

COMMISSION OF THE EUROPEAN COMMUNITIES

SEC(92) 1221 final

Brussels, 30 June 1992

SEVENTH BIENNIAL REPORT FROM THE COMMISSION TO THE COUNCIL

on the economic and financial situation of Railway undertakings

(1985 - 1987)

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I. INTRODUCTION

1. Article 14 of the Council Decision of 20 May 1975 on the improvement of the situation of railway undertakings and the harmonization of rules governing relations between such undertakings and the Member States (75/327/EEC)⁽¹⁾ provides:

"Every two years, the Commission shall submit to the Council a report on the implementation by Member States of this Decision and of Regulations (EEC) Nos 1191/69, 1192/69 and 1107/70. The report must clearly indicate the results achieved, with particular regard to any change in the financial situation of the railway undertakings."

2. To facilitate comprehension and maintain continuity, this report (covering the period 1985-87) follows the same format as previously.
3. The report has to be seen in the framework of the Community's railway policy as defined in the above mentioned measures. In this regard also the following statement from the Commission's policy document - Progress towards a Common Transport Policy (inland Transport) - of February 1983⁽²⁾ remains valid, where it has been said that '...the challenge is to contribute, at the level of the Community, to the creation of conditions conducive to reducing the financial burdens of the railways while in turn allowing road transport and inland waterways to develop in accordance with their proper economic dynamics ... the railways are likely to be helped more by improving the

(1) OJ No L 152, 12.06.1975

(2) OJ No C 154, 13.06.1983

efficiency and attractiveness of the railway services and in helping them to adjust to present and future market needs than by tightening or even maintaining the present restrictions on other forms of transport'.

4. To meet this challenge, Community railway policy aims to:

- remove distortions between the different modes of land-based transport,
- make the relationship between governments and their national railway undertakings fully transparent,
- improve cooperation between railway undertakings,
- develop all forms of inter-modal cooperation,
- develop railway infrastructure.

5. This report attempts to examine the extent to which these objectives are being attained and the financial evolution of the railway's situation. The report is in two parts:

- PART I reports upon the actions which have been taken and are currently being taken at both Community and national levels to eliminate distortions in the transport market, develop cooperation between the railway undertakings, improve the railway's financial situation and improve transparency of State/Railway relationships.
- PART II is devoted to an analysis of the economic and financial evolution of railway undertakings over the period 1985 to 1987.

6. This report and its analysis have to be seen also in the perspective of the future evolution of the Common Transport Policy. This evolution will be marked by the attainment of the targets fixed by the White Paper of the Commission on the

completion of the internal market, the European Council's Decision of May 1985 confirming the obligation of Member States to implement within a reasonable delay freedom to provide services and the conclusions of the "Transport" Councils in November 1985 and June 1986 on the creation of a free market in the transport sector. Opening up the national markets for road traffic and for inland shipping and deregulation of the international markets for these two sectors (and for aviation) will change the competitive position of the railways and will mean a new and difficult challenge for these enterprises. The need to improve the structure and quality of railway services will become more urgent than ever.

In the memorandum on a Community railway policy of 25 January 1990 (1), the Commission presented four proposals which take these considerations into account:

- Proposal for a COUNCIL DIRECTIVE on the development of the Community's railways
- Proposal for a COUNCIL REGULATION (EEC) amending Regulation (EEC) No 1191/69 on action by Member States concerning the obligations inherent in the concept of a public service in transport by rail road and inland waterway
- Proposal for a COUNCIL DECISION concerning the establishment of a network of high speed trains
- Proposal for a COUNCIL DIRECTIVE amending Directive 75/130/EEC on the establishing of common rules for certain types of combined carriage of goods between Member States.

These proposals are considered in detail in Chapter C. The Council has reached decisions on all four proposals.

(1) COM(89) 564 final

Part I

A) IMPLEMENTATION OF REGULATIONS (EEC) Nos 1191⁽¹⁾, 1192/69⁽²⁾ and 1107/70⁽³⁾

7. These regulations provide the statutory framework for State financial interventions. They are also important instruments for neutralizing distortions in the transport market and making the State/Railway relationship more transparent. A full breakdown of State financial interventions for the period of the report is provided in Annex I (a).
8. Amendments to Regulation (EEC) Nos 1107/70 and 1191/69 have come into force since the last report. These are described in this chapter and in Chapter C.
9. Council Regulation (EEC) No 1100/89⁽⁴⁾ amending Regulation (EEC) No 1107/70 on the granting of aids for transport by rail, road and inland waterway was adopted by the Council on 27 April 1989. This Regulation enables the Member States to support combined transport up to 31 December 1992 by means of temporary subsidies relating to:
 - investments in infrastructure or fixed and movable goods transshipment facilities
 - the operating costs of combined transport with respect to intra-Community transit transport through the sovereign territory of non-EC countries.

(1) OJ No L 156, 28.06.1969

(2) OJ No L 156, 28.06.1969

(3) OJ No L 130, 15.06.1970

(4) OJ No L 116, 28.4.1989

B) IMPLEMENTATION OF DECISION 75/327/EEC

10. This section of the report covers the progress made to implement the specific provisions of the Decision by
- Member States,
 - Community, Member States and National Bodies, and
 - Community Bodies.

Actions undertaken by Member States**11. Implementation of the Decisions**

Article 16 provides that "as soon as possible and not later than 01/01/1977, Member States shall, after consultation with the Commission, give effect by law, regulation or administrative action, to such provisions as may be necessary for the implementation of this Decision".

12. Business and financial programmes

Article 3 of the Decision provides "... each railway undertaking shall.....submit its business plans, possibly covering a number of years, including its investment and financing programmes within the framework of the overall policies laid down by the State and taking account of national transport planning, particularly with regard to infrastructure". A summary of the essential features of the plans received by 31 July 1991 is given below:

DE DANSKE STATSBANER (DSB)

In spring 1990 the Danish parliament approved the material and financial total ceiling for the activities of the DSB up to the opening of the Great Belt Link in 1993. Within this ceiling the DSB enjoys a considerable degree of independence. Integration into future European cooperation in the area of transport is regarded as vital for the development of the DSB.

A total of 85 IC/3 trains and 17 electric regional trains are being purchased to provide for most of the passenger traffic over the Great Belt and the associated increase in inland long-distance traffic. In addition, up to 12 electric locomotives are being purchased for use for national and international goods traffic as well as passenger traffic at peak periods.

It has also been agreed that DSB's reinvestments will increase annually by DKR 50 million in the period 1991 - 1993.

According to the Appropriation Act for 1990, the appropriations for the DSB are as below (in DKR million at 1990 prices):

	1989 ¹⁾	1990	1991	1992	1993
Operating grant	1 282	1 090	1 030	861	696
Payments to A/S Storebaelt	0	0	0	0	438
Operating grant, incl. payments to A/S Storebaelt	1 282	1 090	1 030	861	1 134
Investment grant, net	1 840	1 668	2 159	2 093	1 246
Grant, total	3 122	2 758	3 189	2 954	2 380

1) Figures have been adjusted

DEUTSCHE BUNDESBahn (DB)

The economic situation of the DB has developed as below up to year end 1988:

- The annual deficit fell from approx. DM 4.1 thousand million (1982) to DM 2.9 thousand million (1985). However, it then rose again to DM 3.3 thousand million (1986) and DM 3.9 thousand million (provisional result 1988).
- Between 1983 and 1985 net borrowing was held at DM 0.2 thousand million, but in the last three years had to be increased to a total of DM 6.8 thousand million.
- Indebtedness increased correspondingly from DM 36.0 thousand million (1982) to DM 36.2 thousand million (1985) and DM 43.0 thousand million (1988).
- Up to 1988 the deficit as the sum of net borrowings and state aid, at DM 15.5 thousand million, was held at the 1982 level, but increased again in 1988 to approx. DM 16.1 thousand million.

In pursuance of the directives the DB board has stabilized expenditure. At current prices total and labour costs remained virtually constant between 1982 and 1988. In real terms the pro rata reductions set by the DB board (1990/82: -25% and -30%) have largely been achieved. The reduction in the workforce from 314 000 (1982) to 248 000 (1988) was a significant contributory factor.

On the income side, DB's own earnings fell by approx. DM 800 million between 1985 and 1988. Revenue from passenger and goods traffic is now of the same order as in 1982.

In the period of the report DB has intensified its endeavours particularly with regard to modernizing its railway buildings and long-distance rolling stock. Gross investments increased from approx. DM 4.2 thousand million (1982) to DM 6.1 thousand million (1988). A large proportion of this was accounted for by track extension work, which increased in volume from DM 0.7 thousand million (1982) to DM 2.3 thousand million (1988). With investment grants of DM 3.8 thousand million (1982) and DM 4.3 thousand million DM (1988), the state has been increasing its financial contribution to the DB's capital projects.

DB's multi-annual plan up to 1993

According to the DB's multi-annual plan up to 1993 (as at 14.11.1988), a further disparity between own earnings (decreasing 1988-93 by approx. - DM 0.1 thousand million) and expenditure (+ DM 2.5 thousand million) is expected. The annual deficit will increase from DM 3.9 thousand million (supplementary budget estimate 1988) to a forecast DM 6.5 thousand million (1993) with state compensatory payments slightly lower than those received in 1988 (- DM 0.1 thousand million).

The increasing financial requirement for the loss and investment financing of the DB will cause the average annual net borrowing requirement, with a further ceiling placed on state payments, to increase to a forecast DM 2.8 thousand million. Third-party borrowings will correspondingly increase from DM 43.0 thousand million (forecast result 1988) to approx. DM 56.8 thousand million (1993).

On the expenditure side, despite continuing efforts at rationalization (the planned reduction in the workforce in the DB to 230 000 in 1990 is being achieved according to plan), it is apparent that it is not proving possible to keep total expenditure constant at current prices (1988-93: + DM 2.5 thousand million, of which DM 0.2 thousand million for staff costs). Follow-up expenditure arising from the increased financial requirement and the putting into operation of new physical fixed assets, with interest charges and depreciation (1988-93: a total of + DM 1.6 thousand million), also adds to the increase in expenditure.

