will be more detailed as the data refer to the enlarged Community.

The three new Member States were therefore unofficially requested to forward any data in their possession in the context of this Regulation.

They have provided the statistics closest to those in this report, but comparison of these statistics with those provided by the former six Member States should be made with care.

5. For the sake of clearness and to facilitate the reading of this report, the basic data were summated and some space devoted to the analysis of the results.

The report comprises two parts :

- infrastructure expenditure and
- infrastructure utilization.

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An annex includes

- the figures provided by the new Member States;
- a consolidated report and a preliminary analysis of the data.

II. Scope

1. Commission Regulation (EEC) no 2598/70 (1) 18 December 1970 defines a transport infrastructure within the meaning of Article 1 of Regulation (EEC) no 1107/70 as "all routes and fixed installations of the three modes of transport being routes and installations necessary for the circulation and safety of traffic".

2. Rail

2.1 The data refer to all railways with the exception of railways not linked to the main network of each Member State; i.e., they cover the State network and private networks linked thereto, where they exist. Private networks of this kind are to be found only in Germany, France and Italy.

2.2 State networks :

Belgium :
Société Nationale des chemins de fer belges (SNCB)/
Nationale Maatschappij der Belgische Spoorvegen (NMBS)

Germany :

Deutsche Bundesbahn (DB)

France :

Société Nationale des chemins de fer français (SNCF)

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(1) OJ no L 278, 23 december 1970, p. 1

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Italy :

Azienda Autonoma delle Ferrovie dello Stato (FS)

Luxembourg :

Société Nationale des chemins de fer luxembourgeois (CFL)

Netherlands :

N. V. Nederlandse Spoorwegen (NS).

3. Roads

3.1 The accounting system applies to the whole network, with the exception of roads which are :

- closed to motor vehicles, i.e., to vehicles with a cubic capacity equal to or in excess of 50 cc;
- used only by agricultural of forestry vehicles, or vehicles serving such activities.

3.2 The data are broken down by category of road as follows :

Belgium :

1. Autoroutes /Autosnelwegen
2. Autres routes de l'Etat/Andere Rijkswegen
3. Routes provinciales/Provinciale wegen
4. Routes communales/Gemeetewegen

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Germany:

1. Bundesautobahnen
2. Bundesstrassen
3. Land(Staats)strassen
4. Kreisstrassen
5. Gemeindestrassen

France:

1. Autoroutes
2. Routes nationales
3. Chemins départementaux
4. Voies communales

Italy:

1. Autostrade
2. Strade Statali
3. Strade regionali et provinciali
4. Strade communali

Luxembourg:

1. Routes d'Etat
2. Chemins repris
3. Chemins vicinaux

Netherlands:

1. Autosnelwegen van het Rijkswegenplan } primaire wegen
2. Overige wegen van het Rijkswegenplan } primaire wegen
3. Wegen van de secondaire wegenplannen
4. Wegen van de tertiaire wegenplannen
5. Overige verharde wegen

3.3 The results must be communicated separately for these sections of roads situated within and outside the conurbations. The Member States may use criteria of their choice for drawing this distinction.

4. Inland waterways

This heading covers all inland waterways except:

(i) inland waterways where traffic is restricted to vessels of a deadweight less than 250 tonnes;

(ii) waterways of a maritime character, a list of which is given in the Annex to Commission Regulation (EEC) No 281/71[1] of 9 February 1971.

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[1] See page 1, footnote 3.

PART I

Expenditure relating to transport infrastructures

1. Part one contains the results of the costing carried out by the Member States using the accounting system and deals in turn with railways, roads and waterways.

2. The following general remarks apply to all the information provided:

2.1 Expenditure relates specifically to the transport function exercised by the infrastructures together with that part chargeable to this transport function of the charges shared between this function and other functions.

2.2 State subsidies allocated to cover expenditure on infrastructures have been deducted from the total amount of expenditure.

2.3 Expenditure does not include that relating to the amortization of and interest charges on loans contracted to finance expenditure on infrastructures. These charges are indicated separately.

2.4 Expenditure on the infrastructures of each mode of transport is divided into investment expenditure, current expenditure, overheads and - in the case of roads and waterways - expenditure on police.

2.5 In order to sub-divide expenditure into that on investment and that on operation current expenditure, overheads and expenditure on police have been grouped together in an additional column.

2.6 The exchange rates used for converting national currencies into units of account are those applicable in 1971[1].

3. Regulation (EEC) No 2598/70[2] defines the content of the various headings.

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[1] See abbreviations and signs used.

[2] See footnote (2), page 1

3.1 Headings common to all three modes of transport

Investment expenditure

Investment expenditure comprises all expenditure (on staff, materials and services rendered by third parties) relating to the construction, extension, reconstruction and replacement of infrastructure installations, including incidental costs and research costs connected with this work. However, certain small items of investment expenditure may still be entered under the heading "Current Expenditure", in accordance with national provisions.

Current expenditure

Current expenditure comprises all expenditure (on staff, materials, and services rendered by third parties) relating to the maintenance and operation of the infrastructures.

Overheads

Overheads comprise all the expenditure of the administrative, supervisory and inspection departments specifically responsible for providing and managing infrastructures, and that part chargeable to infrastructures of the expenditure of the general administrative departments directly concerned. They also include all other expenditure not directly allowed for in the other headings of the forms of account. The following expenditure in particular comes under this heading:

(i) Staff salaries and the operating costs of central, regional and local administrative and technical departments, costs of the departments concerned with work supervision and acceptance;

(ii) Retirement pensions for permanent staff and other payments made by employers (family allowances, employers' health insurance contributions, accident insurance premiums, contributions to pension schemes for staff other than permanent staff, etc.);

(iii) Expenditure on service accomodation for staff employed in the infrastructure department, less any rents charged; expenditure relating to service buildings for the maintenance department (in particular shelters, equipment stores), which have not been directly allowed for in other headings of the forms of account.

3.2 Headings relating solely to roads

Maintenance of road surfacings

This expenditure relates basically to work concerning the mechanical strength of roads under the loads imposed on them. It includes expenditure on repairing the surface dressings of flexible pavements and maintaining the slabs of rigid pavements.

Traffic police

Expenditure on traffic police comprises the expenditure of police departments chargeable to their traffic supervision and control functions including expenditure on buildings, vehicles and equipment specifically assigned to these departments.

3.3 Heading relating solely to waterways

Waterway police

Expenditure on waterway police comprises all expenditure relating to the waterway police departments, including expenditure on buildings, landing stages and boats specifically assigned to these departments.

4. Loans

A separate table shows for the infrastructures of each mode of transport in each country:

(i) the total amount of loans contracted during the year for financing infrastructure expenditure;

(ii) total expenditure on the amortization of and interest charges on loans contracted previously.

Chapter I: Railway infrastructures

The cost survey methods and results call for the following observations:

1.1 Cost survey methods

1.1.1 The cost survey methods were tried out in 1966 in connection with the survey of infrastructure costs in respect of transport by rail, road, and waterway decided on by the Council on 22 June 1964 and which is mentioned on page 1 of this report.

1.1.2 Belgium has broken down investment expenditure into expenditure on construction, extension, reconstruction and replacement.

1.2 Results

1.2.1 In general, all the information provided has been grouped together; this seemed the most suitable solution in view of the overall nature of the accounting operation.

1.2.2 The French data show a reduction in expenditure compared with that for 1966 because State compensation paid in respect of the infrastructures has been deducted; this compensation was not deducted in 1966.

The data provided by the other Member States show an increase in expenditure compared with that for 1966.

1.2.3 The following three tables indicate the total amount of expenditure in national currencies (Table 1), in units of account (Table 2), and as a percentage (Table 3).

Table 1

EXPENDITURE ON INFRASTRUCTURES: RAILWAYS 1971

All Member States

National currencies (in millions)

Member State (1)	Network (2)	Unit (3)	Investment (4)	Current Expenditure (5)	Overheads (6)	Operating Expenditure (7) = (5) + (6)	TOTAL (8)
Belgium	SNCB/NMBS	Bfrs	2 973	3 004	1 265	4 269	7 242
Germany	DB	DM	676	1 937	1 595	3 532	4 208
	Others		54	78	11	89	143
	Total		730	2 015	1 606	3 621	4 351
France[a]	SNCF	FF	419	816	444	1 260	1 679
Italy	FS	Lit x1000	136	140	58	198	334
	Others		0.5	17	6.5	23.5	24
	Total		136.5	157	64.5	221.5	358
Luxembourg	CFL	Lfrs	124	271	115	386	510
Netherlands	NS	Fl	74	222	26	248	322

(a) underestimated (see note 1.2.2)

Table 2

EXPENDITURE ON INFRASTRUCTURES: RAILWAYS 1971

All Member States

Units of account (in millions)

Member State (1)	Network (2)	Investment (3)		Current Expenditure (4)		Overheads (5)		Operating Expenditure (6) = (4) + (5)		TOTAL (7)	
Belgium	SNCB/NMBS		59		60		25		85		144
Germany	DB	185		529		436		965		1150	
	Others	15		21		3		24		39	
	Total		200		550		439		989		1189
France[a]	SNCF		75		147		80		227		302
Italy	FS	217		224		92		316		533	
	Others	1		27		9		36		37	
	Total		218		251		101		352		570
Luxembourg	CFL		2.5		5.5		2		7.5		10
Netherlands	NS		20		62		7		69		89
TOTAL			574.5		1 075.5		654		1 729.5		2 304

(a) underestimated (see note 1.2.2)

Table 3

EXPENDITURE ON INFRASTRUCTURES: RAILWAYS 1971

All Member States

(%)

Member State (1)	Network (2)	Investment (3)	Current Expenditure (4)	Overheads (5)	Operating Expenditure (6) = (4) + (5)	TOTAL for the country (7)	TOTAL for the 6 countries (8)
Belgium	SNCB/NMBS	41.0	41.5	17.5	59.0	100	6.3
Germany	DB	15.5	44.5	36.6	81.1	96.6	
	Others	1.3	1.8	0.3	2.1	3.4	
	Total	16.8	46.3	36.9	83.2	100	51.6
France (a)	SNCF	24.8	48.7	26.5	75.2	100	13.1
Italy	FS	38.1	39.3	16.1	55.4	93.5	
	Others	0.2	4.7	1.6	6.3	6.5	
	Total	38.3	44	17.7	61.7	100	24.7
Luxembourg	CFL	24.3	53.1	22.6	75.7	100	0.4
Netherlands	NS	23.0	68.9	8.1	77.0	100	3.9
TOTAL		24.9	46.7	28.4	75.1	100	100

(a) underestimated (see note 1.2.2)

Chapter II: Road infrastructure

Several aspects of the methods of accounting communicated to the Commission are of general interest.

2.1 Conurbations

Except in Germany, the breakdown of expenditure for roads outside or within the conurbations was made for only parts of the network, varying from one country to another; in addition, the distinguishing criteria used to obtain this incomplete information were not communicated. For these reasons, the tables do not show these figures, except for Germany where the distinguishing criterion was the densely built-up area.

In Italy, although in the event it was not possible to carry out a breakdown of expenditure, it had been intended to use as criteria the speed limits and the number of inhabitants.

2.2 Methods of accounting

2.2.1 In Luxembourg, the Department of Civil Engineering took detailed measures to set up an accounting system for expenditure relating to road infrastructures. For the moment, however, Luxembourg has only communicated the total figure for road infrastructure expenditure.

2.2.2 In Italy, for regions of less than 20,000 inhabitants, the results were obtained on the basis of sample surveys of certain communes.

2.2.3 In France, it was not possible to distinguish between:

(i) that part of investments falling to urban clearways, in the category covering the national roads in urban areas;

(ii) the loan-financed part of local authorities' investments.

2.3 Results

The tables show the expenditure for each country in national currencies and percentages (Tables 4-9).

Tables 5a and 5b give a breakdown of expenditure in Germany as between roads within and outside conurbations.

Lastly, Tables 11-12 show total expenditure for all the Member States expressed in national currencies, units of account and percentages.