DEUTSCHE REICHSBAHN (DR)

Now that the German Democratic Republic has become a single state with the Federal Republic of Germany, there are at present two state railway undertakings operating on the territory of the Federal Republic of Germany (the DB and the DR). There is no data on the Deutsche Reichsbahn available in the same form as for the other railway undertakings. For this reason it is only possible to provide brief notes for information.

History

The Deutsche Reichsbahn (DR) was formed as a public transport undertaking on 01.04.1920 when the railways of the German Länder were taken into state ownership.

It was assigned to what was then the Reichs Transport Ministry, with its accounting being part of the national budget. In February 1924 the status of the DR was changed to that of an independently financing undertaking. The Deutsche Reichsbahn-Gesellschaft took over the administration and operating of the DR in October 1924. In 1937 the Deutsche Reichsbahn-Gesellschaft was dissolved by statute and became the Deutsche Reichsbahn, coming under the immediate responsibility of the Reichs Transport Ministry.

With the division of Germany two railway systems developed, with the DR in the eastern area of the country (territory of the former GDR) and the Deutsche Bundesbahn in the west (on the entry into force of the Federal Railways Law of 13.12.1951).

With the entry of the GDR to the FRG on the basis of the Unification Treaty of 31 August 1990, Article 26 provides for management of the Deutsche Reichsbahn as an autonomous special accounting entity on an equal basis with the Deutsche Bundesbahn, and commits both railway undertakings to take with all possible speed the measures needed for their integration.

A brief description (as at September 1990)

The DR operates 13 570 km of track. The network density of 13.1 km/100 km² is one of the most dense in Europe. The main railway network consists of 7 500 km and is characterized by the stretches of track which account for approx. 80% of the DR's full-load goods carryings. Approximately 52% of these carryings are performed by electric traction. 3 350 km of the network are electrified and 4 200 km are double-tracked or more.

The network includes 8 200 bridges and 70 tunnels. The Elbebrücke at Wittenberge is the largest bridge with a total length of 1 100 m and, at 3000 m, the Brandleitunnel at Oberhof is the longest tunnel.

Safety equipment on the network consists of:

- 3 400 signal boxes, of which 1 100 are electronic and 2 300 are mechanical
- 9 500 level-crossings, of which 4 100 have electric barriers
- 600 km of automatic section block.

Approximately 6 000 locomotives and motor coaches are available to meet the requirements of passenger and goods transport. The DR operates 7 200 passenger trains every day.

8 500 railway coaches with a total seating capacity of over 570 000 places are available to carry out these tasks. The DR also operates 150 railway coaches with special facilities for the handicapped.

1 000 doubledeck coaches are available to ensure that demand can be met in congested areas of industrial concentration such as Leipzig, Halle and Dresden, etc.

The DR has approx. 160 000 goods wagons for goods traffic with a capacity of approx. 5.9 million tonnes. The DR employs approx. 250 000 staff. Of these, approx. 44% are employed in shift work. Approx. 80% of the labour force work in the railway transport sector, 35 000 carry out repair work and 20 000 are employed in railway construction. Almost a third of employees in the DR are women. The age structure shows that 16% are aged up to 25 years.

The existing infrastructure (track and goods transport facilities, rolling stock) is inadequate to meet future market needs in terms of service and quality in competition or partnership with other modes of transport, in particular road transport.

In 1989 the DR transported 325.9 million tonnes of goods and 591.4 million passengers.

Compared with 1988 the fall in goods traffic is particularly marked, with this trend continuing further in 1990. This fact can be explained in that the existing production systems were designed for transport structures for which there was no longer such demand and which corresponded to outdated transport policy assumptions. The structure of the production systems in the years to come must satisfy the increasing requirements for quality with cost-effective production methods.

Financial results 1989

In 1989 labour costs for the approx. 250 000 employees of the DR amounted to DM 7.2 thousand million.

Materials and services from third parties cost the DR a total of DM 11.7 thousand million.

The DR's operating expenditure was DM 26.3 thousand million in 1989.

Revenue from transport services was DM 14.2 thousand million.

The DR earned a total operating income of approx. DM 27 thousand million and achieved an operating coefficient of 0.965. This is calculated from the ratio of net operating expenditure and net operating income and in 1989 represented a profit of DM 655 014.

RED NACIONAL DE LOS FERROCARRILES ESPAÑOLES (RENFE)

The following data are based on the business plan for the period 1988-91.

For the most part the plan concentrates on infrastructure activities and the purchasing of the very latest technology rolling stock.

Activities connected with the plan include:

- track renovation to adapt them for use at speeds of 160 km/h and 200 km/h,
- new link to Andalusia (Guadarrama and Madrid-Barcelona). The new lines are designed for speeds of 250 km/h and the work is due to be completed in 1991,
- the construction of local connections near the large urban centres,
- investments in new rolling stock include the acquisition of 250 km/h high-speed trains, new suburban trains, special wagons and 200 km/h high-speed locomotives.

The investments are being made by RENFE or the minister for transport, tourism and telecommunications (MTTC). With these investments RENFE is devoting itself to rationalizing its business and improving safety. For its part, the MTTC is responsible for activities involving extensions or substantial changes to the railway lines. Considerable importance is attached to the reciprocal relationship between infrastructure and the environment, particularly in urban areas.

The annual investments of the MTTC and RENFE are (in million pesetas at current prices):

	1988	1989	1990	1991	TOTAL
MTTC	41 797	50 655	60 731	67 205	220 388
RENFE	90 626	93 421	96 929	105 161	386 137
TOTAL	132 423	144 076	157 660	172 366	606 525

The RENFE investments are financed as below (in million pesetas at current prices):

	1988	1989	1990	1991
Depreciation	30 700	33 720	37 126	41 455
State payments	32 926	23 936	30 204	33 052
Indebtedness	27 000	35 765	29 599	30 654
TOTAL	90 626	93 421	96 929	105 161

The targets for passenger and goods traffic are:

	1988	1989	1990	1991
Passengers (million passenger/km)	15 618	16 057	16 608	17 230
Goods (million tonnes/km)	11 632	11 920	12 225	12 510

SOCIETE NATIONALE DES CHEMINS DE FER FRANCAIS (SNCF)

The basis for the SNCF's multi-annual programmes are the business plan and the financial plan (contrat de plan), decreed on 25 February 1990.

The business plan is the expression of intent of the SNCF. Naturally it follows the general policy lines established by the government and the European Economic Community in matters of transport. It must, therefore, be coherent with the financial plan agreed between the state and the SNCF, which details the targets set for the SNCF by the state as well as the financial relationships which bind the undertaking and the state.

The business plan and the financial plan therefore have distinct objectives, but each affects the other.

The business plan fixes three main ambitions:

- to develop high-speed passenger links: the commissioning during the period of the plan of four high-speed lines (TGV Atlantique, TGV Nord, the network connection in the Ile-de-France and the TGV Rhône-Alpes) constitutes a fundamental advantage. From 1995, 50% of passengers using the main lines of the network will be travelling in the high-speed trains, either on the new lines or on the existing network, modernized and improved by the introduction of the TGV services.

The SNCF will endeavour to increase the frequency and speed of the connections on the existing network whenever this is justified by the growth in traffic volume. All connections which are important in terms of regional policy or which are necessary for the homogeneity of the network will be maintained.

- to improve routine transport facilities: the SNCF, a public undertaking, expresses its wish to provide a better service to all passengers who use public transport on a daily basis. In the Ile-de-France, the objective is to develop the network and improve the quality of service. In the other regions the SNCF is to propose to the local authorities an overall project whereby its services will be adapted to meet local needs more closely and public funds will be spent more effectively.

- to stabilize and consolidate goods transport so as to stimulate this sector of activity: in this area the SNCF intends to improve the supply of complete train-loads, such that they are more cost-effective and flexible, encourage the development of combined transport in the French and European markets, rationalize the mechanism for transport by single wagons by increasing the number of direct forwardings and reorganizing final transport services. There is much at stake: the objective is to offer users a service which is comparable, in terms of time and reliability, to that available from the competition of the road haulage sector.

HIGH-SPEED AND EXPRESS TRAIN TRAFFIC
(thousand million passenger/kilometres)

	1988	1989*	1990	1991	1992	1993	1994	1995
Total								
high-speed and express	47.8	48.8	49.9	51.4	52.0	54.1	58.4	62.1
of which								
TGV	10.5	11.5	15.2	18.9	20.5	23.1	29.2	34.0
of which								
conventional trains	37.3	37.3	34.7	32.5	31.5	31.0	29.2	28.1

TRAFFIC (thousand million tarified tonne kilometres)

	CONVENTIONAL		COMBINED		TOTAL	
	1989*	1994	1989*	1994	1989*	1994
Full train-loads	25.1	26.6	-	-	25.1	26.6
Special traffic	1.8	2.7	4.8	9.7	6.6	12.4
Conventional groups of wagons and direct transports	17.2	10.2	2.6	3.3	19.8	13.5
TOTAL	44.1	39.5	7.4	13.0	51.5	52.5
(of which due to Channel Tunnel)		(1.1)		(1.5)		(2.6)

* Provisional

DRAFT STATE/SNCF FINANCIAL PLAN 1990-1994

TABLE OF INVESTMENTS FOR THE PERIOD OF THE FINANCIAL PLANS

Thousand million FF at 1989 prices	SNCF financing	Financing by the State, local authorities and other third parties	Total			
Financial plan	1985-1989	1990-1994	1985-1989	1990-1994	1990-1994	
Main conventional network (incl. GOP (1) and projects carried out with the local authorities)	34.0	37.6(2)	7.0(3)	5.5(4)	41.0	43.1
TGV (infrastructure and rolling stock)	14.7	43.5	3.3(5)	2.0	18.0	45.5
Paris suburbs (excl. GOP) (1)	5.8(6)	10.3(6)	1.7	5.4	7.5	15.7
TOTAL	54.5	91.4	12.0	12.9	66.5	104.3

(1) GOP: Periodical major track renovation projects.

(2) This sum includes the SNCF participation in the combined transport investment programme, as well as the cost of electrification of the lines Poitiers - La Rochelle and Paris - Caen - Cherbourg.

(3) Of which FF 3 thousand million in capital aid from the State for GOP projects for 1988 and 1989.

(4) Estimate taking into consideration third-party participations in the electrification of the lines Poitiers - La Rochelle and Paris - Caen - Cherbourg.

(5) FF 3.3 thousand million at 1989 prices in State subsidies, from the Special Fund for Large Projects and capital aid from the State's 30% participation in the TGV Atlantique infrastructures.

(6) A sum amounting to SNCF own resources plus loans from the special programme (paid back by the SNCF).

Burden of previous debts

The long-term indebtedness of the SNCF, almost FF 98 thousand million at 31 December 1989, will result in annual financing charges close to FF 10 thousand million, i.e. almost 20% of turnover.

FF 38 thousand million of this debt must cover the deficits accumulated since 1971. This burden of debt from the past, which does not represent any investment in productive assets, is an insurmountable handicap for the undertaking in the context of the current competitive framework.

Up until now, including 1990, the interest charges for this unusual debt have been covered by exceptional payments from the state, and, while this enables the SNCF to balance its payments, does not provide a solution to the basic problem.

This is why the SNCF has sought, and been granted by the state, a solution resulting in the clearance of this debt of FF 38 thousand million.

The Contrat de Plan (financial plan) provides for the financial situation of the SNCF to be stabilized by the creation, on 1 January 1991, of a special debt repayment section ("service annexe d'amortissement de la dette"), to which will be transferred, until they are paid off, a sum equivalent to the SNCF's borrowings.

In order to service the transferred debt, in interest and repayments, between 1991 and 1994 the debt repayment section will receive an annual grant from the state which is fixed at FF 3.8 thousand million at 1989 prices. At the same time, the section will receive from railway operating revenue an annual lump sum of FF 100 million at 1989 prices. It will also have at its disposal treasury funds released on its own activity. These resources should enable the debt to be cleared in approximately twelve years.

Use of property

Property makes an active contribution to acquiring the finance needed to implement the company's policy by making profitable use of land or areas which have been released and are no longer needed for the running of the railway.

In order to make its land more attractive, the SNCF will set up management projects to exploit the railway property available by means of market analyses and town planning studies. Case by case, the appropriate statutory and financial rules will improve the conditions for selling and exploiting the property. The subsidiary company SCETA IMMOBILIER will take part in studies examining desirable changes in the use of railway property and will assist in promoting development measures.

The undertaking will earn the best return from parts of its property which can be let or for which rights of use can be granted to third parties.

During the course of the plan, the sale of assets should bring an annual return of FF 1 thousand million. Earnings from land concessions will be of the same order.

Financing a large investment programme

During the course of the plan (1990-1994), the SNCF will invest more than FF 80 thousand million (at 1989 prices) in the main network and more than FF 15 thousand million (at 1989 prices) in transport services in the Ile-de-France.

This target represents a considerable effort, which could not be contemplated without a sufficient level of self-financing (funds earned by the undertaking from its operations).

Because of its deficits, for ten years the SNCF's level of self-financing has been very low, and in the worst years has even been negative or nil. Consequently, the notion of a rate of self-financing of investments, while current in financial management, could not be applied in practice.

With the gradual recovery in operating revenue, self-financing has ceased to be negligible. It should reach FF 5 thousand million for the main network in 1990.

Simulations show that it should be stabilized in 1991 and 1992 and then increase substantially to reach almost FF 7 thousand million in 1994. This progression is due for the most part to the entry into service of the TGV Nord and the TGV Rhône-Alpes, which will generate additional income. At this level, the rate of self-financing becomes a significant concept and targets can be set.

As it commits itself in the financial plan, the SNCF will seek to achieve in 1994, on the expiry of the plan, a rate of self-financing of 34%, equal to that achieved in 1988, with a much lower level of investment. Between 1990 and 1993, the size of the investment programmes will automatically bring about a considerable reduction in this rate. The SNCF has set itself the objective of never falling below 20%, a target which is compatible with the implementation of its programme on the conventional and TGV networks.

Moreover, due to the effect of a combination of depreciation and financial charges associated with the increase in indebtedness, such a high level of investment brings about a considerable increase in charges which are independent of operating revenue. To a great extent these charges are also subject to parameters external to the undertaking, such as interest rates in the financial years ahead.

In view of the size of the investments which are to be made during the coming financial years, complementary formulas enabling the financial burden to be distributed more desirably over the period will be put into effect as soon as their cost is competitive (leasing at increasing rents, financing with increasing bond interest rate, etc.)

The undertaking will also actively seek appropriate external subsidies, particularly from the regional authorities.

Balanced accounts

For the period 1990-1994 the SNCF has set itself the target of achieving, each year, at least a balanced net operating result.

On the basis of the strategies it has chosen, forecast traffic volumes and the rules provided by the financial plan for calculating the state's financial contributions, this target, which consolidates for the long term the recovery achieved during the previous plan, can certainly be achieved.

Necessary to enable the proposed development of investments and activities to occur, it is coherent with the rate of self-financing targeted for the period. It is based on the assumption that the undertaking will further increase its competitiveness.

NEDERLANDSE SPOORWEGEN (NS)Railway passenger traffic

Passenger traffic on the railways is expected to be (in thousand million passenger/km):

Year	1988	1989	1990	1991	1992
	9.7	10.5	11.5	11.7	11.8

The NS is seeking to increase traffic volumes by concluding group contracts with large customers, such as the military, so that special tariffs can be offered. The increase in traffic expected as a result of this is included in the figures above concerning passenger/km.

State contributions to passenger transport (public service obligation in accordance with Regulation (EEC) No 1191/69) in the opinion of the state authorities (amounts in million FL):

Year	1988	1989	1990	1991	1992
	1 347	1 336	1 327	1 335	1 334

Planned investments in new rolling stock in the opinion of N.V. Nederlandse Spoorwegen (in million FF):

Year	1988	1989	1990	1991	1992
	195	355	192	467	331

These amounts include investments not yet approved by the state authorities.

The following deliveries of new rolling stock are either underway or planned for the period 1989 to 1992:

- 10 diesel-electric locomotives
- 30 four-part intercity trains (ICM-3)
- 47 three-part intercity trains (ICM-2)
- 116 doubledeck wagons
- 38 1600 series electric locomotives.

The figures for 1989 up to 1992 also include an estimated investment in rail coaches for intercity trains which will total FL 337 million. The exact breakdown of these investments is not known yet.

Investments in infrastructure (excluding projects in connection with the "Tweede Structuurschema" for transport and carriage) in the opinion of the state authorities.

Planned annual investment (in million FL):

Year	1988	1989	1990	1991	1992
	264	242	222	242	255

The large infrastructure projects planned are under construction:

Projects		Planned completion
Boxtel - first phase	increasing capacity at Boxtel and Eindhoven North Side	1989
Gouda-Moordrecht	open intersection Moordrecht and raised four-span bridge over the Gouwe	1992
Rotterdam-Schiedam	renewing the traversing bridges of Delfshaven	1993
Leiden-The Hague	first phase of a four-track line	1990
Mariahoeve	raised bridge "Oude Rijn"	
Southern section of the ring railway	Amsterdam South-RAI-Duiven- drecht-Diemen-Weesp	1993
WillemsSpoortunnel	four-track tunnel in Rotterdam	1993
Feasibility plan Randstad	improvement and, for the most part, four-track extension of the Amsterdam- The Hague-Rotterdam route	1996

Railway goods traffic

Expected goods traffic on the railways (in million tonnes):

Year	1988	1989	1990	1991	1992
	19.0	19.0	19.5	19.5	20.0

State contributions for goods traffic on the NS (in million FL) in accordance with Regulation (EEC) No 1107/70:

Year	1988	1989	1990	1991	1992
	14.0	21.5	20.6	22.6	24.6

This government subsidy is given to N.V. Nederlandse Spoorwegen on account of disadvantages for railway goods traffic arising from the imbalance in assigning infrastructure costs to the various transport carriers.

Planned investments in new rolling stock

The NS plans to purchase 55 diesel-electric locomotives (total investment FL 221 million).

This investment has not yet been approved by the state authorities.

Investments in railway infrastructure

Planned annual investments (in million FL):

Year	1988	1989	1990	1991
	75.5	92.3	136.6	76.2

Government subsidies for goods transport infrastructure (in million FL):

Year	1988	1989	1990	1991
	10	8	49	39

The following projects have been approved by the state authorities:

- completion of the first phase of the "Maasvlakte" sidings project
- extension of the marshalling yards at Botiek

- adapting the lines between Rotterdam-Venlo and Tilburg-Arnhem for 22.5 tonnes axle load
- railway facilities for a new container terminal on the "Maasvlakte"

In addition to these projects which have already been approved by the state authorities, N.V. Nederlandse Spoorwegen also plans the following investments:

- further development, in stages, of the Rail Service Centrum in Rotterdam, opened in March 1989, into a logistical railway hub
- electrification of the Barendrecht-Waalhaven line
- construction of an open intersection in IJsselmonde
- further adaptation of all important goods traffic lines to 22.5 tonnes axle load and 9 tonnes weight per metre subsequent to measures already carried out in Belgium and Germany.

BRITISH RAILWAYS BOARD (BR)

The fifth Corporate Plan since 1983 concentrates on forecasts for the five years 1988/89 to 1992/93 and shows the extent to which it is foreseen that the external objectives set to the Board and the internal objectives set by the Board can be achieved. These objectives include the reduction of the Public Service Obligation and the achievement of a 2.7% return on assets at current prices before interest within the non-supported sectors. These sectors are also to work on the basis of a rate of return of 5% for new investment programmes. The BRB also seeks to broaden the participation of the private sector.

As far as the financial position is concerned, a positive development in profits is forecast.

All quality objectives set for services in the passenger transport sector are expected to be achieved within the period of the plan. Many have already been achieved, such as punctuality in the South East and Provincial sectors and the provision of services in the Intercity and Provincial sectors. The financial resources with which the remaining standards are to be met are contained in the Plan as ordinary expenses or investment requirements.

The Public Service Obligation grant, which excludes grants from the Passenger Transport Executive, has already been reduced considerably in the three preceding years and it is forecast that this reduction will continue throughout the five years of the Plan.