Table 4

INFRASTRUCTURE EXPENDITURE: ROADS 1971

Member State : Belgium

Network : whole network

millions of Bfrs, u.a., and %

Road category (1)	Investment (2)	Current expenditure: Road surfacing (3)	Current expenditure: Other (4)	Current expenditure: Total (5)	Police (6)	Overheads (7)	Operating Expenditure (8)=5+6+7	Expenditure not broken down (9)	Total: mill. Bfrs (10)	Total: mill. u.a. (11)	% (12)
1. Autoroutes	23 734	88	15	103	.	114	217		23 951	479	54.5
2. Autres routes de l'Etat	3 565	416	560	976	.	.	976		4 541	91	10.3
3. Routes provinciales	.	.	.	.	.	.	.	642	642	13	1.5
4. Routes communales	.	.	.	.	.	.	.	10 211	10 211	204	23.2
Certaines autoroutes et routes combinées	1 228	-	826	826	1 093	1 486	3 405		4 633	93	10.5
TOTAL	28 527	504	1 401	1 905	1 093	1 600	4 598	10 853	43 978		
Total million u.a.	571	10	28	38	22	32	92	217		880	
Total %	64.9	1.1	3.2	4.3	2.5	3.6	10.4	24.7			100

Table 5

INFRASTRUCTURE EXPENDITURE: ROADS 1971

Member State : Germany

Network : whole network

millions of DM, u.a., and %

Road category (1)	Investment (2)	Current expenditure: Road surfacing (3)	Current expenditure: Other (4)	Current expenditure: Total (5)	Police (6)	Overheads (7)	Operating Expenditure (8) = 5 + 6 + 7	Total: mill. DM (9)	Total: mill. u.a. (10)	% (11)
1. Bundesautobahnen	3.696	10	134	144	140	74	358	4 054	1 108	22.1
2. Bundesstrassen	1.693	31	264	295	521	140	956	2.649	724	14.4
3. Landstrassen	1.412	83	371	454	340	211	1.005	2.417	660	13.1
4. Kreisstrassen	790	123	269	392	167	43	602	1 392	380	7.6
5. Gemeindestrassen	5.443	379	1.186	1.565	568	290	2.423	7.866	2.149	42.8
TOTAL	13.034	626	2.224	2.850	1.736	758	5.344	18.378		
In million u.a.	3.561	171	608	779	474	207	1.460		5 021	
%	70.9	3.5	12	15.5	9.5	4.1	29.1			100

Table 5a

INFRASTRUCTURE EXPENDITURE: ROADS 1971

Member State : Germany

Network : within conurbations[a]

millions of DM and %

Road category (1)	Investment (2)	Current expenditure: Road surfacing (3)	Current expenditure: Other (4)	Current expenditure: Total (5)	Police (6)	Overheads (7)	Operating expenditure (8) = 5 + 6 + 7	Total: mill. DM (9)	Total: % (10)
1. Bundesautobahnen	-	-	-	-	-	-	-	-	-
2. Bundesstrassen	608	7	60	67	177	48	292	900	14
3. Landstrassen	386	18	84	102	119	55	276	662	10
4. Kreisstrassen	209	25	56	81	57	11	149	358	5.5
5. Gemeindestrassen	2.945	240	750	990	466	162	1.618	4 563	70.5
TOTAL	4 148	290	950	1.240	819	276	2 335	6 483	
%	64	4.5	14.5	19	13	4	36		100

(a) Definition : roads in development areas (geschlossene Bebauungsgebiete)

Table 5b

INFRASTRUCTURE EXPENDITURE: ROADS 1971

Member State : Germany

Network : outside conurbations

millions of DM and %

Road category (1)	Investment (2)	Current expenditure			Police (6)	Overheads (7)	Operating expenditure (8) = 5 + 6 + 7	Total	
		Road surfacing (3)	Other (4)	Total (5)				mill. DM (9)	% (10)
1. Bundesautobahnen	3 696	10	134	144	140	74	358	4 054	34
2. Bundesstrassen	1 085	24	204	228	344	92	664	1 749	15
3. Landstrassen	1 026	65	287	352	221	156	729	1 755	15
4. Kreisstrassen	581	98	213	311	110	32	453	1 034	8
5. Gemeindestrassen	2 498	139	436	575	102	128	805	3 303	28
TOTAL	8 886	336	1 274	1 610	917	482	3 009	11 895	
%	75	2.5	10.5	13	8	4	25		100

Table 6

INFRASTRUCTURE EXPENDITURE: ROADS 1971

Member State : France

millions of FF, u.a., and %

Road category (1)	Investment (2)	Current expenditure (3)	Police (4)	Overheads (5)	Operating expenditure (6) = 3 + 4 + 5	Total mill. FF (7)	Total mill. u.a. (8)	Total % (9)
1. Autoroutes	1.455	44			44	1 499	270	11.3
2. Routes nationales								
Intér. agglomérat.	1 542							
hors agglomérat.	1 042							
Total	2 584	1 152			1 152	3 736	673	28.1
3. Chemins départementaux								
Intér. agglomérat.	650	550						
hors agglomérat.	700	750						
Total	1 350	1 300			1 300	2 650	477	19.9
4. Voies communales								
Inter. agglomérat.	1 650	1 100						
hors agglomérat.	1 000	250						
Total	2.650	1.350			1.350	4 000	720	30.0
5. Non ventilé			1 150	275	1 425	1 425	256	10.7
TOTAL	8 039	3 846	1 150	275	5 271	13 310		
Total in million u.a.	1 447	692	207	50	949		2 396	
%	60.4	28.9	8.6	2.1	39.6			100

Table 7

INFRASTRUCTURE EXPENDITURE: ROADS 1971

Member State : Italy

Network : whole network

million x Lit, u.a. and % 1 0

Road category (1)	Investment (2)	Current expenditure: Road surfacing (3)	Other (4)	Total (5)	Police (6)	Overheads (7)	Operating expenditure (8) = 5 + 6 + 7	Total: 1 000 mill. Lit (9)	mill. u.a. (10)	% (11)
1. Autostrade a)	398	8,5	37	45.5	3.5	47	96	494	790	34
2. Strade statali a)	276	23	9	32	17	53	102	378	605	26
3. Strade regionali e provinciali b)	111	33	11	44	2	96	142	253	405	17
4. Strade communali b)	98	70	7.5	77.5	94	68	239.5	337.5	540	23
TOTAL	883	134.5	64.5	199	116.5	264	579.5	1 462.5		
Total in million u.a.	1443	216	103	319	186	422	927		2 340	
%	60.4	9.2	4.4	13.6	8.0	18.0	39.6			100

(a) data communicated by the ANAS.

(b) data communicated by the Ministry of Public Works.

Table 8

INFRASTRUCTURE EXPENDITURE: ROADS 1971

Member State : Luxembourg

Network : whole network

millions of Lfrs and u.a.

Road category (1)	Investment (2)	Current expenditure			Police (6)	Overheads (7)	Operating expenditure (8) = 5 + 6 + 7	Total	
		Road surfacing (3)	Other (4)	Total (5)				mill. Lfrs (9)	mill. u.a. (10)
Ensemble du réseau	.	.	.	.	.	.	.	379.5	7.6

Table 9

INFRASTRUCTURE EXPENDITURE: ROADS 1971

Network : whole network

Member State: Netherlands

millions of Fl, u.a. and %

Road category (1)	Investment (2)	Current expenditure: Road surfacing (3)	Current expenditure: Other (4)	Current expenditure: Total (5)	Police (6)	Overheads (7)	Operating expenditure (8) = 5 + 6 + 7	Total: mill. Fl (9)	Total: mill. u.a. (10)	Total: % (11)
1. Autosnelwegen	726	9	38	47	.	135	182	903	251	28,2
2. Overige wegen van het Rijkswegenplan	67	19	31	50	.	20	70	137	38	4,3
3. Secundaire wegen	303	15	52	67	.	.	67	370	102	11,5
4. Tertiaire wegen	63	14	20	34	.	.	34	97	27	3,0
5. Overige verharde wegen	865	153	166	319	.	5	324	1.189	328	37.0
Dépenses non ventilées (a)	82		181	181	234 (b)	18 (c)	433	515	142	16.0
TOTAL	2.106	210	488	698	234	178	1.110	3.216		
Total in millions	582	58	135	193	64	49	306		888	
%	65.5	6.5	15.2	21.7	7.3	5.5	34,5			100

(a) Expenditure relating to bridges, lighting, signposting and safety for provincial and urban roads.

(b) This expenditure figure relates to the whole network.
(c) Overheads on urban roads only.

Table 10

INFRASTRUCTURE EXPENDITURE: ROADS 1971

All Member States

Network : All networks

national currency (in millions)*

Member State (1)	Unit (2)	Investment (3)	Current expenditure (4)	Police (5)	Overheads (6)	Operating expenditure (7)= 4+5+6	Expenditure not broken down (8)	Total (9)
Belgium	Bfrs	28.527	1.905	1 033	1.600	4 598	10 853	43 978
Germany	DM	13.034	2.850	1.736	758	5 344	-	18 378
France	FF	8.039	3.846	1 150	275	5 271	-	13 310
Italy	Lit x 1000	883	199	117*	264	580	-	1.463
Luxembourg	Lfrs	.	.	.	.	.	380	380
Netherlands	Fl	2.106	698	234	178	1 110	-	3 216

* Figure rounded off to next highest unit.

Table 11

INFRASTRUCTURE EXPENDITURE: ROADS 1971

All Member States

Network : All networks

national currency (in millions)*

Member State (1)	Investment (2)	Current expenditure (3)	Police (4)	Overheads (5)	Operating expenditure (6) = 3 + 4 + 5	Expenditure not broken down (7)	Total (8)
Belgium	571	38	22	32	92	217	880
Germany	3 561	779	474	207	1 460	-	5 021
France	1 447	692	207	50	949	-	2 396
Italy	1 413	319	186	422	927	-	2 340
Luxembourg	.	.	.	.	.	8	8
Netherlands	582	193	64	49	306	-	888
Total	7 574	2 021	953	760	3 734	225	11 533

* Figure rounded off to next highest unit.

Table 12

INFRASTRUCTURE EXPENDITURE: ROADS 1971

All Member States

Network: All networks

in %

Member State (1)	Investment (2)	Current expenditure (3)	Police (4)	Overheads (5)	Operating expenditure (6) = 3 + 4 + 5	Expenditure not broken down (7)	Total per country (8)	Total for the six countries (9)
Belgium	64.9	4.3	2.5	3.6	10.4	24.7	100	7.6
Germany	70.9	15.5	9.5	4.1	29.1	-	100	43.5
France	60.4	28.9	8.6	2.1	39.6	-	100	20.8
Italy	60.4	13.6	8.0	18.0	39.6	-	100	20.3
Luxembourg	.	.	.	.	.	100	100	0.1
Netherlands	65.5	21.7	7.3	5.5	34.5	-	100	7.7
Total	65.7	17.5	8.3	6.6	32.4	1.9		100

Chapter III: Inland waterway infrastructures

The following comments must be made with regard to the results obtained:

3.1 As a general rule, no details were given on the survey methods employed.

3.2 Results

Expenditure is broken down by country, by national currency and by percentage (Tables 13-17), and is then indicated for all the Member States in national currencies, units of account and percentages (Tables 18-20).

3.2.1 Belgium

The expenditure is not broken down between the six types of waterways as provided for in Annex II C, i.e. according to the deadweight capacity.

3.2.2 Germany

Full information on expenditure has been given although it was not compulsory to supply data until the calculations for 1972 were made.

3.2.3 France

No information has been given.

3.2.4 Italy

There are not many waterways: those which do exist are principally the 986 km of regulated rivers and the 38 km of class IV canalized rivers which are accessible to vessels with a deadweight capacity of 1 000 to 1 500 tonnes.

The figures given for expenditure relate to the entire network.

3.2.5 Luxembourg

There is only one waterway: the Moselle.

Table 1

INFRASTRUCTURE EXPENDITURE: INLAND WATERWAYS 1971

Member State: Belgium

Network: entire network

millions of Bfrs, u.a. and %

Category of waterway (1)	Investment (2)	Current expenditure (3)	Police (4)	Overheads (5)	Operating expenditure (6) = 3+ 4 + 5	Total		
						mill. Bfrs (7)	mill. u.a. (8)	% (9)
Regulated rivers	323	68		22	90	413	8.3	10.1
Canalized rivers	1 447	5		216	221	1 668	33.4	40.9
Canals	1 608	19		361	380	1 988	39.7	48.7
Other waterways	8.8	1.6		0	1.6	10.4	0.2	0.3
Total	3 386.8	93.6		599	692.6	4 079.4		
Total in millions of u.a.	67.8	1.8		12.0	13.8		81.6	
%	83.0	2.3		14.7	17.0			100

Table 14

INFRASTRUCTURE EXPENDITURE: INLAND WATERWAYS 1971

Member State: Germany

Network: entire network

millions of DM, u.a. and %

Category of waterway and tonnage (1)	Investment (2)	Current expenditure (3)	Police (4)	Overheads (5)	Operating expenditure (6) = 3+4+5	Total mill. DM (7)	Total mill. u.a. (8)	Total % (9)
Regulated rivers								
I < 250								
II 250 - 599								
III 600 - 999		7		3	10	10		
IV 1000 - 1499	9	14		6	20	29		
V 1500 - 2999	43	26		16	42	85		
VI ≥ 3000 tonnes	2	3		4	7	9		
Total	54	50	9	29	88	142	39	16.5
Canalized rivers								
I < 250		3		2	5	5		
II 250 - 599	3	7		3	10	13		
III 600 - 999								
IV 1000 - 1499	85	61		27	88	173		
V 1500 - 2999		1		1	2	2		
VI ≥ 3000 tonnes								
Total	88	72	3	33	108	196	54	22.8
Canals								
I < 250								
II 250 - 599								
III 600 - 999	65	22		8	30	95		
IV 1000 - 1499 tonnes	345	49		10	59	404		
Total	410	71	4	18	93	503	137	58.6
Other waterways (class IV) 1000 - 1499 tonnes	9	6	0.5	2.5	9	18	5	2.1
Total	561	199	16.5	82.5	298	859		
Total in millions of u.a.	153	54	5	23	82		235	
%	65.3	23.2	1.9	9.6	34.7			100

Table 15

INFRASTRUCTURE EXPENDITURE: INLAND WATERWAYS 1971

Member State: Italy

Network: part[1]

millions of Lit, u.a. and %

Category of waterway and tonnage (1)	Investment (2)	Current expenditure (3)	Police (4)	Overheads (5)	Operating expenditure (6) = 3 + 4 + 5	Total
Regulated rivers and canals IV 1000 - 1499 tonnes	6 680	2 000	250	-	2 250	8 930
Total in millions of u.a.	10.6	3.2	0.4	-	3.6	14.2
%	74.8	22.4	2.8	-	25.2	100

[1]The calculation relates to 986 km of regulated rivers and 38 km of canals.