Objectives and forecasts for the non-supported sector provide for an increase in profits, arising primarily from the activities of the INTERCITY and FREIGHT sectors. In the INTERCITY sector in particular, the forecasts of a future return on capital of 8% exceed the internal objectives.

A considerable proportion of the forecast improvements in the basic service and quality of services is based on the many investment projects in the plan. Capital expenditure has increased substantially since 1983 and is planned to increase further.

Much of the investment planned for the period 1988/89 to 1992/93 is due to the need to strengthen the passenger transport sector in order to be able to meet the current and forecast increase in traffic, while not having any detrimental effect on standards of quality. Expenditure is concentrated mainly on rolling stock and the renewal of infrastructure.

It is planned to reduce the workforce by 8 800 to 130 000 between 1988/89 and 1992/93. As levels of natural wastage exceed this figure, over 20 000 new staff will have to be recruited during the five-year period under consideration.

NORTHERN IRELAND RAILWAYS (NIR)

The current edition of the corporate plan - "The Way Ahead" - bears the name "Foundations for Growth" and refers to the period 1989/90 to 1992/93.

The new Plan takes as its starting point the groundwork which has already been put in on reducing costs and improving the quality of services. Building on this progress and in consideration of the anticipated background social and economic conditions, it is the intention of the revised Plan to lay the basis for substantial growth for the 1990s, with regard to both volume and revenue, as a number of significant infrastructure measures are completed and new services can be offered. Patronage increases of more than 25% on current carryings are forecast by 1995/96. The forecasts for the period of the plan are based on a number of assumptions, including:

- a) modest economic growth with only marginal implications for Northern Ireland arising from the creation of the Single European Market;
- b) increasing car ownership and substantial growth in car parking facilities in Belfast city centre, both contributing to increased pressure on the rail commuter market;
- c) privatization of publicly-owned bus companies and deregulation on the cross-border route leading to increased competition in the inter-city and inter-urban transport markets;
- d) market-sensitive pricing policies which take advantage of enhancements in the quality of service;
- e) continuing pressure to maintain the downward trend in unit costs;

f) substantial capital investment to maximize business growth, in particular in relation to:

- The Great Victoria Street Rail project
- The Belfast Cross-Harbour Rail Link
- The Cross Border Accelerated Improvement Programme.

The number of passenger journeys is expected to increase to 6.9 million by 1992/93, with the number of employees remaining relatively stable at 870. As there is little difference in total support (revenue and capital) throughout the period of the plan, despite a few variations, total support per journey should fall.

The forecast profit and loss account shows income of £ 15.589 million and expenditure of £ 14.999 million for 1992/93. The difference between income and expenditure, less net depreciation of £ 635 000, gives a retained surplus of £ 155 000 for 1992/93.

C) COMMUNITY MEASURES

In addition to infrastructure, the organization of the market plays a major role in rail transport. This aspect in particular, as well as that of high-speed transport, is the subject of a memorandum from the Commission⁽¹⁾ on a Community railway policy, containing four proposals for statutory measures. The implementation of these measures should ensure that the railways will be an effective means of transport in the future and that, after the negative trends of the last two or three decades, in which the market share of the railways fell sharply and their financial position deteriorated significantly, there will once again be positive development.

(1) COM(89) 564 final

The important considerations which form the basis for the four proposals are detailed below:

Closer integration of the Community transport market is vital for the internal market. The railways are an important element of the transport market in the Community.

In the internal market and on transit routes the effectiveness of a railway network must be improved, taking into account its special characteristics, so as to enable it to adapt to a competitive market.

In order to achieve these targets, practical experience has shown that appropriate measures must be taken to remove barriers to the free movement in services.

The future development and the economic use of the railway network requires that a distinction be made between the provision of transport services and the operating of the lines.

In order to facilitate transport between Member States, the railway undertakings must have the opportunity to set up groupings with railway undertakings established in other Member States.

These international groupings include rights of access and transit in the Member States in which the associated undertakings are established and rights of transit in other Member States, where required for the purpose of cross-border traffic.

As there are as yet no common rules for apportioning railway line costs, the Member States must enact rules for payment for the use of the railway line by railway undertakings and their international groupings. These rules must be based on the principles of non-discrimination between the railway undertakings.

For railway transport to be effective and competitive with other modes of transport, the Member States must ensure that the railway undertakings are given the status of an independent operator and perform on the basis of an independent operator and perform on the basis of independent profitability.

To this effect, the Member States must ensure in particular that railway undertakings with public capital have a healthy financial structure and that any financial restructuring which may be necessary is carried out in accordance with the relevant terms of the agreement.

One of the objectives of the common transport policy is to remove the differences between the obligations which are associated with the concept of public service and which can result in considerable distortions in the transport market.

The public interest can be justification for transport services to continue to operate on the basis of public service obligations.

In order that they can be operated on the basis of independent profitability, transport services based on public service obligations should be regulated in a contract between the authorities concerned and the undertakings.

The proper functioning of the internal market requires that the effectiveness of the railway lines between the regions of the Community be improved and developed, in particular by a high-speed network for passenger traffic and, where appropriate, also for goods traffic.

The current saturation of the air and of many trunk roads gives cause for concern. Increasing the capacity of air and road transport would require substantial investments.

The Community must give priority to the development of environmentally-friendly technologies.

The railway meets these requirements and the development of high-speed technology would therefore be to its benefit.

The measures of the individual Member States must be included in a coordinated Community programme with a degree of compatibility to ensure optimum operation of rail vehicles.

The coordination needed for the programme and other measures planned requires close cooperation between the Member States.

In view of the increasing problems in connection with the overloading of the roads, the protection of the environment and road traffic safety, it is necessary in the public interest to develop further combined transport as an economically attractive alternative to intra-Community long-distance road haulage.

As the incentive provided by current Community legislation on carrying in combined transport has now been reduced subsequent to the ongoing liberalization of conventional road haulage, this legislation must be amended in order to make better use of the opportunities offered by the various modes of transport.

With regard to the principle of equal treatment and the desire to promote equally all types of combined transport, where the road is used before or after in a combined transport system consisting of road/rail/inland waterway, the same rules should apply as for a combined transport system consisting of rail and road.

In order to promote more extensive use of combined transport, access to road haulage as an element of combined transport within the Community must not be restricted.

The development of combined transport should also facilitate trans-Alpine transit traffic.

Access of own-account transporters to combined transport should be facilitated.

The Commission's proposals were presented to the Council on 1 December 1989⁽¹⁾ and discussed by the appropriate bodies of the European Parliament, the Economic and Social Committee, the Joint Committee and other authorities and organizations.

The opinions were taken into consideration by way of amendments to the Commission's proposals⁽²⁾ and in the course of discussions in the Council. The Council has now reached decisions on all four proposals, which are broadly in agreement with the Commission's proposals, the main elements of which are detailed below:

1. Council Directive 91/440/EEC on the development of the Community's railways⁽³⁾

The European Parliament delivered its opinion⁽⁴⁾ on the Commission's proposals on 13 December 1990 and the Economic and Social Committee⁽⁵⁾ delivered its opinion on 4 July 1990. An agreement in principle on the draft directive was reached at the Council meeting of transport ministers of 20 - 21 June 1990. The final text was adopted on 29 July 1991.

(1) OJ No C 34, 14.2.1990

(2) OJ No C 87, 4.4.1991

(3) OJ No L 237, 24.8.1991

(4) OJ No C 19, 28.1.1991

(5) OJ No C 225, 10.9.1990

The main features of this Directive, which concerns publicly-owned and private railway undertakings whose activities are not limited to urban, suburban or regional transport services, are:

- business autonomy of the railway undertakings
- creation of a healthy financial structure
- separation of infrastructure and operation, with the minimum requirement being an accounting separation
- granting of rights of access to the rail networks of the Member States for international groupings of railway undertakings and for individual railway operators in the context of cross-border combined transport.

Business autonomy and a healthy financial structure are basic requirements to enable railway companies to operate as companies and adapt to market needs. These measures should result in an improvement in the competitive situation of public railway undertakings with regard to other transport modes and also with regard to other suppliers of rail transport services. The rights of the owner of the railway undertaking, which in most cases will continue to be the state, remain unaffected.

By separating infrastructure and operation, it should be possible to calculate accurately the infrastructure costs of railway transport. This transparency is necessary for the non-discriminatory levying of duties in respect of the use of the rail infrastructure, which is available to different suppliers of rail transport services. The minimum requirement is the accounting separation between the management of the infrastructure and the rendering of transport services. Other possibilities include dividing activities into different sectors of the company or forming separate companies.

The Member States may provide the operator of the infrastructure with financial support under the appropriate EC provisions, particularly for new investments.

Where cross-border transport is concerned, it is possible to form groupings of railway undertakings. These groupings enjoy rights of access and transit in the other Member States to provide international transport services. For combined transport, even individual railway undertakings enjoy rights of access to the network of the other Member States to provide international transport services.

In accordance with a declaration from the Council, the Commission is examining issues of technical harmonization, general access and transit rights for individual railway undertakings in cross-border goods and passenger transport and methods for calculating levies for the use of infrastructure.

This Directive enters into force on 1 January 1993. It replaces Council Decision 75/327/EEC of 20 May 1975⁽¹⁾

2. Council Regulation (EEC) No 1893/91⁽²⁾ amending Regulation (EEC) No 1191/69⁽³⁾ on action of the Member States concerning the obligations inherent in the concept of a public service in transport by rail, road and inland waterway⁽⁴⁾.

The European Parliament delivered its opinion⁽⁵⁾ on the proposals from the Commission on 13 December 1990 and the Economic and Social Committee delivered its opinion on 4 July 1990. The Regulation was adopted at the Council meeting of transport ministers of 20 - 21 June 1991.

(1) OJ No L 152, 12.6.1975

(2) OJ No L 169, 29.6.1991

(3) OJ No L 156, 28.6.1969

(4) OJ No C 225, 10.9.1990

(5) OJ No C 10, 28.1.1991

With this amending Regulation public transport service obligations are replaced by contracts for public transport services concluded between the appropriate authorities of the Member States and the transport undertakings. Such contracts may include aspects such as: requirements for continuity, regularity, performance and quality, special charges and conditions, above all for certain groups of people or with regard to certain transport connections, the adapting of services to meet actual needs, etc.

In certain cases, particularly in urban, suburban and regional transport and in the carrying of passengers at rates which benefit one or more social groups, it is, however, still possible to impose public transport service obligations. The accounting for services arising from such obligations must be kept separate from that of other activities.

The move towards the principle of a contract is closely connected with the Directive on the development of the Community's railways as discussed above, as contracts for the provision of public transport services are more compatible with the principle of business autonomy than obligations imposed by the state.

3. Council Resolutions of 4 and 5 December 1989 and 17 December 1990⁽¹⁾

The Council meeting of 4 and 5 December 1989 called upon the Commission to convene a high-ranking working party to consider the issue of the development of a European high-speed rail network. In addition to this high-ranking working party, three subgroups were set up to consider, respectively, the establishing of the network and the priority projects, technical harmonization and, finally, the studying of a standard operating control system.

(1) OJ No C 33, 8.2.1991

The working party presented an interim report on its activities for the first year in December 1990. A separate report was prepared on the operating control system for high-speed trains.

The main conclusions of the working party are:

High-speed transport is, in effect, a new mode of transport offering substantial advantages to users: reductions in journey times, high capacity and the guarantee of high-quality services. High-speed passenger trains represent an alternative, but also an addition, to road and air transport.

It is absolutely essential that a European high-speed network is extended to enable high-speed transport to experience vigorous growth and for the Community to draw maximum benefit. It will consist of new lines for speeds greater than 250 km/h and a number of connecting lines to close the gaps in the network. The network must be such that it can fulfil the following functions: cope with the main transport flows in the Community, link up with peripheral regions, make better use of land in Europe and extend and improve connections with the EFTA countries and those of Central and Eastern Europe.

An outline plan for the year 2010 was prepared, consisting of 9 000 km of new line, 15 000 km of extensions to existing lines and 1 200 km of connecting lines. First of all the working party studied in some detail the 14 Main corridors in this outline plan. It has come to the conclusion that the Community should study the profitability and financing of fifteen key connections, without which the network as a whole cannot operate smoothly. These sections of track generally lie in peripheral regions and therefore pose special difficulties.

The working party attaches great importance to the question of how far technical harmonization must go if high-speed trains are to be able to cross borders and travel on different types of track operated by different railway companies. Due to the historical development of the railways, there are now many different types of track and equipment.

The group has also dealt separately with the question of the operating control system needed for the running and control of high-speed trains. The systems currently in use in the individual countries vary and are not compatible. The group recommends the following:

- Currently, only the fitting of railway vehicles with several on-board systems should be considered;
- In the short term (3 years), a Community system must be introduced which combines the common or compatible elements of the national systems;
- In the medium term (in 7 to 11 years), the aim must be to develop a standard European operating control system using the latest technical advances in electronics, data-processing, telecommunications and avionics.

The report also addresses questions concerning the impact on the environment, the connection with goods transport, sales policy and the possible costs involved. In connection with these conclusions, on 11 December 1990 the Commission presented to the Council a proposal for a decision on the development of a European network for high-speed trains⁽¹⁾.

(1) OJ No C 51, 27.2.1991

The Council meeting of 17 December 1990 welcomed the work carried out by the working party and requested the Commission, in consultation with representatives of the governments of the Member States, the railway companies and the railway industry, to develop the following points:

- the socio-economic effects of the network on the integrated transport market and on the development of the Community, with particular regard to changing the gauge of the track on the Iberian peninsula,
- the effects of the network on the environment in the broadest sense and, in this regard, compared with other modes of transport,
- the economic studies, which also include the commercial aspects of the key connections and other difficult points of the network, as well as the problem of financing.

The Council also requested the Commission to continue its study of the key connections and to examine the effects on the network of the development of relations between the Community and the EFTA countries and those of Central and Eastern Europe.

4. Council Directive 91/224/EEC⁽¹⁾ of 27 March 1991 amending Directive 75/130/EEC⁽²⁾ on the establishment of common rules for certain types of combined concerning of goods between Member States and Council Decision of 30.10.1990 on the establishment of a European network for combined transport.

The main elements of Council Directive 91/224/EEC are:

(1) OJ No L 102, 23.4.1991

(2) OJ No L 48, 22.2.1975

- in combined transport consisting of inland waterways and roads, an increase in the radius for initial and terminal transport by road to a maximum linear distance of 150 km from the inland waterway transshipment points
- liberalization of initial and terminal transport by road
- carryings by initial and terminal transport by road are exempt from tariff obligation
- facilitation of own account transport as an element of combined transport.

With the Decision of 30 October 1990, the Council requested the Commission to convene a high-ranking working party to consider the measures necessary for the creation of a European network for combined transport and to consider the conditions under which such a network can function efficiently. The points to be studied include:

- the implementation of a policy for combined transport which provides the user with a genuine choice of modes of transport
- economic and financial aspects
- the drawing up of a plan for connections and transshipment facilities as a basis for the network
- technical and operational aspects
- organization and management with regard to administration, financing, quality of service and accountability.
- legal aspects

An interim report was presented in May 1991.

A second report is expected by the end of 1991.

D. SUPPORT FOR RAILWAY INFRASTRUCTURE PROJECTS OF COMMUNITY INTEREST

Transport infrastructure projects have been supported by the Community on an ad hoc basis since 1982.

In the period 1982-89, Community grants for transport infrastructure projects amounted to 374 million ECU for projects where the total capital investment was 7 037.9 million ECU. With grants of 190.1 million ECU, railway infrastructure projects accounted for most of this sum.

Regulation (EEC) No 3359/90⁽¹⁾ for an action programme in the field of transport infrastructure with a view to the completion of an integrated transport market in 1992 was adopted by the Council on 20 November 1990.

The projects which might be considered for support should contribute to the objectives and priorities (Article 1 and Article 3 of this Regulation) put forward in this programme and be in accordance with the criteria detailed in Article 4 of the same Regulation.

The total cost of the programme is 328 million ECU. The maximum grant from the Community is 25% of the total cost of a project.

(1) OJ No L 326, 24.11.1990

Part II

Statistical data on the economic and financial situation of railway undertakings

COMPENSATION, AND AIDS AND OTHER FINANCIAL INTERVENTIONS GRANTED BY THE STATE

TO THE SOCIETE NATIONAL DES CHEMINS DE FER BELGE (SNCB/NMBS)

(SOURCE: BELGIAN GOVERNMENT)

(IN MIO NATIONAL CURRENCY)

ANNEX IA

	1985	1986	1987
IA. MAINTENANCE OF PUBLIC SERVICE OBLIGATION			
<u>REGULATION 1191/69</u>	<u>22865</u>	<u>23351</u>	<u>19951</u>
<u>OBLIGATION TO OPERATE</u>			
CONTINUED OPERATION OF LINES	1657	1752	300
<u>TARIFF OBLIGATION</u>	<u>21208</u>	<u>21599</u>	<u>19651</u>
STUDENT SEASON TICKETS	1501	1504	1557
SEASON TICKET FOR CERTAIN SOCIAL CATEGORIES	5491	5622	5085
INDIVIDUAL REDUCTIONS	2215	2267	1656
BELGIUM-LUXEMBOURG TARIFFS	15	18	7
FLANDERS-ZEELAND TARIFFS	2	2	1
FULL TICKETS (REFUSAL TO INCREASE FARES)	8578	8735	7589
ORDINARY SEASON TICKETS	3406	3451	3756
IB. NORMALIZATION OF THE ACCOUNTS OF THE RAILWAYS			
<u>REGULATION 1192/69</u>	<u>21154</u>	<u>21876</u>	<u>21479</u>
CLASS III - RETIREMENT AND OTHER PENSIONS	17767	18388	18627
CLASS IV - CROSSING FACILITIES	261	268	209
CLASS VIII - WAR DAMAGE			
CLASS X - RECOGNITION OF SERVICE TO COUNTRY	48	56	48
CLASS XI - ADDITIONAL FAMILY ALLOWANCES	9	9	6
CLASS XII - MEDICAL TREATMENT	2946	3063	2504
- OCCUPATIONAL INJURIES	123	92	85
CLASS XV - LACK OF NORMALISATION IN THE PAST			
- SHORTFALL IN PROVISIONS FOR RENEWAL			
IC. AIDS TO TRANSPORT			
<u>REGULATION (EEC) 1107/70</u>	<u>15428</u>	<u>15438</u>	<u>14442</u>
ART.3,1b - INFRASTRUCTURE COSTS	6831	7048	6183
ART.3,2 - ECSC TARIFFS (TOKEN ENTRY)			
- REPLACEMENT BUS SERVICES			
ART.4 - FINANCIAL INTERVENTIONS			
- LOANS TO COVER ACCUMULATED DEFICITS AND DELAYED RENEWAL			
- TAX EXEMPTIONS	-19	-9	-7
- FINANCIAL CHARGES	8616	8399	8266
- BALANCING SUBSIDIES			
TOTAL	59447	60665	55872

COMPENSATIONS AND AIDS AND OTHER FINANCIAL INTERVENTIONS GRANTED BY THE STATE

TO THE DANSKE STATSBAKER (DSB)

(SOURCE: DANISH GOVERNMENT)	(IN MIO NATIONAL CURRENCY)	ANNEX IA		
		1985	1986	1987
<u>A. MAINTENANCE OF PUBLIC SERVICE OBLIGATION</u>				
REGULATION (EEC) 1191/69		2022	2058	2256
<u>B. NORMALIZATION OF THE ACCOUNTS OF THE RAILWAYS</u>				
REGULATION (EEC) 1192/69		21	21	21
CLASS IX - STAFF SURPLUS TO REQUIREMENTS				
CLASS X - RECOGNITION OF SERVICE TO COUNTRY				
CLASS XI - ALLOWANCES TO STAFF		21	21	21
<u>C. AIDS TO TRANSPORT</u>				
REGULATION (EEC) 1107/70		602	672	732
ART.3,1b - INFRASTRUCTURE COSTS		602	672	732
	TOTAL	2645	2751	3009