Table 16

INFRASTRUCTURE EXPENDITURE: INLAND WATERWAYS 1971

Member State: Luxembourg

Network : entire network

millions of Lfrs, u.a. and %

Category of waterway and tonnage (1)	Investment (2)	Current expenditure (3)	Police (4)	Overheads (5)	Current expenditure, Police, Overheads (6) = 3 + 4 + 5	Total (7)
Canalized rivers						
IV 1000 - 1499[1]	4.28	4.93	0.13	0.78	5.84	10.12
Total in million u.a.	0.1	0.1	0	0	0.1	0.2
%	42.3	48.7	1.3	7.7	57.7	100

[1] Canalized section of the Moselle.

Table 17

INFRASTRUCTURE EXPENDITURE: INLAND WATERWAYS 1971

Member State: Netherlands

Network: entire network

millions of Fl, u.a. and %

Category of waterway and tonnage (1)	Investment (2)		Current expenditure (3)		Police (4)	Overheads (5)		Operating expenses (6) = 3+4+5		Total millions of Fl (7)		Total millions of u.a (8)	Total % (9)
Regulated rivers													
I 250 - 399													
II 400 - 599													
III 600 - 999													
IV 1000 - 1499	4.8		3.9			1.5		5.4		10.2			3.3
V 1500 - 2999			2			0.3		2.3		2.3			0.7
VI ⩾ 3000 tonnes	6		4.5			1.8		6.3		12.3			3.9
		10,8		10.4			3.6		14.0		24.8	6.9	7.9
Canalized rivers													
I 250 - 399													
II 400 - 599													
III 600 - 999	0.6		0.3			0.2		0.5		1.1			0.4
IV 1000 - 1499			0.6			0.1		0.7		0.7			0.2
V 1500 - 2999	25.4		4.3			5.0		9.3		34.7			11.1
VI ⩾ 3000 tonnes	90.0					15.0		15.0		105.0			33.5
		116.0		5.2			20.3		25.5		141.5	39.1	45.2
Canals													
I 250 - 399			2.0			0.3		2.3		2.3			0,7
II 400 - 599	8.8		7.4			2.8		10.2		19.0			6.1
III 600 - 999			0.4			0.1		0.5		0.5			0.2
IV 1000 - 1499	9.7		3.7			2.0		5.7		15.4			4.9
V 1500 - 2999	3.4		14.9			3.1		18.0		21.4			6.8
VI ⩾ 3000 tonnes	68.9		0.4			12.0		12.4		81.3			25.9
		90.8		28.8			20.3		49.1		139.9	38.6	44.6
Other waterways (class IV) 1000 - 1499 tonnes	-			1.4			0.2		1,6		1,6	0.4	0.5
Expenditure not broken down	-		-		5,5	-			5,5		5.5	1,5	1.7
Total		217.6		45.8	5,5		44.4		95,7		313.3		
Total in millions of u.a.		60.1		12.6	1,5		12.3		26,4			86.5	
%		69.5		14.6	1,7		14.2		30,5				100

Table 18

INFRASTRUCTURE EXPENDITURE: INLAND WATERWAYS 1971

All Member States

Network: entire network

national currencies (millions)

Member States (1)	Unit (2)	Investment (3)	Current expenditure (4)	Police (5)	Overheads (6)	Operating expenses (7) = 4 + 5 + 6	Total (8)
Belgium[1]	Bfrs	3 387	94	.	599	693	4 080
Germany[1]	DM	561	199	16	83	298	859
France	.	.	.	.	.	.	.
Italy[1]	Lit x 1000	6.7	2.0	0.3	.	2.3	9
Luxembourg	Lfrs	4.3	4.9	0.1	0.8	5.8	10.1
Netherlands	Fl	217.6	45.8	5.5	44.4	95.7	313.3

[1] Figures rounded up to the next highest unit.

Table 19

INFRASTRUCTURE EXPENDITURE: INLAND WATERWAYS 1971

All Member States

Network: entire network

millions of u.a.

Member States (1)	Investment (2)	Current expenditure: Police (3) (4)	Overheads (5)	Operating expenses (6) = 3 + 4 + 5	Total (7)
Belgium	67.8	1.8 .	12.0	13.8	81.6
Germany	153.0	54.0 5.0	23.0	82.0	235.0
France	.	. .	.	.	.
Italy	10.6	3.2 0.4	.	3.6	14.2
Luxembourg	0.1	0.1 0	0	0.1	0.2
Netherlands	60.1	12.6 1.5	12.3	26.4	86.5
Total (excluding France)	291.6	71.7 6.9	47.3	125.9	417.5

Table 20

INFRASTRUCTURE EXPENDITURE: INLAND WATERWAYS 1971

All Member States

Network: entire network

in %

Member States (1)	Investment (2)	Current expenditure (3)	Police (4)	Overheads (5)	Operating expenses (6) = 3 + 4 + 5	Total by country (7)	Total for all 5 countries (8)
Belgium	83.0	2.3	-	14.7	17.0	100	19.5
Germany	65.3	23.2	1.9	9.6	34.7	100	56.3
France	.	.	.	.	.	.	.
Italy	74.8	22.4	2.8	-	25.2	100	3.4
Luxembourg	42.3	48.7	1.3	7.7	57.7	100	0.1
Netherlands	69.5	14.6	1.7	14.2	30.5	100	20.7
Total (excluding France)	69.8	17.2	1.7	11.3	30.2	100	100

Chapter VI: Loans and servicing of loans for the financing of infrastructures

4.1 The figures notified to the Commission for loans and amortization and interest charges thereon cover only loans applied specifically to financing expenditure on infrastructure.

4.2 Some countries - Italy and the Netherlands - have not been able to notify their figures as the loans in question were not applied specifically to expenditure on infrastructure.

France sent in no figures as regards waterways and Germany is not in a position to state the figure for loans relating to railway infrastructures.

Table 21

Loans relating to expenditure on infrastructure

Railways, roads, waterways: 1971

All Member States (in millions of units of national currency and in u.a.)

Member State	National currency				u.a.		
	unit of currency	railways	roads	waterways	railways	roads	waterways
Belgium	Bfrs	402	20,373	-	8	407	-
Germany	DM	.	348	192 (b)	.	95	52 (b)
France	FF	- (a)	907		- (a)	163	
Italy	Lit x 1000		523	-		828	-
Luxembourg	Lfrs	-	300 (a)	- (a)	-	6 (a)	- (a)
Netherlands	Fl	24.7			7		
			Part totals		(15)	(1499)	(52)

(a) Not specific to infrastructures.

(b) Not notified.

Table 22

Amortisation and interest charges in 1971 on loans contracted previously to finance expenditure on infrastructure

Railways, roads, waterways: 1971

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

Member State	National currency				u.a.		
	unit of currency	railways	roads	waterways	railways	roads	waterways
Belgium	Bfrs	292	13 743	-	15	275	-
Germany	DM	436	299	53 (b)	119	82	14 (b)
France	FF	814 (a)	1 520		147 (a)	274	
Italy	Lit x1000		227	0		363	0
Luxembourg	Lfrs	35	- (a)	- (a)	0.7	- (a)	- (a)
Netherlands	Fl	15,5			4.3		
				Part totals	(286)	(994)	(14)

(a) Not specific to infrastructures.

(b) Not notified.

PART II

Utilization of transport infrastructures

This second section sets out the information given on the returns concerning the utilization of infrastructures, for railways, roads, and waterways. The data are broken down as follows:

Railways

(i) train/km
(ii) gross tonne/km worked

} subdivided as to means of traction and as between passenger traffic and goods traffic

A further optional breakdown may be made for each type of traffic:

(i) for passengers: long-distance express and express trains, other categories;
(ii) for goods: rapid service, ordinary service, other categories.

Roads

(i) vehicle/km on roads outside built-up areas (table B1 of the Annex to Regulation No 1108/70);

(ii) distance travelled by commercial vehicles expressed in axle/km, subdivided according to:
- categories of maximum permitted gross weight;
- actual axle load (table B2).

Data given in table B2 are collected only every five years and 1970 was the first year. These are the data reproduced in this report.

Inland waterways

(i) vessel/km,
(ii) tonne/km deadweight,
(iii) number of vessels passed through locks (each passage of a vessel counted separately),

These data are subdivided according to:
(i) waterway, section of waterway or group of waterways,
(ii) category of waterway,
(iii) category of vessel,
(iv) category of deadweight or motive power.

Chapter I: Railway infrastructures

Tables 23 to 28 show the data notified for each Member State, and Table 29 summarizes the data for the six Member States in simplified form.

The Member States apparently did not encounter any particular problems in making their returns. France notified no figures for private networks. A few optional subdivisions were not supplied by Germany or Italy.

Table 23

UTILIZATION OF INFRASTRUCTURES: RAILWAYS, 1971

Member State: Belgium

Network: * SNCB

Class of traffic	Railway Traffic				Other	Total
	Passenger train		Goods train			
	Long distance express and express trains	Other categories	Rapid service	Ordinary service		
1. Train/km (in 1000s)						
Electric	2 663	30 322	2 278	6 744	161	42 168
Other	737	25 112	982	13 708	1 355	41 894
Total	3 400	55 434	3 260	20 452	1 516	84 062
2. Gross tonne/km worked (in millions)						
Electric	1 277	9 128	1 210	7 048	32	18 695
Other	243	6 509	524	12 874	137	20 287
Total	1 520	15 637	1 734	19 922	169	38 982

Table 24

UTILIZATION OF INFRASTRUCTURES: RAILWAYS, 1971

Member State: Germany

Network: whole network

Class of traffic	Railway Traffic				Other	Total
	Passenger train		Goods train			
	Long distance express and express trains	Other categories	Rapid service	Ordinary service		
1. Train/km (in 1000s)						
DB						
Electric	82 582	154 184	42 791	119 766	2 974	402 297
Other	14 540	156 048	6 202	85 837	10 976	273 603
Total	97 122	310 228	48 993	205 613	13 950	675 906
Private	922	9 052	–	6 068	202	16 244
Total	98 044	319 280	48 993	211 681	14 152	692 151
2. Gross tonne/km worked (in millions)						
DB						
Electric		80 502	25 311	117 134	754	223 701
Other		31 498	3 040	51 758	1 264	87 560
Total		112 000	28 351	168 892	2 018	311 251
Private		610	–	1 681	2	2 293
Total		112 610	28 351	170 573	2 020	313 554

Table 25

UTILIZATION OF INFRASTRUCTURES: RAILWAYS, 1971

Member State: France

Network: whole network

Class of traffic	Railway Traffic				Other	Total
	Passenger train		Goods train			
	Long distance express and express trains	Other categories	Rapid service	Ordinary service		
1. Train/km (in 1000s)						
Electric	86 900	22 400	59 300	101 600	500	270 700
Other	46 240	86 910	16 870	61 460	2 270	213 750
Total	133 140	109 310	76 170	163 060	2 770	484 450
2. Gross tonne/km worked (in millions)						
Electric	54 800	8 830	35 700	108 900	240	208 470
Other	15 000	14 190	7 250	37 030	460	73 930
Total	69 800	23 020	42 950	145 930	700	282 400

Table 26

UTILIZATION OF INFRASTRUCTURES: RAILWAYS, 1971

Member State: Italy

Network: whole network

Class of traffic	Railway Traffic				Other		Total
	Passenger train		Goods train				
1. Train/km (in 1000s)							
FS							
Electric	133 116		57 210		10 408		200 734
Other	69 581		7 151		3 794		80 526
Total		202 697		64 361		14 202	281 260
Private		17 994		1 226		-	19 220
Total		220 691		65 587		14 202	300 480
2. Gross tonne/km worked (in millions)							
FS							
Electric	58 671		46 711		6 323		111 705
Other	10 635		3 930		654		15 219
Total		69 306		50 641		6 977	126 924
Private		2 500		200		-	2 700
Total		71 806		50 841		6 977	129 624

Table 27

UTILIZATION OF INFRASTRUCTURES: RAILWAYS, 1971

Member State: Luxembourg

Network: CFL

Class of traffic	Railway Traffic				Other		Total
	Passenger train		Goods train				
1. Train/km (in 1000s)							
Electric	512		1 025		-		1 537
Other	2 236		1 317		606		4 159
Total		2 748		2 342		606	5 696
2. Gross tonne/km worked (in millions)							
Electric	143		822		-		965
Other	326		1 004		2		1 332
Total		469		1 826		2	2 297

Table 28

UTILIZATION OF INFRASTRUCTURES: RAILWAYS, 1971

Member State: Netherlands

Network: NS

Class of traffic	Railway Traffic				Total
	Passenger train		Goods train		
1. Train/km (in 1000s)					
Electric	70 177		9 403		79 580
Other	16 544		7 302		23 846
Total		86 721		16 705	103 426
2. Gross tonne/km worked (in millions)					
Electric	16 252		4 878		21 130
Other	2 332		3 720		6 052
Total		18 584		8 598	27 182

UTILIZATION OF INFRASTRUCTURES: RAILWAYS, 1971

All Member States

Network: all State networks

Class of traffic	Railway Traffic						Other			All traffic		
	Passengers			Goods								
	Electric	Other	Total	Electric	Other	Total	Electric	Other	Total	Electric	Other	Total
1. Train/km (in millions)												
Member State												
Belgium	33.0	25,8	58,8	9.0	14.7	23.7	0.2	1.3	1.5	42.2	41.8	84.0
Germany	236,8	170.6	407.4	162,6	92.0	254.6	3.0	11.0	14.0	402.4	273.6	676.0
France	109,3	133,1	242,4	160.9	78.3	239.2	0,5	2.3	2.8	270.7	213.7	484.4
Italy	133,1	69.6	202,7	57.2	7,2	64.4	10.4	3.8	14,2	200.8	80.5	281.3
Luxembourg	0.5	2,3	2,8	1,0	1.3	2.3	–	0.6	0.6	1.5	4.2	5.7
Netherlands	70.2	16,5	86.7	9.4	7.3	16.7	–	–	–	79.6	23.8	103.4
Total	582.9	417.8	1 000.8	400.1	200.8	600.9	14.1	19,0	33.1	997.2	637.6	1 634,8
2. Gross t/km worked (in thous.mill.)												
Member State												
Belgium	10.4	6.8	17,2	8.3	13.3	21.6	0.1	0.1	0.2	18.7	20.3	39.0
Germany	80,5	31,5	112.0	142,2	55.0	197.2	0.7	1.3	2.0	223.7	87.5	311.2
France	63.6	29,2	92,8	144.7	44.2	188.9	0.2	0.5	0.7	208.5	73.9	282.4
Italy	58,7	10,6	69,3	46.7	3.9	50.6	6.3	0.7	7.0	111.7	15.2	162.9
Luxembourg	0.2	0.3	0.5	0.8	1.0	1.8	–	0	0	1.0	1.3	2.3
Netherlands	16.3	2.3	18,6	4.9	3.7	8.6	–	–	–	21.2	6.0	27.2
Total	229.7	80,7	310,4	347.6	121.1	468.7	7.3	2.6	9.9	584.8	204.2	789.0

Chapter II: Road infrastructures

2.1 Scope

For the first group of tables (B1) all road vehicles have been taken into consideration, while in the second group of tables (B2) covers only commercial vehicles.

The following pages show the complete breakdown provided for in the regulation, but the tables show the breakdown only where the number of vehicles in a given category is sufficiently large.

TABLE B - ROAD

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

Member State:

Category of road:

(in millions of units)

Category of vehicle		Vehicle/ kilometres
1. Passenger vehicles with less than 10 seats		
2. Vans with total permitted laden weight of less than 3 metric tons		
3. Goods vehicles	3.1 Two-axled goods vehicles	
	3.2 Three-axled goods vehicles	
	3.3 Four-axled goods vehicles	
4. Goods vehicles with trailer	4.1 Two-axled goods vehicles with two-axled trailer	
	4.2 Two-axled goods vehicles with three-axled trailer	
	4.3 Three-axled goods vehicles with two-axled trailer	
	4.4 Three-axled goods vehicles with three-axled trailer	
	4.5 Other categories[1]	
5. Tractors with semi-trailer	5.1 Two-axled tractors with single-axle semi-trailer	
	5.2 Two-axled tractors with two-axled semi-trailer	
	5.3 Three-axled tractors with single-axle semi-trailer	
	5.4 Three-axled tractors with two-axled semi-trailer	
	5.5 Other categories[1]	
6. Buses and coaches	6.1 Two-axled buses and coaches	
	6.2 Three-axled buses and coaches	
7. Vehicles or combinations used for the transport of abnormal loads and special vehicles		
8. Agricultural vehicles		

[1] To be subdivided where appropriate into representative categories according to the number and location of axles.

2. Analysis of distance travelled by commercial vehicles categorized by maximum gross weight and actual axle load (Roads outside built-up areas)

Member State:

Category of road:

(in thousands of units)

Vehicle category (in class intervals of 2 metric tons of maximum gross weight)	Driving unit					Drawn unit				
	Front axle km		Rear axle km			Front axle km		Rear axle km		
	single	double	single	double	triple	single	double	single	double	triple
	by class intervals of 1 metric ton of actual axle load									
3.1 two-axled goods vehicles										
3.2 three-axled goods vehicles										
3.3 four-axled goods vehicles										
4.1 two-axled goods vehicles with two-axled trailer										
4.2 two-axled goods vehicles with three-axled trailer										
4.3 three-axled goods vehicles with two-axled trailer										
4.4 three-axled goods vehicles with three-axled trailer										
4.5 other categories of goods vehicle with trailer[1]										
5.1 two-axled tractors with single-axle semi-trailer										
5.2 two-axled tractors with two-axled semi-trailers										
5.3 three-axled tractors with single-axle semi-trailer										
5.4 three-axled tractors with two-axled semi-trailer										
5.5 other categories of tractor with semi-trailer[1]										
6.1 two-axled buses and coaches										
6.2 three-axled buses and coaches										

[1] To be subdivided where appropriate into representative categories according to the number and location of axles.

2.2 Procedures for making surveys, comments

The Member States encountered considerable difficulties in making their returns, particularly for the data in Table B2 (commercial vehicles) which were not supplied either by Belgium, nor (as provided in the Regulation) by Italy.

The figures for B1 (vehicle/km outside built-up areas) were not supplied by Germany or the Netherlands.

The data were collected by means of geographical sampling, adding data to the return over a period of time, extrapolation and updating of existing data. A method also had to be found to distinguish between one double axle and two single axles.

The following comments refer to individual Member States.

Germany

In Table B2, in order to distinguish between single and double axles, figures were calculated for each axle separately, but for vehicles with more than two axles, the second and third represent a double axle.

The count was made on 220 000 stages and 226 weekly counting points.

France

Most of the data was arrived at by extrapolation or by updating existing data.

As regards the chemins départementaux (departmental roads), as the statistics based on the 1966 census were underestimated, the 1970 census now being analysed will give a more accurate picture of the volume of traffic. Data for municipal roads were not supplied.

Italy

The research department of the ISTAT has classified the main stretches of national and provincial roads according to their length in kilometres and density of traffic. The returns were made on 230 stretches of national roads and 300 stretches of provincial roads.

Netherlands

In accordance with the regulation, the data concerning the other hard-surfaced roads (overige verharde wegen) will be supplied as from 1975.

2.3 Figures

The figures are shown for each Member State for the B1 tables (30-33).

In order to present the information clearly, the B2 tables:

(a) make no distinction as to weight actually borne by the axles (34-38) where the Member States did not give the information in Table B1 (Germany, Netherlands);

(b) allow for weight actually borne, but make no distinction as to design (39-42).

This last information is converted into reference axle/km weighted to the fourth power. The following are the reference axle/km used in the six Member States.

Member State	Reference axles in tonnes
Belgium	13
Germany	10
France	13
Italy	10
Luxembourg	13
Netherlands	10

In order to facilitate comparison, the total is converted into reference axles of 10 tonnes or 13 tonnes as the case requires.

UTILIZATION OF INFRASTRUCTURES: ROADS, 1971

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

etwork: whole network Member State: Belgium (in million of unit

Category of vehicle	Vehicle/kilometres
1. Passenger vehicles with less than 10 seats	not notified
2. Vans with total permitted laden weight of less than 3 metric tons	not notified
3. Goods vehicles	2 549
4. Goods vehicles with trailer	142
5. Tractors with semi-trailer	430
6. Buses and coaches	not notified
7. Vehicles or combinations used for the transport of abnormal loads and special vehicles	not notified
8. Agricultural vehicles	not notified
Part./total:	3 121

UTILIZATION OF INFRASTRUCTURES: ROADS, 1971

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

Member State: France

Network: whole network except municipal roads

(in million vehicle/km)

Category of vehicle	Category of road			
	Autoroutes	Routes nationales	Chemins départementaux	Total
1. Passenger vehicles with less than 10 seats	9 668	64 844	32 565	107 077
2. Vans with total permitted laden weight of less than 3 metric tons	832	5 224	3 011	9 067
3. Goods vehicles 3.1 Two-axled goods vehicles	759	5 309	1 272	7 340
3.2 Three-axled goods vehicles	73	525	126	724
4. Goods vehicles with trailer				
4.1 Two-axled goods vehicles with two-axled trailer	99	853	205	1 157
4.2 Two-axled goods vehicles with three-axled trailer	8	67	16	91
4.3 Three-axled goods vehicles with two-axled trailer	3	28	6	37
4.4 Three-axled goods vehicles with three-axled trailer		9	2	11
5. Tractors with semi-trailer				
5.1 Two-axled tractors with single-axle semi-trailer	42	268	64	374
5.2 Two-axled tractors with two-axled semi-trailer	256	1.591	381	2 228
5.3 Three-axled tractors with single-axle semi-trailer	3	19	4	26
5.4 Three-axled tractors with two-axled semi-trailer	5	38	8	51
6. Buses and coaches	70	581	417	1 068
7. Vehicles for the transport of abnormal loads	18	249	46	313
8. Agricultural vehicles		249	695	944
Total	11 836	79 854	38 818	130 508

UTILIZATION OF INFRASTRUCTURES: ROADS, 1971

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

Member State: Italy

Network: whole network except municipal roads (in millions of vehicle/km)

Category of vehicle	Category of road			
	Auto-strade	Strade statali	Strade reg. e prov.	Total
1. Passenger vehicles with less than 10 seats	13.874	68 504	13 644	96 022
2. Vans with total permitted laden weight of less than 3 metric tons	813	4 000	2 490	7 303
3. Goods vehicles 3.1 Two-axled goods vehicles	1 031	3 664	1 045	5 740
3.2 Three-axled goods vehicles	250	1 229	357	1 836
3.3 Four-axled goods vehicles	165	441	162	768
4. Goods vehicles with trailer				
4.1 Two-axled goods vehicles with two-axled trailer	143	644	207	994
4.2 Two-axled goods vehicles with three-axled trailer	150	67	139	356
4.3 Three-axled goods vehicles with two-axled trailer	141	86	98	325
4.4 Three-axled goods vehicles with three-axled trailer	248	174	188	610
4.5 Other categories	322	296	113	731
5. Tractors with semi-trailer				
5.1 Two-axled tractors with single-axle semi-trailer	35	329	46	410
5.2 Two-axled tractors with two-axled semi-trailer	79	298	43	420
5.3 Three-axled tractors with single-axle semi-trailer	30	664	16	710
5.4 Three-axled tractors with two-axled semi-trailer	110	660	31	801
6. Buses and coaches				
6.1 Two-axled buses and coaches	117	154	216	487
6.2 Three-axled buses and coaches	14	94	34	142
7. Vehicles used for the transport of abnormal loads	3	211	23	237
8. Agricultural vehicles		81	267	348
Total	17 525	81 596	19 119	118 240

UTILIZATION OF INFRASTRUCTURES: ROADS, 1971

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

Member State: Luxembourg

Network: whole network (in millions of vehicle/k

Category of vehicle	Category of roads			
	Routes d'Etat	Chemins repris	Chemins vicinaux	Total
1. Passenger vehicles with less than 10 seats	445	145	49	639
2. Vans with total permitted laden weight of less than 3 metric tons	33	12	1.5	46.5
3. Goods vehicles 3.1 Two-axled goods vehicles	48	20	2.3	70.3
3.2 Three-axled goods vehicles	7	3		10
3.3 Four-axled goods vehicles	0.7	0.2		0.9
4. Goods vehicles with trailer				
4.1 Two-axled goods vehicles with two-axled trailer	4.8	1		5.8
4.2 Two-axled goods vehicles with three-axled trailer				
4.3 Three-axled goods vehicles with two-axled trailer	2	0.2		2.2
4.4 Three axled goods vehicles with three-axled trailer	0.1			0.1
5. Tractors with semi-trailer				
5.1 Two-axled tractors with single-axle semi-trailer	1.2	0.5		1.7
5.2 Two-axled tractors with two-axled semi-trailer	6.4	2		8.4
5.3 Three-axled tractors with single-axle semi-trailer	0.8	0.1		0.9
6. Buses and coaches	10.5	5.6	2.4	18.5
7. Vehicles used for the transport of abnormal loads	0.4	0.4		0.8
8. Agricultural vehicles	2	2.8	1.6	6.4
Total	561.9	192.8	56.8	811.5

Table 34

UTILIZATION OF INFRASTRUCTURES: ROADS, 1970

2. Analysis of distance travelled by commercial vehicles categorized by actual axle load (roads outside built-up areas)

Member State: Germany

Network: whole network

(in millions of axle/km for an axle of each design)