COMPENSATION, AND AIDS AND OTHER FINANCIAL INTERVENTIONS GRANTED BY THE STATE TO THE

DEUTSCHE BUNDESBahn (DB)

(SOURCE: GERMAN FEDERAL GOVERNMENT)	(IN MIO NATIONAL CURRENCY)			ANNEX 1A
	1985	1986	1987	
IA. MAINTENANCE OF PUBLIC SERVICE OBLIGATION				
REGULATION (EEC) 1191/69	3455.2	3439	3393.3	
OBLIGATION TO OPERATE	3373.4	3369.3	3298	
CONTINUATION OF SHORT-DISTANCE PASSENGER TRANSPORT OPERATIONS	3185.8	3237.9	3162	
OPERATION OF LINES FOR WHICH CLOSURE HAS BEEN PROPOSED	32.4	31.4	36	
COMBINED TRANSPORT	155.2	100	100	
TARIFF OBLIGATION	81.8	69.7	95.3	
REDUCTION FOR CERTAIN CATEGORIES OF PERSONS	70	69.7	58.8	
LOSS OF RECEIPTS DUE TO THE SAAR TARIFFS FOR THE CARRIAGE OF ECSC PRODUCTS	11.8		36.5	
IB. NORMALIZATION OF THE ACCOUNTS OF THE RAILWAYS				
REGULATION (EEC) 1192/69	4644.2	4714.4	4884.9	
CLASS III - ABOVE NORMAL PENSION	3146	3200	3404.8	
- RETIREMENT AND PENSIONS, EXTERNAL TO OPERATION	275.6	271.6	233.4	
- SUPPLEMENTARY PENSIONS FOR WORKERS	722.8	740.2	778	
CLASS IV - CROSSING FACILITIES	404	366	308.5	
CLASS V - STAFF SURPLUS	93.9	134.6	158.6	
CLASS XII - MEDICAL TREATMENT	1.9	2	1.6	
IC. AIDS TO TRANSPORT				
REGULATION (EEC) 1107/70	5840.7	5481.4	5404.5	
ART. 3.2 - REPLACEMENT BUS SERVICES	252	171.5	186.2	
ART. 4 - FINANCIAL INTERVENTIONS				
INTEREST AND AMORTISATION ON LOANS	1294.5	1001.1	940.2	
CONTRIBUTION TO INVESTMENT (INCREASE IN CAPITAL)	3919.5	4308.8	4278.1	
ALLOWANCE FOR THE MAINTENANCE OF LIQUIDITY	374.7			
EXEMPTION FROM FUEL TAX (RAILWAYS)				
TOTAL	13940.1	13634.8	13682.7	

COMPENSATION, AND AIDS AND OTHER FINANCIAL INTERVENTIONS GRANTED BY THE STATE
TO THE SOCIETE DES CHEMIN DES FER FRANCAIS (SNCF)

(SOURCE: FRENCH GOVERNMENT)	(IN MIO NATIONAL CURRENCY)			ANNEXE IA
	1985	1986	1987	
I.A. MAINTENANCE OF PUBLIC SERVICE OBLIGATION				
<u>REGULATION (EEC) 1191/69</u>	7442.6	7615.7	7712.7	
<u>OBLIGATION TO OPERATE</u>	4160	4309.8	4414.6	
- FOR NATIONAL DEFENSE	4.9	7	7.1	
- UNPROFITABLE LOCAL SERVICES	3350	3517.5	3634	
- UNPROFITABLE LOCAL SERVICES (REORGANIZATION BY LOCAL AUTHORITIES)				
- PARIS SUBURBS	805.1	785.3	773.5	
<u>TARIFF OBLIGATION</u>	3282.6	3305.9	3298.1	
<u>REDUCTIONS FOR PASSENGERS</u>				
- MEMBERS OF THE ARMED FORCES	1459.7	1421.9	1486.9	
- PRISONNERS UNDER ESCORT	9.6	10.7	10.2	
- SPOUSE AND CHILDREN OF RETIRED PERSONS	30	28.4	20.9	
- OTHER TARIFF REDUCTIONS	1629	1671.8	1598.1	
REDUCED TARIFFS ON NEWSPAPERS	154.3	173.1	182	
I.B. NORMALIZATION OF THE ACCOUNTS OF THE RAILWAYS				
<u>REGULATION 1192/69</u>	11805.8	11923	13145	
CLASS III - RETIREMENTS AND OTHER PENSIONS	11805.8	11923	13145	
CLASS IV - CROSSING FACILITIES				
I.C. AIDS TO TRANSPORT				
<u>REGULATION (EEC) 1107/70</u>	13892.8	14037.4	14961.5	
ART.3,1b - INFRASTRUCTURE INVESTMENTS	10610.3	11034.7	11288.5	
ART.3,1c - GRANT TO RESEARCH - COMBINED TRANSPORT	32.5	2.7		
ART.3,2 - TARIFF OBLIGATIONS NOT COVERED BY REG.(EEC) 1191/69			131	
ART.4 - BALANCING SUBSIDIES	3250	3000	3542	
TOTAL	33141.2	33576.1	35819.2	

COMPENSATION, AND AIDS AND OTHER FINANCIAL INTERVENTIONS GRANTED BY THE STATE
TO THE CORAS IOMPAIR EIREMANN (CIE)

(SOURCE: IRISH GOVERNMENT)	(IN MIO NATIONAL CURRENCY)	ANNEX IA		
		1985	1986	1987
IA. MAINTENANCE OF PUBLIC SERVICE OBLIGATION				
<u>REGULATION (EEC) 1191/69</u>				
		51.9	53.4	44.5
<u>OBLIGATION TO OPERATE</u>				
RAILPASSENGER SERVICES				
		51.9	53.4	44.5
IB. NORMALIZATION OF THE ACCOUNTS OF THE RAILWAYS				
<u>REGULATION 1192/69</u>				
		8	8.2	8.6
CLASS III - RETIREMENT AND OTHER PENSIONS				
		6.7	6.7	7.2
CLASS VI - CROSSING FACILITIES				
		1.3	1.5	1.4
IC. AIDS TO TRANSPORT				
<u>REGULATION (EEC) 1107/70</u>				
		51.3	51.7	33.7
ART.3,1b - 50 % INFRASTRUCTURE GRANT				
		5.2	5.5	5.3
ART.3,2 - GRANT IN RESPECT OF CIE'S ROAD PASSENGER SERVICES				
		19.2	19.2	19.3
ART.4 - BALANCING SUBSIDY				
		26.9	27	9.1
TOTAL		111.2	113.3	86.8

COMPENSATION, AND AIDS AND OTHER FINANCIAL INTERVENTIONS GRANTED BY THE STATE TO
THE AZIENDA AUTONOME DELLE FERROVIE DELLO STATO (FS)

(SOURCE : ITALIAN GOVERNMENT)	(IN MIO NATIONAL CURRENCY)			ANNEX IA
	1985	1986	1987	
A. MAINTENANCE OF PUBLIC SERVICE OBLIGATIONS				
<u>REGULATION (EEC) 1191/69</u>	3090373	2385109	2385109	
<u>OBLIGATION TO OPERATE</u>	1261330	832219	832955	
LINES WITH LOW DENSITY TRAFFIC	1092681	649725	658511	
NO PROFITABLE ACTIVITIES	74017	83072	58697	
SERVICE TO SARDINIA	95568	99413	115845	
ROAD REPLACEMENT SERVICES	-936	9	-98	
<u>OBLIGATION TO CARRY</u>	156070			
CARRIAGE OF MAIL	156070			
<u>TARIFF OBLIGATIONS</u>	1829043	1552890	1552154	
OTHER TARIFF OBLIGATIONS	180385	107259	32766	
SOCIAL TARIFFS	1492588	1445631	1519388	
B. NORMALISATION OF THE ACCOUNTS OF THE RAILWAYS				
<u>REGULATION (EEC) 1192/69</u>	652318	735502	1070163	
CLASS II - EXPENDITURES OF SOCIAL NATURE	28806	36008	-5227	
CLASS III - RETIREMENT AND OTHER PENSIONS	274003	357848	716696	
CLASS IV - CROSSING FACILITIES	110386	120568	125049	
CLASS V - STAFF SURPLUS				
CLASS X - RECOGNITION OF SERVICE TO THE STATE	-3700	-4631	915	
CLASS XIV - IMPOSED CONDITIONS	19572	25838	26028	
CLASS XV - LACK OF NORMALISATION IN THE PAST	223251	199871	206702	
C. AIDS TO TRANSPORT				
<u>REGULATION (EEC) 1107/70</u>	8235415	7613754	8077367	
ART.3,1b - INFRASTRUCTURE COSTS	1850093	2137529	2627462	
ART.3,2 - INCREASE OF TARIFFS REFUSED	478107	730000	730000	
ART.4 - FINANCIAL INTERVENTIONS				
- CAPITAL GRANT	88000	280000	150000	
- INVESTMENT LOANS				
= AMORTISATION	1692286	1783340	1463742	
= REIMBURSEMENT OF INTEREST	1269594	1274073	1768895	
- BALANCING SUBSIDY	2119415	1370071	1297268	
- COMPENSATION FOR UNFORESEEN EXPENSES	715340			
EXEMPTION FROM FUEL TAX (RAILWAYS)	22580	38741	40000	
TOTAL	11978106	10734365	11532639	

COMPENSATION, AND AIDS AND OTHER FINANCIAL INTERVENTIONS GRANTED BY THE STATE TO THE
SOCIETE NATIONALE DES CHEMINS DES FER LUXEMBOURGEOIS (CFL)