Vehicle category	Category of road					
	Bundes-autobahnen	Bundesstraßen	Landstraßen	Kreisstraßen	Gemeindestraßen	Total
.1 two-axled goods vehicles	1 820	2 960	1 890	836	760	8 266
.2 three-axled goods vehicles	165	269	172	76	69	751
.1 two-axled goods vehicles with two-axled trailer	1 366	1 315	515	172	158	3 526
.2 two-axled goods vehicles with three-axled trailer	869	408	160	53	48	1 538
.3 three-axled goods vehicles with three-axled trailer	196	150	59	20	18	443
.1 two-axled tractors with single-axle semi-trailer	20	184	62	20	19	305
.2 two-axled tractors with two-axled semi-trailer	699	411	138	46	42	1 336
.4 three-axled tractors with two-axled semi-trailer	240	122	41	14	12	429
.5 two-axled tractors with three-axled trailer	118	39	13	4	4	178

Table 35

UTILIZATION OF INFRASTRUCTURES: ROADS, 1970

2. Analysis of distance travelled by commercial vehicles categorized by actual axle load

(Roads outside built-up areas)

Member State: Netherlands

Network: whole network

(in millions of axle/km for an axle of each design)

Vehicle category	Category of road				Total
	primaire wegen	secundaire wegen	tertiaire wegen	overige rijkswegen	
3.1 two-axled goods vehicles	429	249	148	338	1 164
3.2 three-axled goods vehicles	52	61	40	60	213
4.1 two-axled goods vehicles with two-axled trailer	102	32	20	87	241
4.2 two-axled goods vehicles with three-axled trailer	43	13	12	36	104
4.3 three-axled goods vehicles with two-axled trailer	25	7	2	22	56
4.4 three-axled goods vehicles with three-axled trailer	6	5	1	11	23
4.5 other categories of goods vehicle with trailer	4	3	1	4	12
5.1 two-axled tractors with single-axle semi-trailer	11	8	1	12	32
5.2 two-axled tractors with two-axled semi-trailer	172	61	26	150	409
5.4 three-axled tractors with two-axled semi-trailer	0.8		0.5	0.7	2
5.5 other categories of tractor with semi-trailer	30	10	2	21	63

UTILIZATION OF INFRASTRUCTURES: ROADS, 1970

Analysis of distance travelled by commercial vehicles on roads outside built-up areas

Network: all networks (in millions of axle/km)

Vehicle category	Member State				
	Germany	France	Luxembourg	Netherlands	Total
two-axled goods vehicles	16 532	13 612	144	2 327	32 615
three-axled goods vehicles	2 252	2 019	31	635	4 937
two-axled goods vehicles with two-axled trailer	15 361	4 316	23	964	20 664
two-axled goods vehicles with three-axled trailer	7 687	425	5	522	8 639
three-axled goods vehicles with two-axled trailer	2 016	175	5	255	2 451
two-axled tractors with single-axle semi-trailer	1 472	1 041	5	95	2 613
two-axled tractors with two-axled semi-trailer	5 344	8 300	34	1 635	15 313
three-axled tractors with two-axled semi-trailer	2 150	80	5	6	2 241
other categories of tractor with semi-trailer	895			339	1 234
Total	53 709	29 968	252	6 778	90 707

This table gives total km run per axle. In order to find the distance covered by a vehicle in a given category, divide this figure by the number of axles of that category. For example, in category 3.1 (two-axled goods vehicles) for Germany (Table 34) 16 532 ÷ 2 = 8 266.

For France and Luxembourg the figures have been taken from Table B2.

Table 37

UTILIZATION OF INFRASTRUCTURES: ROADS, 1970

2. Distance run by commercial vehicles: actual axle load

Member State: Germany

Network: whole network

(in millions of units

Load (in tonnes)	True tonne/axle/kilometre	Reference axle/km weighted to 4th power (10t)
0 - 1	27	0
1 - 2	4 708	2
2 - 33	10 548	41
3 - 4	9 165	138
4 - 5	6 481	266
5 - 6	4 625	423
6 - 7	3 972	709
7 - 8	3 273	1 036
8 - 9	2 946	1 538
9 - 10	1 691	1 377
10 - 11	1 537	1 869
11 - 12	581	1 017
12 - 13	171	418
13 - 14	44	147
14 - 15	11	51
15 - 16	12	71
16 - 17		
Total	49 792	9 103[1]

[1] Equivalent to 3 193 in reference axle/km of 13 tonnes.

UTILIZATION OF INFRASTRUCTURES: ROADS, 1970

2. Distance run by commercial vehicles: actual axle load

Member State: France

Network: whole network (in millions of units)

Load (in tonnes)	True tonne/axle/kilometre		Reference axle/km weighted to 4th power (13t)
	Single axles	Double axles	
0 - 1	76	3	0
1 - 2	701	-	0
2 - 3	1 152	-	2
3 - 4	1 848	1	10
4 - 5	2 541	4	36
5 - 6	3 103	5	99
6 - 7	3 092	12	193
7 - 8	1 915	19	212
8 - 9	1 032	30	189
9 - 10	808	30	231
10 - 11	1 020	35	435
11 - 12	1 391	50	854
12 - 13	1 846	69	1 582
13 - 14	1 340	113	1 567
14 - 15	571	162	899
15 - 16	215	188	458
16 - 17	73	330	243
17 - 18	28	568	209
18 - 19	2	693	186
19 - 20	4	694	240
Total	22 758	2 956	7 645[1]

[1] Equivalent to 21 932 in reference axle/km of 10 tonnes.

Table 39

UTILIZATION OF INFRASTRUCTURES: ROADS, 1970

2. Distance run by commercial vehicles: actual axle load

Member State: Luxembourg

Network: whole network (in thousands of units)

Load (in tonnes)	True tonne/axle/kilometre		Reference axle/km weighted to 4th power (13 t)
	Single axles	Double axles	
0 - 1	16 902	8 256	0
1 - 2	44 297	157	8
2 - 3	50 680	652	69
3 - 4	24 693	1 090	132
4 - 5	26 066	1 134	382
5 - 6	28 880	2 027	958
6 - 7	17 938	1 511	1 168
7 - 8	6 897	2 628	910
8 - 9	6 480	1 423	1 314
9 - 10	6 129	846	1 869
10 - 11	3 588	1 055	1 750
11 - 12	3 239	1 200	2 350
12 - 13	3 290	1 439	3 409
13 - 14	2 652	1 251	3 801
14 - 15	1 113	848	2 382
15 - 16	848	827	2 567
16 - 17	1 094	990	3 939
17 - 18	1 006	611	4 300
18 - 19	376	520	2 607
19 - 20	982	2 495	11 294
> 20	-	388	1 953
Total	247 150	31 321	47 162
Total (in millions of units)	247	31	47[1]

[1] Equivalent to 134 million in reference axle/km of 10 tonnes.

UTILIZATION OF INFRASTRUCTURES: ROADS, 1970

2. Distance run by commercial vehicles: actual axle load

Member State: Netherlands

Network: whole network (in millions of units)

Load (in tonnes)	True tonne/axle/kilometre		Reference axle/km weighted to 4th power (10t)
	Single axles	Double axles	
0 - 1	168		0
1 - 2	467		0.2
2 - 3	1 395		5.4
3 - 4	1 141	172	17.3
4 - 5	708	200	29.5
5 - 6	439	84	47.8
6 - 7	362	36	6.5
7 - 8	313	40	100
8 - 9	328	24	172
9 - 10	263	44	216
10 - 11	132	46	164
11 - 12	21	62	43.5
12 - 13	3	44	14
13 - 14	4	82	30
14 - 15	5	112	55
15 - 16	1	112	45
16 - 17		50	23
17 - 18		4	2.3
18 - 19		4	2.9
19 - 20		6	5.4
20 - 21		2	2.2
Total	5 750	1 124	1 040[1]

[1] Equivalent to 364 in reference axle/km of 13 tonnes.

Chapter III - Waterway Infrastructures

3.1 Field of application

The Regulation provides for the following exemptions regarding information for 1971.

Germany and Luxembourg: all information,
France: tugs and pusher craft,
Netherlands: regulated rivers.

3.2 Observations regarding the survey methods

Similar information from existing statistics has already been provided for 1965 and 1966. However, it should be noted that the breakdown normally used in France had to be changed in order to comply with the requirements of the Regulation, while the information provided by Italy concerns only canals, lakes and rivers as no information was available regarding regulated and canalized rivers.

3.3 Results

The information is presented for each category of waterway in terms of deadweight tonnage or power, no distinction being made between the capacity of the waterways (Tables 41-52).

Tables 53 and 54 group together all the information provided by the Member States.

Table 41

UTILIZATION OF INFRASTRUCTURES: WATERWAYS, 1971

Member State: Belgium

Network: regulated rivers

Category of vessel (deadweight tonnage or power)	Vessel/km (in 1000's)	t/km deadweight (in 1000 000's)	Number of vessels passed through locks (in 1000's)
a) Self-propelled vessels (t)	3 800	2 137	16.6
< 250	219	30	16.2
250 - 399	2 113	865	0.3
400 - 649	634	314	0.1
650 - 999	425	359	-
1000 - 1499	309	374	-
⩾1500	100	195	-
b) Dumb barges (t)	87	80	0.2
< 250	20	1	0
250 - 399	8	3	0.2
400 - 649	6	3	-
650 - 999	11	10	-
1000 - 1499	25	31	-
⩾1500	17	32	-
c) Pushed barges (t)	42	55	-
< 400	12	4	-
400 - 649	1	1	-
650 - 999	2	2	-
1000 - 1499	8	12	-
⩾1500	19	36	-
e) Tugs with a power of: (HP)	28		0.2
< 250	22		0,2
250 - 399	4		-
400 - 999	2		-
⩾1000	-		-
f) Pusher craft with a power of: (HP)	7		-
< 250	5		-
250 - 399	0		-
400 - 999	2		-
⩾1000	-		-

Table 42

UTILIZATION OF INFRASTRUCTURES: WATERWAYS, 1971

Member State: Belgium

Network: canalized rivers

Category of vessel (deadweight tonnage or power)	Vessel/km (in 1000's)	t/km deadweight (in 1000 000's)	Number of vessels passed through locks (in 1000's)
a) Self-propelled vessels (t)	7 234	2 871	709
< 250	199	35	61.7
250 - 399	5 771	2 062	617
400 - 649	939	453	69
650 - 999	215	173	14
1000 - 1499	99	120	8
⩾ 1500	11	28	1
b) Dumb barges (t)	93	39	10
< 250	48	8	
250 - 399	7	2	9
400 - 649	22	12	1
650 - 999	9	7	0
1000 - 1499	6	8	0
⩾ 1500	1	2	0
c) Pushed barges (t)	39	21.1	0.5
< 400	3	0.1	0.5
400 - 649	4	1.9	0
650 - 999	2	0.2	–
1000 - 1499	12	14.0	0
⩾ 1500	18	4.4	0
d) Sea-going vessels with net tonnage of: (NRT)	2	0.9	0
< 300	0	0	0
300 - 999	2	0.8	0
⩾ 1000	0	0.1	–
e) Tugs with a power of: (HP)	124		9
< 250	94		8
250 - 399	22		1
400 - 999	8		0
⩾ 1000	–		–
f) Pusher craft with a power of: (HP)	15		0
< 250	3		0
250 - 399	7		0
400 - 999	5		–
⩾ 1000	–		0
g) Passenger vessels	–		0

Table 43

UTILIZATION OF INFRASTRUCTURES: WATERWAYS 1971

Member State: Belgium

Network: canals

Category of vessel (deadweight tonnage or power)	Vessel/km (in 1000's)	t/km deadweight (in 1000 000's)	Number of vessels passed through locks (in 1000's)
a) Self-propelled vessels (t)	13 382	6 670	1 100
< 250	751	135	682
250 - 399	7 051	2 474	-
400 - 649	3 250	1 637	267
650 - 999	1 371	1 138	103
1000 - 1499	804	986	48
⩾ 1500	155	300	-
b) Dumb barges (t)	339	310	22
< 250	19	2	6
250 - 399	23	8	-
400 - 649	115	61	5
650 - 999	51	40	2
1000 - 1499	74	100	-
⩾ 1500	57	99	9
c) Pushed barges (t)	167	181	10
< 400	13	3	1
400 - 649	10	5	1
650 - 999	5	4	0
1000 - 1499	92	126	8
⩾ 1500	47	43	-
d) Sea-going vessels with net tonnage of: (NRT)	35	23	-
< 300	-	0	-
300 - 999	34	21	-
⩾ 1000	1	2	-
e) Tugs with a power of: (HP)	436		26
< 250	266		25
250 - 399	119		-
400 - 999	51		1
⩾ 1000	-		0
f) Pusher craft with a power of: (HP)	96		7
< 250	36		1
250 - 399	18		2
400 - 999	42		4
⩾ 1000	-		-
g) Passenger vessels	-		1

Table 44

UTILIZATION OF INFRASTRUCTURES: WATERWAYS 1971

Member State: Belgium

Network: other waterways

Category of vessel (deadweight tonnage or power)	Vessel/km (in 1000's)	t/km deadweight (in 1000 000's)	Number of vessels passed through locks (in 1000's)
a) Self-propelled vessels (t)	20	7	1
< 250	4	0.6	0
250 - 399	12	4.0	1
400 - 649	3	1.6	–
650 - 999	1	0.6	–
1000 - 1499	0	0.2	–
⩾ 1500	0	0	–
b) Dumb barges (t)	6	0.7	0
< 250	5	0.5	0
250 - 399	0	0	–
400 - 649	1	0.2	–
650 - 999	–	–	–
1000 - 1499	0	0	–
⩾ 1500	0	0	–
c) Pushed barges (t)	0	0	–
< 400	–	–	–
400 - 649	–	–	–
650 - 999	–	–	–
1000 - 1499	–	–	–
⩾ 1500	0	0	–
d) Sea-going vessels with net tonnage of: (NRT)	.	.	.
< 300	.	.	.
e) Tugs with a power of: (HP)	6		–
< 250	5		–
250 - 399	1		–
400 - 999	0		–
⩾ 1000	–		–
f) Pusher craft with a power of: (HP)	1		–
< 250	–		–
250 - 399	–		–
400 - 999	1		–
⩾ 1000	–		–

Table 45

UTILIZATION OF INFRASTRUCTURES: WATERWAYS 1971

Member State: France

Network: regulated rivers

Category of vessel (deadweight tonnage or power)	Vessel/km (in 1000's)	t /km deadweight (in 1000 000's)	Number of vessels passed through locks (in 1000's)
a) Self-propelled vessels (t)	1 004	460	7
< 250	225	45	-
250 - 399	310	102	2
400 - 649	290	90	0
650 - 999	53	50	1
1000 - 1499	95	117	3
⩾ 1500	31	56	1
b) Dumb barges (t)	81	26	-
< 250	-	-	-
250 - 399	-	-	-
400 - 649	78	22	-
650 - 999	0	0	-
1000 - 1499	3	3	-
⩾ 1500	0	1	-
c) Pushed barges (t)	9	13.2	-
< 400	2	0.5	-
400 - 649	3	1.4	-
650 - 999	-	-	-
1000 - 1499	0	0.2	-
⩾ 1500	4	11.1	-

UTILIZATION OF INFRASTRUCTURES: WATERWAYS 1971

Member State: France

Network: canalized rivers

Category of vessel (deadweight tonnage or power)	Vessel/km (in 1000's)	t /km deadweight (in 1000 000's)	Number of vessels passed through locks (in 1000')
a) Self-propelled vessels (t)	25 935	10 377	1 841
< 250	88	20	11
250 - 399	20 341	6 984	1 602
400 - 649	3 656	1 709	165
650 - 999	1 489	1 206	47
1000 - 1499	304	360	14
⩾ 1500	57	97	2
b) Dumb barges (t)	400	228	36
< 250	37	6	10
250 - 399	111	38	17
400 - 649	59	29	2
650 - 999	185	145	6
1000 - 1499	7	8	1
⩾ 1500	1	2	-
c) Pushed barges (t)	7 622	5 172	270
< 400	2 540	861	111
400 - 649	2 664	1 250	93
650 - 999	1 018	773	26
1000 - 1499	520	617	12
⩾ 1500	880	1 672	28

Table 47

UTILIZATION OF INFRASTRUCTURES: WATERWAYS 1971

Member State: France

Network: canals

Category of vessel (deadweight tonnage or power)	Vessel/km (in 1000's)	t /km deadweight (in 1000 000's)	Number of vessels passed through locks (in 1000's)
a) Self-propelled vessels (t)	24 392	8 104	5 725
< 250	462	93	134
250 - 399	21 709	6 078	5 387
400 - 649	771	362	95
650 - 999	701	583	52
1000 - 1499	624	770	48
⩾ 1500	125	218	9
b) Dumb barges (t)	93	60	29
< 250	7	1	12
250 - 399	40	12	13
400 - 649	10	5	2
650 - 999	12	10	1
1000 - 1499	19	22	1
⩾ 1500	5	10	0
c) Pushed barges (t)	765	519	86
< 400	283	91	48
400 - 649	224	90	24
650 - 999	70	58	4
1000 - 1499	43	42	2
⩾ 1500	145	238	8

UTILIZATION OF INFRASTRUCTURES: WATERWAYS 1971

Member State: France

Network: other waterways

Category of vessel (deadweight tonnage or power)	Vessel/km (in 1000's)	t/km deadweight (in 1000 000's)	Number of vessels passed through locks (in 1000s)
a) Self-propelled vessels (t)	13	2.5	-
< 250	11	2.0	-
250 - 399	2	0.4	-
400 - 649	-	-	-
650 - 999	0	0.1	-
1000 - 1499	-	-	-
⩾ 1500	-	-	-

Table 49

UTILIZATION OF INFRASTRUCTURES: WATERWAYS 1971

Member State: Italy

Network: canals, rivers, lakes

Category of vessel (deadweight tonnage or power)	Vessel/km (in 1000's)	t/km deadweight (in 1000 000's)
a) Self-propelled vessels (t)	967	288
< 250	809	145
250 - 399	82	39
400 - 649	32	28
650 - 999	22	33
1000 - 1499	22	43
⩾ 1500	-	-
b) Dumb barges (t)	382	157
< 250	331	67
250 - 399	11	6
400 - 649	12	13
650 - 999	1	1
1000 - 1499	27	72
⩾ 1500	-	-
c) Pushed barges (t)	98	44
< 400	71	10
400 - 649	16	14
650 - 999	4	6
1000 - 1499	7	14
⩾ 1500	-	-
e + f) Tugs and pusher craft with a power of: (HP)	252	-
< 250	222	
250 - 399	11	
400 - 999	15	
⩾ 1000	4	
g) Passenger vessels	4 543	

NB: Number of vessels passed through locks - none

Table 50

UTILIZATION OF INFRASTRUCTURES: WATERWAYS 1971

Member State: Netherlands

Network: canalized rivers

Category of vessel (deadweight tonnage or power)	Vessel/km (in 1000's)	t/km deadweight (in 1000 000's)	Number of vessels passed through locks (in 1000's)
a) Self-propelled vessels (t)	13 289	6 789	379
< 250	2 173	381	72
250 - 399	3 402	1 116	100
400 - 649	4 640	2 402	129
650 - 999	2 208	1 792	53
1000 - 1499	762	918	14
≥ 1500	104	180	2
b) Dumb barges (t)	754	718	26
< 250	121	14	8
250 - 399	17	5	1
400 - 649	88	49	3
650 - 999	210	182	6
1000 - 1499	231	312	6
≥ 1500	87	156	2
c) Pushed barges (t)	62	94	0
< 400	-	-	-
400 - 649	-	-	-
650 - 999	13	11	0
1000 - 1499	13	17	0
≥ 1500	36	66	-
d) Sea-going vessels with net tonnage of: (NRT)	57	16	1
< 300	56	16	1
300 - 999	1	0	0
≥ 1000	-	-	-
e) Tugs with a power of: (HP)	859		30
< 250	618		23
250 - 399	162		5
400 - 999	77		2
≥ 1000	2		0
f) Pusher craft with a power of: (HP)	27		0
< 250	-		-
250 - 399	-		-
400 - 999	27		0
≥ 1000	-		-
g) Passenger vessels	29		1

Table 51

UTILIZATION OF INFRASTRUCTURES: WATERWAYS 1971

Member State: Netherlands

Network: canals

Category of vessel (deadweight tonnage or power)	Vessel/km (in 1000's)	t/km deadweight (in 1000 000's)	Number of vessels passed through locks (in 1000's)
a) Self-propelled vessels (t)	22 565	9.992	1.580
< 250	6 207	920	410
250 - 399	6 219	1.943	471
400 - 649	5 389	2.614	365
650 - 999	3 086	2.364	207
1000 - 1499	1 372	1.564	103
⩾ 1500	292	587	24
b) Dumb barges (t)	1.235	802	105
< 250	463	43	48
250 - 399	69	23	8
400 - 649	220	128	17
650 - 999	169	142	11
1000 - 1499	209	252	14
⩾ 1500	105	214	8
c) Pushed barges (t)	537	972	41
< 400	0	0	0
400 - 649	-	-	-
650 - 999	31	25	4
1000 - 1499	91	116	6
⩾ 1500	414	831	31
d) Sea-going vessels with net tonnage of: (NRT)	218	82	12
< 300	197	57	11
300 - 999	20	20	1
⩾ 1000	1	5	0
e) Tugs with a power of: (HP)	1.595		134
< 250	1.212		100
250 - 399	220		19
400 - 999	149		14
⩾ 1000	14		1
f) Pusher craft with a power of: (HP)	201		17
< 250	1		0
250 - 399	1		1
400 - 999	122		9
⩾ 1000	77		7
g) Passenger vessels	121		18

Table 52

UTILIZATION OF INFRASTRUCTURES: WATERWAYS 1971

Member State: Netherlands

Network: other waterways

Category of vessel (deadweight tonnage or power)	Vessel/km (in 1000's)	t/km deadweight (in 1000 000's)	Number of vessels passed through locks (in 1000's)
a) Self-propelled vessels (t)	22 122	15 648	144
< 250	1 844	297	15
250 - 399	6 305	2 150	41
400 - 649	4 576	2 376	31
650 - 999	5 116	4 257	31
1000 - 1499	2 870	3 502	17
≥ 1500	1 411	3 066	9
b) Dumb barges (t)	1 159	2 789	8
< 250	56	11	1
250 - 399	249	96	2
400 - 649	79	42	1
650 - 999	36	35	0
1000 - 1499	11	43	0
≥ 1500	728	2 562	4
c) Pushed barges (t)	994	1 366	5 796
< 400	-	-	-
400 - 649	-	-	-
650 - 999	99	75	580
1000 - 1499	195	235	1 139
≥ 1500	700	1 056	4 077
d) Sea-going vessels with net tonnage of: (NRT)	43	16	0
< 300	42	16	0
300 - 999	1	0	-
≥ 1000	-	-	-
e) Tugs with a power of: (HP)	1 867		13
< 250	627		6
250 - 399	490		3
400 - 999	498		3
≥ 1000	252		1
f) Pusher craft with a power of: (HP)	507		3
< 250	-		-
250 - 399	-		0
400 - 999	203		1
≥ 1000	304		2
g) Passenger vessels	24		1

Table 53

UTILIZATION OF INFRASTRUCTURES: WATERWAYS 1971

All Member States

Category of vessel	Belgium	France	Italy	Netherlands	Total	%
1. Vessel/km (in 1000's)						
Self-propelled vessels	24 436	51 344	967	57 976	134 723	83.8
Dumb barges	525	574	382	3 148	4 629	2.9
Pushed barges	248	8 396	98	1 593	10 335	6.4
Sea-going vessels	37	–		318	355	0.2
Tugs	594	–	252	4 321	6 021	3.7
Pusher craft	119	–		735		
Passenger vessels	–	–	4 543	174	4 717	2.9
Total	25 959	60 314	6 242	68 265	160 780	100
2. T/km deadweight (in 1000 000's)						
Self-propelled vessels	11 684	11 649	288	32 428	56 049	80.2
Dumb barges	430	314	157	4 309	5 210	7.5
Pushed barges	257	5 704	44	2 433	8 438	12.1
Sea-going vessels	23	–	–	114	137	0.2
Total	12 394	17 667	489	39 284	69 834	100
3. Number of vessels passed through locks (in 1000's)						
Self-propelled vessels	1 827	7 573	–	2 094	11 494	64.4
Dumb barges	32	65	–	139	236	1.3
Pushed barges	11	–	–	5 837	5 848	32.8
Sea-going vessels	0	–	–	13	13	0.1
Tugs	35	–	–	177	212	1.2
Pusher craft	7	–	–	20	27	0.1
Passenger vessels	1	–	–	20	21	0.1
Total	1 913	7 638	–	8 300	17 851	100

UTILIZATION OF INFRASTRUCTURES: WATERWAYS 1971

All Member States

Network: all waterways

Category of waterway for self-propelled vessels, dumb barges, pushed barges	Belgium	France	Italy	Netherlands	Total
Vessel/km (in 1000's)					
Regulated rivers	3 929	1 094	-	-	5 023
Canalized rivers	7 366	33 957	-	14 105	55 428
Canals	13 888	25 250	1 457	24 337	64 932
Other waterways	26	13	-	24 275	24 314
Total	25 209	60 314	1 457	62 717	149 697
T/km deadweight (in 1000 000's)					
Regulated rivers	2 272,0	499.0	-	-	2 771.0
Canalized rivers	2 931.0	15 777.0	-	7 601	26 309.0
Canals	7 161,0	8 683,0	489	11 766	28 099.0
Other waterways	7.7	2,5	-	19 803	19 813.2
Total	12 371,7	24 961.5	489	39 170	76 992.2
Number of vessels passed through locks (in 1000's)					
Regulated vessels	16.8	7	-	-	23.8
Canalized rivers	719.5	2 147	-	396	3 262.5
Canals	1 132.0	5 840	-	1 726	8 698.0
Other waterways	1.0	-	-	5 948	5 949.0
Total	1 869.3	7 994	-	8 070	17 933.3

SUMMARY

1. General considerations

1.1 The value of a statistical report is measured by the use which may be made of the knowledge thus acquired.

We should therefore first examine the value of such knowledge, bearing in mind the objectives for which it was thought necessary to collect such data.