(SOURCE: GOVERNMENT OF LUXEMBOURG) (IN MIO NATIONAL CURRENCY) ANNEX IA

	1985	1986	1987
IA. MAINTENANCE OF PUBLIC SERVICE OBLIGATION			
<u>REGULATION (EEC) 1191/69</u>	<u>2223.6</u>	<u>2773.3</u>	<u>2969.0</u>
<u>OBLIGATION TO OPERATE</u>			
CONTINUED OPERATION OF PASSENGER TRANSPORT	2223.6	2773.3	2969.0
IB. NORMALIZATION OF THE ACCOUNTS OF THE RAILWAYS			
<u>REGULATION 1192/69</u>	<u>2143.9</u>	<u>2187.0</u>	<u>2212.1</u>
CLASS II - EXPENDITURE OF A SOCIAL NATURE			
CLASS III - RETIREMENT AND OTHER PENSIONS	2112.2	2158.2	2180.2
CLASS IV - CROSSING FACILITIES	26.9	24.0	27.1
CLASS XV - BURDENS RESULTING FROM LACK OF NORMALIZATION IN THE PAST	4.8	4.8	4.8
IC. AIDS TO TRANSPORT			
<u>REGULATION (EEC) 1107/70</u>	<u>2285.4</u>	<u>1897.3</u>	<u>1834.5</u>
ART.3,1b - EXCEPTIONAL SUBSIDY AS TO INFRASTRUCTURE	100	50	50
ART.3,2 - PSO - UNDERTAKINGS AND ACTIVITIES NOT COVERED BY REGL. 1191/69	586.2	581.5	615.6
ART.4 - BALANCING SUBSIDIES	1599.2	1265.8	1168.9
TOTAL	6652.9	6857.6	7015.6

COMPENSATION, AND AIDS AND OTHER FINANCIAL INTERVENTIONS GRANTED BY THE STATE TO

THE NAAMLOZE VERNOOTSCHAP NEDERLANDSE SPOORWEGEN (NS)

(SOURCE : DUTCH GOVERNMENT) (IN MIO NATIONAL CURRENCY)	ANNEX IA		
	1985	1986	1987
A. MAINTENANCE OF PUBLIC SERVICE OBLIGATIONS			
<u>REGULATION (EEC) 1191/69</u>	<u>1552.3</u>	<u>1593.9</u>	<u>1611</u>
CONTINUED OPERATION OF PASSENGER TRANSPORT	1307.7	1313.8	1336.1
DIRECT GRANT FOR INVESTMENT IN NEW LINES	244.6	280.1	274.9
B. NORMALISATION OF THE ACCOUNTS OF THE RAILWAYS			
<u>REGULATION (EEC) 1192/69</u>	<u>68.8</u>	<u>69</u>	<u>69.2</u>
CLASS III - RETIREMENT AND OTHER PENSIONS	31.4	31.4	31.4
CLASS IV - CROSSING FACILITIES	37.4	37.6	37.8
C. AIDS TO TRANSPORT			
<u>REGULATION (EEC) 1107/70</u>	<u>175.7</u>	<u>147.7</u>	<u>100.1</u>
ART.3,1b - AIDS FOR INFRASTRUCTURE INVESTMENTS	6.7	2.3	1.2
ART.3,1c - RESEARCH/COMBINED TRANSPORT	0.9		
ART.4 - FINANCIAL INTERVENTIONS			
- INTEREST ON DEBTS TO STATE UP TO AND INCLUDING 1972	30	25	23.1
- AMORTIZATION OF ABOVE DEBTS	67	50	28.9
BALANCING SUBSIDIES			
- ACTIVITIES NOT COVERED BY PSO	29	28.3	22.5
- LOSSES ON FREIGHT TRANSPORT DURING THE PERIOD 1973-75	42.1	42.1	24.4
TOTAL	1796.8	1810.6	1780.3

COMPENSATION, AND AIDS AND OTHER FINANCIAL INTERVENTIONS GRANTED BY THE STATE TO THE
BRITISH RAILWAY BOARD (BRB)

(SOURCE: BRITISH GOVERNMENT)

(IN MIO NATIONAL CURRENCY)

ANNEX IA

	1985	1986	1987
IA. MAINTENANCE OF PUBLIC SERVICE OBLIGATION			
<u>REGULATION 1191/69</u>	<u>888.2</u>	<u>758.2</u>	<u>683.7</u>
<u>OBLIGATION TO OPERATE</u>	<u>888.2</u>	<u>758.2</u>	<u>683.7</u>
IB. NORMALIZATION OF THE ACCOUNTS OF THE RAILWAYS			
<u>REGULATION 1192/69</u>	<u>18.8</u>	<u>19.8</u>	<u>20.8</u>
CLASS IV - CROSSING FACILITIES	18.8	19.8	20.8
IC. AIDS TO TRANSPORT			
<u>REGULATION (EEC) 1107/70</u>	<u>1.1</u>	<u>0</u>	<u>0</u>
ART.3,1b - AIDS FOR RESEARCH AND DEVELOPMENT	1.1		
ART.3,2 - CAPITAL GRANT TOWARDS PASSENGER TRANSPORT IMPROVEMENT SCHEMES			
TOTAL	908.1	778.0	704.5

COMPENSATION, AND AIDS AND OTHER FINANCIAL INTERVENTIONS GRANTED BY THE STATE
TO THE NORTHERN IRELAND RAILWAYS (NIR)

(SOURCE: BRITISH GOVERNMENT)	(IN MIO NATIONAL CURRENCY)	ANNEX IA		
		1985	1986	1987
IA. MAINTENANCE OF PUBLIC SERVICE OBLIGATION				
<u>REGULATION (EEC) 1191/69</u>				
		4.884	4.925	5.184
- PAYMENT MADE BY THE N.I. HOLDING CO. FOR MAINTENANCE OF PASSENGER SERVICES				
- COMPENSATION PAYMENT FOR OBLIGATIONS IMPOSED BY THE CENTRAL GOVERNMENT				
		4.884	4.925	5.184
IB. NORMALIZATION OF THE ACCOUNTS OF THE RAILWAYS				
<u>REGULATION 1192/69</u>				
		0.082	0.057	0.055
CLASS IV - CROSSING FACILITIES				
		0.082	0.057	0.055
IC. AIDS TO TRANSPORT				
<u>REGULATION (EEC) 1107/70</u>				
		5.106	5.085	3.523
- CENTRAL GOVERNMENT AIDS TO IMPROVE PASSENGER TRANSPORT				
		5.106	5.085	3.523
TOTAL		10.052	10.067	8.762

COMPENSATION, AND AIDS AND OTHER FINANCIAL INTERVENTIONS GRANTED BY THE STATE
TO THE ORGANISMOS SIDERODROMOS ELLADOS (OSE)

(SOURCE: GOVERNMENT OF GREECE) (IN MIO NATIONAL CURRENCY) ANNEX IA

	1985	1986	1987
IA. MAINTENANCE OF PUBLIC SERVICE OBLIGATION			
REGULATION (EEC) 1191/69			
IB. NORMALIZATION OF THE ACCOUNTS OF THE RAILWAYS			
REGULATION (EEC) 1192/69	500	400	500
CLASS IV - CROSSING FACILITIES	500	400	500
IC. AIDS TO TRANSPORT			
REGULATION (EEC) 1107/70	13387.4	13290	12956.6
ART.3.1d - INFRASTRUCTURE COSTS	1900	2000	2500
ART.4 - FINANCIAL INTERVENTIONS			
- CONTRIBUTION TO INVESTMENTS	4380.4	4390	3456.6
- CAPITAL GRANT	7		
- AMORTIZATION			
- BALANCING SUBSIDY	7100	6900	7000
TOTAL	13887.4	13690	13456.6

COMPENSATION, AND AIDS AND OTHER FINANCIAL INTERVENTIONS GRANTED BY THE STATE

TO THE FERROCARRILES ESPAÑOLES (RENFE)

(SOURCE : SPANISH GOVERNMENT)

(IN MIO NATIONAL CURRENCY)

ANNEX IA

	1985	1986	1987
IA. MAINTENANCE OF PUBLIC SERVICE OBLIGATIONS			
<u>REGULATION (EEC) 1191/69</u>	<u>40481</u>	<u>39856</u>	<u>35247</u>
<u>OBLIGATION TO OPERATE</u>	<u>39236</u>	<u>38658</u>	<u>35247</u>
SHORT-DISTANCE PASSENGER TRAFFIC	34125	34120	31492
NON PROFITABLE LINES	5111	4538	3755
<u>TARIFF OBLIGATIONS</u>	<u>1245</u>	<u>1198</u>	
IB. NORMALISATION OF THE ACCOUNTS OF THE RAILWAYS			
<u>REGULATION (EEC) 1192/69</u>	<u>1872</u>	<u>1234</u>	<u>1214</u>
CLASS III - RETIREMENTS AND OTHER PENSIONS	1319	1234	1214
CLASS XV - LACK OF NORMALISATION IN THE PAST	553		
IC. AIDS TO TRANSPORT			
<u>REGULATION (EEC) 1107/70</u>	<u>218012</u>	<u>214690</u>	<u>196108</u>
ART.3,1b - INFRASTRUCTURE COSTS	49762	55661	70650
ART.4 - FINANCIAL INTERVENTIONS	25600	25600	18000
- INVESTMENT LOANS			
- AMORTIZATION	31100	28342	32618
- REIMBURSEMENT OF INTEREST	64965	64247	52348
- BALANCING SUBSIDY	46585	40840	22492
TOTAL	260365	255780	232569