1.2 The last part of this first report on the accounting system used for infrastructure expenditure is therefore devoted to a brief analysis of its content and characteristics. It then deals with the original aims of Regulation No 1108/70, the development of the system of charging for the use of transport infrastructures since 1970 and how the data to be collected and submitted has been affected thereby. Any improvements or changes resulting from this analysis will of course form the subject of a prior discussion by the appropriate committees.

2. Aspects of the first report

2.1 The comments of the Member States appended to the data notified are a clear indication of the amount of work which had to be done to collect and compile the figures. Mention was made of the problems encountered and the fact that some of them were due to the lack of centralization, at the national level, of data on roads and inland waterways. These difficulties are the main reason for the considerable delay in the notification of certain figures to the Commission, and explain the delay in the submission of this report which is still lacking a certain amount of information.

2.2 It was necessary, when collecting the data, to approximate to a certain extent, by means of sample surveys, extrapolations, estimates, etc. An analysis among the Member States of traffic units would be based on information which is neither uniform nor comparable. We can but emphasize what is said about the need for prudence in using the Annex, which contains data for the Community as a whole.

2.3 In view of the large amount of certain data on the use of infrastructures, in particular roads and inland waterways, the Commission synthesized the results notified within the framework of the Regulation. In order to achieve a clearer presentation, certain figures have been compressed, rounded off and simplified, according to the degree of precision of the estimates.

3. Aims and application of the accounting system

3.1 Regulation No 1108/70 is based on the need to have available data on the expenditure and use of transport infrastructures as an essential prerequisite to charging for the use of such infrastructures. Generally speaking, it can be said that the present report reasonably accomplishes this task. Furthermore, it is likely that certain gaps will be filled in the near future, enabling future reports to be more complete.

3.2 Improved data sampling and collecting methods, and more closely comparable figures can be expected for forthcoming reports. This will make it possible to discover certain trends in a country and to establish a higher degree of comparability of data at the national level.

3.3 However, the developments which have occurred in the system of changing for the use of infrastructures since 1970 have necessitated other improvements and changes to the accounting system, some of which are indicated below:

3.3.1 The proposal for a decision submitted to the Council by the Commission on 24 March 1971 outlines a charging system based on the marginal social cost combined with budgetary equilibrium. This system requires a far more detailed knowledge of the marginal costs than that originally envisaged by Regulation No 1108/70; it is now clear, for example, that the rates of marginalization vary from one constituent factor of the marginal cost to another.

3.3.2 As regards investments, applying the constraint of achieving budgetary equilibrium - with or without recourse to loans - would presuppose the availability of absolutely clear figures regarding investments and loans and regarding interest and amortization charges relating to them.

3.3.3 In the intersst of comparability at national and international level - the procedure whereby investments in rail infrastructures are notified net of State compensation must be changed.

3.3.4 Other criteria need to be harmonized or made uniform at Community level, for example;

- criteria for drawing the dividing line between roads situated inside built-up areas and those outside such areas (Article 8(2));
- criteria for determining that part of the expenditure shared by the transport function and other functions exercised by infrastructures chargeable to the transport function (Article 9(1)).

4. Measures to be taken

4.1 Under Article 9 of Regulation No 1108/70 the Commission must bring about the progressive approximation and improvement of cost survey methods and the alignment of accounting systems. With this aim in view the Commission proposes to convene, in the second half of 1974, the Committee of government experts set up in 1965 to assist the Commission in the work concerning the system of charging for infrastructure utilization.

4.2 Among the items to be examined by the abovementioned Committee are the figures concerning the distance run by commercial vehicles classified by permissible maximum gross weight and actual axle load (Table B.2). As neither trustworthy data nor even rough estimates are available the Commission has proposed, as a temporary solution, to determine marginal costs on the basis of nominal weight.

5. In conclusion, the Commission takes this opportunity to emphasize the substantial progress which the completion of this first report represents and to indicate the directions which future developments may take.

ANNEX

In addition to the straightforward presentation of the findings of the survey on expenditure on and utilization of transport infrastructures in the six original Member States, it seemed worthwhile to provide information regarding the three new Member States and to attempt to make a preliminary summary of the findings.

The first part of this analysis provides data of the kind required under Regulation No 1108/70. Denmark, Ireland and the United Kingdom submitted this information on an unofficial basis.

The summary tables in the second part contain aggregated information for the Six and in some cases for the Nine and analyze this information in terms of certain criteria. It should be emphasized that these analyses have a low level of confidence. For technical, economic and statistical reasons it proved impossible to collect truly comparable data for this first report. This applies to an even greater extent to the data supplied by the new Member States. However, these tables do make it possible for orders of magnitude to be perceived as regards Community infrastructures.

A. Data submitted by the three new Member States

The obligations incumbent upon the new Member States under Regulation No 1108/70 take effect from 1 January 1974. However, it is clear that the availability of figures concerning expenditure on and utilization of infrastructures over a period of several years would make it possible to assess more effectively the value of the data and the special features of each of the three modes of transport in the enlarged Community.

With this aim in view the three new Member States were asked to submit information in their possession which could be used for the purposes of Regulation No 1108/70.

The figures submitted are set out below for each country. Data concerning expenditure and information regarding utilization are dealt with in turn. Expenditure is given in the currency of the country concerned and in units of account.

I. Denmark

The reference period runs from 1 April 1971 to 31 March 1972.

1. Expenditure relating to transport infrastructures in 1971

1.1 Railways

The DSB network consists of 4 752 km of line.

1. Expenditure - Railways

(in millions of Dkr, m u.a. and %)

Unit	DSB Network					Private network	All networks
	Investment	Current expend.	Overheads	Operating expend., (current expend. and overheads)	Total	(not broken down)	
Dkr '000 000	159	270	37	307	466	10	476
m u.a.	21	36	5	41	62	13	63
%	33	57	8	65	98	2	100

No figures were available regarding loans contracted by the DSB; loans for the private network amount to Dkr 7 400 000 (0.96 m u.a.).

1.2 Roads

2. Expenditure by category of road

(in millions of Dkr, m u.a. and %)

Category	Investment	Current expend.	Other expend.	Operating expend. (current expend. and other expend.)	Expend. not broken down	Total	Total %
1. Motorveje	488	26	19	45	-	533	22
2/3 Hovedlandeveje and landeveje	379	205	133	338	-	717	29
4. Biveje	-	-	-	-	1 236	1 236	49
Total (Dkr '000 000)	867	231	152	383	1 236	2 486	100
Total (m u.a.)	115	31	20	51	164	330	
Total (%)	35	9½	6	15½	49½	100	

1.3 Waterways

There are no waterways in Denmark.

2. Utilization of transport infrastructures in 1971

2.1 Railways

3. Utilization - Railways

DSB Network	Distance run by			Other	Total
	Passenger trains		Goods trains		
	Long-distance express trains	Other categories			
Train/km ('000)					
electric	-	6 540	-	-	6 540
other	10 152	15 961	7 639	14	33 766
Total	10 152	22 501	7 639	14	40 306
t/km ('000 000)					
electric	-	1 465	-	-	1 465
other	.	.	5 437	.	.
Total	.	.	5 437	.	.

2.2 Roads

The data for the utilization of road infrastructures concern only "hovedlandeveje" and "landeveje".

4. Utilization - Roads

Category of vehicle	vehicle/km (in millions)
1. Passenger vehicles with less than 10 seats	8 650
3. Lorries	2 450
4. Lorries with trailer	280
5. Tractors with semi-trailer	110
6. Buses and coaches	90
Total	11 580

2.3 Waterways

None.

II. Ireland

1. Expenditure relating to transport infrastructures in 1971

The reference period runs from 1 April 1971 to 31 March 1972.

The Córas Iompair Eireann (CIE) network consists of 2 696 km of line

5. Expenditure - Railways

(in thousands of £, m u.a. and %)

Unit	Investment	Current expenditure	Overheads	Operating expenditure	Total
£ '000	1 118(a)	2 683(b)	625	3 309	4 426
m u.a.	2.7	6.5	1.5	8.0	10.7
%	25	61	14	75	100

(a) including 1 063 on replacements

(b) including 1 763 on maintenance.

1.2 Roads

The reference period runs from 1 April 1970 to 31 March 1971.

6. Expenditure on the whole of the road network

(in millions of £, m u.a. and %)

Category of road	Investment	Current expend.	Overheads	Operating expend. (current expend. and overheads	Total
1. National primary roads	3.8	1.0		0	4.8
2. National secondary and main roads	2.9	5.0		5.0	7.9
3. County roads	2.1	6.4		6.4	8.5
4/5 County borough and urban roads	1.2	1.0		1.0	2.2
Expenditure not broken down	-	1.2	4.4	5.6	5.6
Total	10.0	14.6	4.4	19.0	29.0
Total in m u.a.	24	35	11	46	70
Total (%)	34	50	16	66	100

NB:

- it is not possible at present to draw the dividing line between networks within built-up areas and those outside such areas;
- no figures are available concerning expenditure on police;
- the current expenditure not broken down concerns lighting.

1.3 Waterways

There are no waterways in Ireland.

2. Utilization

2.1 Railways

7. Utilization - Railways

CIE Network	Distance run by		Other	Total
	Passenger trains	Goods trains		
Train/km ('000)				
electric	–	–	–	–
other	6 920	4 372	340	11 632
t/km ('000 000)				
electric	–	–	–	–
other	.	561	.	.

2.2 Roads

Data not available.

2.3 Waterways

None.

III. United Kingdom

The findings are presented as lump figures, but for England and Wales the reference period runs from 1 April 1971 to 31 March 1972 and for Scotland from 14 May 1971 to 15 May 1972.

1. Expenditure relating to transport infrastructures in 1971

1.1 Railways

8. Expenditure - Railways

(in millions of £, m u.a. and %)

Network	Investment	Current expenditure	Overheads	Operating expenditure (current expenditure and overheads)	Total	Total %
British Railways	68.2	109.9	8.4	118.3	186.5[a]	93
London Transport	5.7	7.7	-	7.7	13.4	7
Northern Ireland Railways	.	.	.	.	.	
Total (£'000 000)	73.9	117.6	8.4	126.0	199.9	100
Total (in m u.a.)	178	283	20	303	481	
Total (%)	37	59	4	63	100	

[a] a subsidy of £7.5 million (= 18 m u.a.) - not broken down - was granted.

2. Utilization

2.1 Railways

11. Utilization - Railways

BR and LT Networks	Distance run		Other	Total
	Passenger trains	Goods trains		
Train/km (in '000)				
British Railways	138 000	9 200	21 500	431 400
electric				
other	180 000	82 700		
London Transport	48 000	-	-	48 000
Total	366 000	91 900	21 500	479 400
t/km ('000 000)	.	.	.	24 000

2.2 Roads

12. Utilization - Roads

(vehicle/km - '000 000)

Category of vehicle	Category of road				Total
	1 Motorways	Principle roads 2		3 Other roads	
		In built-up areas	Outside built-up areas		
1. Passenger vehicles with less than 10 seats	8 666	66 395	66 555	32 267	173 883
2. Vans	727	6 764	7 666	4 524	19 681
3. Lorries, including tractors and trailers	2 479	6 291	8 931	1 766	19 467
4. Buses and coaches	116	1 796	1 116	573	3 601
5. Two-wheeled vehicles	26	1 564	1 173	1 036	3 799
Total	12 014	82 810	85 441	40 166	220 431

2.3 Waterways

The network of the British Waterways Board carried about 160 million t/km in the reference period.

B. Summary of Data

1. Set out below are a number of comparisons which seem relevant and which ought to be examined in future reports.

The data available have been used as the basis for an examination – for each mode of transport – of the relationship between investment expenditure and the length of the network, that between operating expenditure and the utilization of infrastructures, and that between the utilization and the length of infrastructures (traffic density).

A summary table of expenditure on all three modes of transport and a comparison with the findings of the first survey carried out in 1966 are also included.

1. Railways 1971 - Infrastructures

Member State	Area ('000 km²)	Length of Railway		Utilization of Railways				Investment Expenditure		Operating Expenditure		
		Total ('000 km)	km per 1000 km² of area	Train/km	Train/km per km of line ('000)	t/km ('000 m)	t/km per km of line ('000 000)	Total (m u.a.)	Per km of line ('000 u.a.)	Total (m u.a.)	Per train/km (u.a.)	Per 1000 t/km (u.a.)
1	2	3	4 = 3/2	5	6 = 5/3	7	8 = 7/3	9	10 = 9/3	11	12 = 11/5	13 = 11/7
Belgium	30.5	11.7	383	84.0	7.2	39.0	3.3	59.0	5.0	85.0	1.0	2.2
Germany	248.5	66.9	269	676.9	10.1	311.3	4.6	200.0	3.0	989.0	1.5	3.2
France	547.0	76.8	140	484.4	6.3	282.4	3.7	75.0*	1.0	227.0*	0.5	0.8
Italy	301.2	29.5	98	281.3	9.5	126.9	4.3	218.0	7.4	352.0	1.2	2.8
Luxembourg	2.6	0.7	257	5.7	8.5	2.3	3.4	2.5	3.7	7.5	1.3	3.3
Netherlands	36.6	7.0	190	103.4	14.8	27.2	3.9	20.0	2.9	69.0	0.6	2.5
Total for the Six	1 166.4	192.6	165	1 634.8	8.5	789.1	4.1	574.5	3.0	1 729.5	1.1	2.4
Denmark	43.1	4.7	111	40.3	8.5	.	.	21.0	4.4	41	1.5	.
Ireland	70.3	2.7	38	11.6	4.3	.	.	2.7	1.0	8	0.7	.
United Kingdom	244.0	49.9	204	479.4	9.6	.	.	178.0	3.6	303	0.6	.
Total for the Nine	1.523.8	249.9	164	2 166.1	8.7	.	.	776.2	3.1	2 081.5	1.0	.

* Underestimated (see Chapter I - Part One)

2. Roads 1971 - Infrastructures

2.1 Expenditure and Length of Networks - 1971

Member State	Area ('000 km²)	Length and Density of Road: Length ('000 km)					Density		Total expenditure per category ('000 u.a. per km of road)					Investment Expenditure	
		Auto-routes	Other State roads (Autres routes d'Etat)	Provincial roads (Routes provinciales)	Local authority roads (routes communales)	Total	km of road per km²	km of autoroute per 1000 km²	Auto-routes	Other State roads autres routes d'Etat)	Provincial roads (routes provinciales)	Local authority roads (routes communales	Total	Total (m u.a.)	Per km ('000 u.a.)
1	2	3	4	5	6	7	8 = 7/2	9 = 3/2	10	11	12	13	14	15	16 = 15/7
Belgium	30.5	0.6	11.0	1.3	82.0	94.9	3.1	19.6	798.4	8.3	9.9	2.5	9.3	571	6.2
Germany	248.5	4.8	33.6	126.0	260.0	424.4	1.7	19.3	230.6	21.5	5.2	9.7	11.8	3 561	8.4
France	547.0	1.7	81.0	278.7	422.0	783.4	1.4	3.1	159.0	8.3	1.7	1.7	3.1	1 447	1.8
Italy	301.2	4.3	43.0	93.0	146.0	286.3	0.9	14.3	183.8	14.1	4.4	3.7	8.2	1 413	4.9
Luxembourg	2.6	-	0.8	2.0	1.6	4.4	1.7	-	-	.	.	.	2	.	.
Netherlands	36.6	1.1	3.0	7.5	37.3	48.9	1.3	30.0	227.8	12.6	14.2	8.8	18.2	582	11.9
Total for the Six	1166.4	12.5	172.4	508.5	948.9	1 642.3	1.4	10.7	230.1	12.4	3.4	4.5	7.1	7 574	4.6
Denmark	43.1	0.2	4.4	6.8	51.9	63.3	1.5	5.5	280.0	11.4	7.4	3.2	5.2	226*	3.6
Ireland	70.3	.	.	.	.	85.6	1.2	.	.	.	.	.	0.8	24	0.3
United Kingdom	244.0	1.8	14.0	34.4	312.4	362.6	1.5	7.4	280.0	17.9	20.0	1.9	5.6	1 211	3.3
Total for the Nine	1523.8	14.5	190.8	549.7	1 313.2	2 153.8	1.4	9.5	237.0	13.3	4.6	3.8	6.5	9 035	4.2

* After allocation of the expenditure not broken down (50/50)

2.2 Utilization of road infrastructures 1971

Member State	Utilization by category of road										Operating Expenditure	
	Vehicle/km ('000 million)					Vehicle/km per km of road ('000)						
	Auto-routes	Other State roads (Autres routes d'Etat)	Provincial roads (routes provinciales)	Local authority roads (Routes communales)	Total	Auto-routes	Other State roads (Autres routes d'Etat)	Provincial roads (routes provinciales)	Local authority roads (Routes communales)	Total	Total (m u.a.)	In u.a. per 1000 vehicle/km
Belgium	.	.	.	.	.	.	.	.	.	.	92	.
Germany	.	.	.	.	.	.	.	.	.	.	1.460	.
France	11.8	79.9	38.8	.	130.5*	6.9	1.0	0.14	.	0.17*	949	7.3*
Italy	17.5	81.6	19.1	.	118.2*	4.1	1.9	0.2	.	0.37*	927	7.8*
Luxembourg	-	0.5	0.2	0.1	0.8	-	0.7	0.1	0.03	0.18	.	.
Netherlands	.	.	.	.	.	.	.	.	.	.	306	.
Denmark	.	.	.	.	11.6	.	.	.	.	0.18	104**	8.9
Ireland	.	.	.	.	.	.	.	.	.	.	46	.
United Kingdom	12.0	82.8	85.4	40.2	220.4	6.8	5.9	2.5	0.13	0.61	816	3.7

* Data incomplete

** After allocation of expenditure not broken down (50/50)

3. Waterways 1971 - Networks, expenditure, utilization

Member State	Network in km			Investment Expenditure		Operating Expenditure			Utilization					
									Vessel/km		t/km		Vessels passed through locks	
	Total	Utilized regularly	Within the scope of the survey on utilization	Total (m u.a.)	Per km of network utilized ('000 u.a.)	Total (m u.a.)	In u.a. per 1000 vessel/km	Per million t/km '000 u.a.)	Total ('000 000)	per km of waterway ('000)	Total ('000 000)	'000 per km of waterway	Total ('000 000)	per km of waterway ('000)
1	2	3	4	5	6 = 5/3	7	8 =7/10	9 =7/12	10	11=10/4	12	13=12/4	14	15=14/4
Belgium	1 970	1 537	1 537	67.8	44	13.8	465	1.1	30.0	19.5	12.4	8.1	1.9	1.2
Germany	5 978	4 369	-	153.0	35	82.0	-	-	-	-	-	-	-	-
France	8 623	7 192	6 019	.	.	.	.	.	60.3	10.0	17.7	2.9	7.6	1.2
Italy	2 237	1 865	1 677	11.6	6	3.6	560	7.1	6.2	3.7	0.5	0.3	-	-
Luxembourg	37	37	-	0.1	3	0.1	-	-	-	-	-	-	-	-
Netherlands	5 587	5 587	2 752	60.0	11	26.4	388	0.7	68.3	24.8	39.3	14.3	8.3	3.0
Total for the Six	24 432	20 587	.	.	.	126.0**	.	.	.	.	.	.	.	.
United Kingdom	1 156	624	624	.	.	11.2	.	.	.	.	0.2	2.6	.	.
Total for the Nine*	25 588	21 211	.	.	.	137.2**	.	.	.	.	.	.	.	.

* There are no waterways in Denmark and Ireland of the type covered by Regulation No 1108/70

* * Incomplete

2. The aim of this part of the paper is not to analyze findings which are too diversified from a structural point of view and which, as they relate to one year, may be the result of short-term economic factors, but to compare data in order to work out assessment criteria without coming to any conclusions for the time being.

Similarities may be noted in some cases but it will take a series of surveys over several years before trends can be identified more clearly.

With this aim in mind the figures relating to expenditure and utilization for 1966[1, 2] are compared with those of 1971.

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[1] Commission report to the Council (SEC(69) 2169 final).

[2] Commission report to the Council (SEC(69) 3450 final).

1. Transport infrastructures: Investment expenditure in 1966 and 1971

in m u.a. and in terms of indices (1966 = 100

Member State	Rail			Road			Waterway			All three modes of transport		
	1966	1971	Index $\frac{71}{66}$	1966	1971	Index $\frac{71}{66}$	1966	1971**	Index $\frac{71}{66}$	1966	1971	Index $\frac{71}{66}$
Belgium	44.0	59.0	134.0	167	571	342	55	68.0	124	266.0	698.0	262
Germany	203.0	200.0	98.0	2 050	3 561	174	80	153.0	191	2 333.0	3 914.0	168
France	198.0	75.0*	38.0	571	1 447	253	42	.	.	5 811.0	(1 522.0	(188)
Italy	139.0	218.0	157.0	665	1 413	212	12	11.0	92	816.0	1 642.0	201
Luxembourg	1.5	2.5	167.0	8	.	.	.	0.1	.	(9.5)	(2.6)	.
Netherlands	36.0	20.0	55.5	148	582	393	27	60.0	222	211.0	662.0	314
Total for the Six	621.5	574.5	92.0	3 609	(8 067)	(224)	(216)	(315.0)	146	(4 446.5)	(8 440.6)	(190)
Denmark	.	21.0		.	226		.	-		.	247.0	
Ireland	.	2.7		.	24		.	-		.	26.7	
United Kingdom	.	178.0		.	1 211		.	.		.	(1 389.0)	
Total of the Nine	.	776.2		.	(9 528)		.				(10103.3)	

*underestimated

() incomplete

** figures rounded off to the next highest unit

2. Transport infrastructures: Operating expenditure in 1966 and 1971

in m u.a. and in terms of indices (1966 = 100)

Member State	Rail			Road			Waterway			All three modes of transport		
	1966	1971	Index 71	1966	1971	Index $\frac{71}{66}$	1966	1971**	Index $\frac{71}{66}$	1966	1971	Index $\frac{71}{66}$
Belgium	57.0	85,0	149	41	92	224	13	14.0	108	111,0	191.0	172
Germany	590.0	989,0	168	1.005	1.460	145	80	82,0	102	1.675.0	2 531.0	151
France	341.0	227.0*	67*	575	949	165	18	.	.	934.0	(1 176,0)	(126)
Italy	190.0	352.0	185	368	927	252	1	3.5	350	559.0	1 282.5	229
Luxembourg	8.5	7.5	88	5	.	.	.	0,1	.	(13.5)	(7.6)	.
Netherlands	27.0	69.0	256	62	306	494	12	26,0	217	101.0	401.0	397
Total for the Six	1 213.5	1 729.5	143	2.056	(3 734)	182	(124)	(125.6)	.	3.380,0	(5 589.1)	(165)
Denmark	.	41.0		.	104		-	-		.	145.0	
Ireland	.	8,0		.	46		-	-		.	54.0	
United Kingdom	.	303,0		.	816		.	11.2		.	1.130.2	
Total for the Nine	.	2 081.5		.	4 700		.	(136.8)		.	(6 918.3)	

*underestimated

() incomplete

**figures rounded off to the next highest unit

3. Transport infrastructures: Total expenditure in 1966 and 1971

in m u.a. and in terms of indices (1966 = 100)

Member State	Rail			Road			Waterway			All three modes of transport		
	1966	1971	Index 71/66	1966	1971	Index 71/66	1966	1971 **	Index 71/66	1966	1971	Index 71/66
Belgium	101	144	143	218	880	404	68	82.0	121	377	1 106.0	293
Germany	793	1 189	150	3 055	5 021	164	160	235.0	147	4 008	6 445.0	161
France	539	302*	56*	1 146	2 396	209	60	.	.	1 745	(2 698.0)	155
Italy	329	570	173	1 033	2 340	227	13	14.5	112	1 375	2 924.5	213
Luxembourg	10	10	100	13	8	62	.	0.2	.	.	18.2	.
Netherlands	63	89	141	210	888	423	39	86.5	222	312	1 063.5	341
Total for the Six	1 835	2 304	126	5 675	11 533	203	(340)	(418.2)	123	(7 817)	(14 255.2)	182
Denmark	.	63		.	330		.	-		.	393.0	
Ireland	.	11		.	70		.	-		.	81.0	
United Kingdom	.	481		.	2 027		.	(11.2)		.	(2 519.2)	
Total for the Nine	.	2 859		.	13 960		.	(429.4)		.	(17 248.4)	

*underestimated
() incomplete
**figures rounded off to the next highest unit

4. Transport infrastructures: Utilization 1966 - 1971 and index (1966 = 100)

Member State	Rail						Road		Waterway (a)		
	Train/km ('000 000)			t/km ('000 million)			Vehicle/km ('000 million)		Vessel/km ('000 000)	t/km deadweight ('000 million)	Number of vessels passed through locks ('000 000)
	1966	1971	Index	1966	1971	Index	1966	1971	1971	1971	1971
1	2	3	4 = 3/2 x 100	5	6	7 = 6/5 x 100	8	9	10	11	12
Belgium	79.8	84.1	105	34.0	39.0	115	17.9	.	30.0	12.4	1.9
Germany	542.3	675.9	125	223.5	311.3	139	220.1	.	.	.	.
France	446.5	484.4	108	278.5	282.4	101	141.7	130.5[a]	60.3	17.7	7.6
Italy	260.0	281.3	108	139.8	126.9	91	88.9	118.2[a]	6.2	0.5	-
Luxembourg	4.5	5.7	127	1.9	2.3	121	1.1	0.8	-	-	-
Netherlands	76.3	103.4	135	26.2	27.2	104	32.1	.	68.3	39.3	8.3
Total for the Six	1 409.4	1 634.8	116	703.9	789.1	112	501.8	.	.	.	.
Denmark	.	40.3	.	.	.	.	.	11.6	-	-	-
Ireland	.	11.6	.	.	.	.	.	.	-	-	-
United Kingdom	.	479.4	.	.	.	.	.	220.4	-	0.2	-
Total for the Nine	.	2 166.1	.	.	.	.	.	.	.	.	.

(a) As the survey carried out in 1966 does not cover the same waterway networks, the figures concerning utilization are not comparable.