INFORMATION CONCERNING : SNCB/NMBS

ANNEX 1B

		1985	1986	1987
PROFILE IN FIGURS				
LENGHT OF LINES	000 KM	3.8	3.7	3.7
PERSONNEL	000	58	55.2	52
PASSENGERS CARRIED	MIO	150	139	142
GOODS CARRIED - T	MIO	66.8	58.4	59
PASSENGER/KM	MRD KM	6.6	6.1	6.2
FREIGHT T KM NET	MRD KM	8.3	7.4	7.3
REVENUE (MIO BFR)				
TRAFFIC REVENUE		29891	27328	27355
- PASSENGER REVENUE		11754	11377	11537
- FREIGHT REVENUE		17708	15635	15285
OTHER REVENUE		27853	27811	23395
SELF-GENERATED REVENUE		57744	55139	50750
STATE PAYMENTS		53792	54175	50659
OPERATING INCOME		111536	109314	101409
EXPENSES (MIO BFR)				
OPERATING EXPENSES		96226	96776	90277
- STAFF COSTS		69177	69957	70095
DEPRECIATION		6572	5811	7537
INTEREST		8986	9741	7875
TOTAL EXPENDITURES		111784	112328	105689
BALANCE OF THE EXERCICE		-248	-3014	-4280
ASSETS IN USE (MIO BFR)				
LONG-TERM ASSETS		203622	213400	218179
- LAND AND FIXED INSTALLATIONS		95057	104637	106222
- TRANSPORT STOCK		65440	67702	70052
- OTHER ASSETS		43125	41061	41905
WORKING CAPITAL		-928	-4816	-1278
- CURRENT ASSETS		35250	40516	37215
- CURRENT LIABILITIES		36178	45332	38493
TOTAL		202694	208584	216901
FINANCED BY (MIO BFR)				
CAPITAL AND CAPITAL LIABILITIES		13530	18021	23764
RESERVES		45653	42944	40236
PROFIT AND LOSS ACCOUNT		-7951	-10966	-15245
PROVISIONS		81248	91697	98786
FUND FOR STAFF		1305	1411	1505
LONG-TERM DEBTS		68909	65477	67855
CAPITAL EMPLOYED		202694	208584	216901
SOURCE AND APPLICATION OF FUNDS				
SOURCE OF FUNDS :				
	PROFIT/LOSS BEFORE DEPRECIATION	3443	1448	279
	INTERNAL RECOURES	2334	2549	2714
	SELF-FINANCING CAPITAL	5777	3997	2993
	BORROWINGS	11788	14343	10034
	WORKING CAPITAL (DECREASE)	12844	10159	13007
		30409	28499	26034
USE OF FUNDS :				
	INVESTMENTS	17847	18662	13190
	REPAYMENTS			13152
	WORKING CAPITAL (INCREASE)	12562	9837	-308
		30409	28499	26034

INFORMATION CONCERNING : DSB

ANNEX 1B

		1985	1986	1987
PROFILE IN FIGURS				
LENGHT OF LINES	000 KM	2.5	2.5	2.5
PERSONNEL	000	21.6	21.4	21.7
PASSENGERS CARRIED	MIO	132	144	145
GOODS CARRIED - T	MIO	5.3	5.3	5
PASSENGER/KM	MRD KM	4.5	4.5	4.7
FREIGHT T KM NET	MRD KM	1.6	1.7	1.7
REVENUE (MIO DKR)				
TRAFFIC REVENUE		4151	4284	4415
- PASSENGER REVENUE		2667	2743	2930
- FREIGHT REVENUE		1379	1442	1391
OTHER REVENUE		700	776	689
SELF-GENERATED REVENUE		4851	5060	5104
STATE PAYMENTS		2645	2751	3010
OPERATING INCOME		7496	7811	8114
EXPENSES (MIO DKR)				
OPERATING EXPENSES		5856	5994	6172
- STAFF COSTS		3571	3630	3968
DEPRECIATION		708	798	858
INTEREST		932	1019	1084
TOTAL EXPENDITURES		7496	7811	8114
BALANCE OF THE EXERCICE		0	0	0
ASSETS IN USE (MIO DKR)				
LONG-TERM ASSETS		11302	12005	13647
- LAND AND FIXED INSTALLATIONS		6107	6660	7321
- TRANSPORT STOCK		4708	4758	4685
- OTHER ASSETS		487	587	1641
WORKING CAPITAL		0	0	-956
- CURRENT ASSETS		1760	772	197
- CURRENT LIABILITIES		1760	772	1153
TOTAL		11302	12005	12691
FINANCED BY (MIO DKR)				
CAPITAL AND CAPITAL LIABILITIES		11203	12005	12691
RESERVES				
PROFIT AND LOSS ACCOUNT				
PROVISIONS				
FUND FOR STAFF				
LONG-TERM DEBTS				
CAPITAL EMPLOYED		11203	12005	12691
SOURCE AND APPLICATION OF FUNDS				
SOURCE OF FUNDS :				
	PROFIT/LOSS BEFORE DEPRECIATION	0	0	0
	INTERNAL REOURCES	708	428	858
		302	798	286
	SELF-FINANCING	1010	1226	1144
	CAPITAL	1243	703	686
	BORROWINGS			
	WORKING CAPITAL (DECREASE)			
		2253	1929	1830
USE OF FUNDS :				
	INVESTMENTS	2253	1929	1830
	REPAYMENTS			
	WORKING CAPITAL (INCREASE)			
		2253	1929	1830

INFORMATION CONCERNING : DB

ANNEX 1B

		1985	1986	1987
PROFILE IN FIGURS				
LENGHT OF LINES	000 KM	27.6	27.5	27.4
PERSONNEL	000	283	273	262
PASSENGERS CARRIED	MIO	1048	1023	994
GOODS CARRIED - T	MIO	313	296	288
PASSENGER/KM	MRD KM	42.7	41.4	39.2
FREIGHT T KM NET	MRD KM	62.8	59.4	57.8
REVENUE (MIO DM)				
TRAFFIC REVENUE		16177	15731	15428
- PASSENGER REVENUE		5987	5957	8989
- FREIGHT REVENUE		9822	9413	9031
OTHER REVENUE		7563	8351	8399
SELF-GENERATED REVENUE		23740	24082	23827
STATE PAYMENTS		9317	9302	9335
OPERATING INCOME		33057	33384	33162
EXPENSES (MIO DM)				
OPERATING EXPENSES		31097	31963	32079
- STAFF COSTS		20179	20482	20552
DEPRECIATION		1968	1810	2040
INTEREST		2901	2932	2983
TOTAL EXPENDITURES		35966	36705	37102
BALANCE OF THE EXERCICE		-2909	-3321	-3940
ASSETS IN USE (MIO DM)				
LONG-TERM ASSETS		61389	64141	66897
- LAND AND FIXED INSTALLATIONS		36989	37560	38453
- TRANSPORT STOCK		13540	13491	13298
- OTHER ASSETS		10860	13090	15146
WORKING CAPITAL		130	-54	208
- CURRENT ASSETS		4230	4550	4442
- CURRENT LIABILITIES		4100	4604	4234
TOTAL		61519	64087	67105
FINANCED BY (MIO DM)				
CAPITAL AND CAPITAL LIABILITIES		18492	18117	18117
RESERVES		4023	5254	5573
PROFIT AND LOSS ACCOUNT		-6029	-6230	-7261
PROVISIONS		8845	8905	9787
FUND FOR STAFF				
LONG-TERM DEBTS		36188	38041	40889
CAPITAL EMPLOYED		61519	64087	67105
SOURCE AND APPLICATION OF FUNDS				
SOURCE OF FUNDS :				
	PROFIT/LOSS BEFORE DEPRECIATION	-2909	-3321	-3940
	INTERNAL REOURCES	2598	6519	6634
		664	642	
	SELF-FINANCING	353	3840	2694
	CAPITAL	4028		705
	BORROWINGS	3992	5761	7286
	WORKING CAPITAL (DECREASE)	431	18	-383
		8804	9619	10302
USE OF FUNDS :				
	INVESTMENTS	5193	5763	5895
	REPAYMENTS	3611	3856	4407
	WORKING CAPITAL (INCREASE)			
		8804	9619	10302

INFORMATION CONCERNING : RENFE

ANNEX 1B

		1985	1986	1987
PROFILE IN FIGURS				
LENGHT OF LINES	000 KM	12.7	12.7	12.7
PERSONNEL	000	66.4	66.5	60.7
PASSENGERS CARRIED	MIO	198	194	190
GOODS CARRIED - T	MIO	31.5	27.7	27
PASSENGER/KM	MRD KM	15.1	15.6	15.4
FREIGHT T KM NET	MRD KM	10.5	10.2	10.6
REVENUE (MIO PTA)				
TRAFFIC REVENUE		113979	114626	121940
- PASSENGER REVENUE		63687	65312	70405
- FREIGHT REVENUE		50292	49314	51535
OTHER REVENUE		15299	19183	30744
SELF-GENERATED REVENUE		129278	133809	152684
STATE PAYMENTS		203665	201838	191951
OPERATING INCOME		332943	335647	344635
EXPENSES (MIO PTA)				
OPERATING EXPENSES		244274	240979	252917
- STAFF COSTS		142665	146242	155866
DEPRECIATION		23704	25848	28642
INTEREST		64965	68820	63076
TOTAL EXPENDITURES		332943	335647	344635
BALANCE OF THE EXERCICE		0	0	0
ASSETS IN USE (MIO PTA)				
LONG-TERM ASSETS		495256	495032	528887
- LAND AND FIXED INSTALLATIONS		337622	282898	268633
- TRANSPORT STOCK		150309	129675	141418
- OTHER ASSETS		7325	82459	118836
WORKING CAPITAL		-16117	-8145	13709
- CURRENT ASSETS		273003	321054	311956
- CURRENT LIABILITIES		289120	329199	298247
TOTAL		479139	486887	542596
FINANCED BY (MIO PTA)				
CAPITAL AND CAPITAL LIABILITIES		181141	150536	173704
RESERVES		11299	631	631
PROFIT AND LOSS ACCOUNT				
PROVISIONS				
FUND FOR STAFF				
LONG-TERM DEBTS		286699	337720	368291
CAPITAL EMPLOYED		479139	488887	542626
SOURCE AND APPLICATION OF FUNDS				
SOURCE OF FUNDS :	PROFIT/LOSS BEFORE DEPRECIATION			
	INTERNAL REOURCES			
	SELF-FINANCING			
	CAPITAL			
	BORROWINGS			
	WORKING CAPITAL (DECREASE)			
USE OF FUNDS :	INVESTMENTS			
	REPAYMENTS			
	WORKING CAPITAL (INCREASE)			

INFORMATION CONCERNING : SNCF

ANNEX 1B

	1985	1986	1987	
PROFILE IN FIGURS				
LENGHT OF LINES	000 KM	34.7	34.7	34.4
PERSONNEL	000	242	234	222
PASSENGERS CARRIED	MIO	776	779	773
GOODS CARRIED - T	MIO	153	137	133
PASSENGER/KM	MRD KM	61.9	59.9	59.7
FREIGHT T KM NET	MRD KM	54.1	50.1	49.7
REVENUE (MIO FF)				
TRAFFIC REVENUE		38807	37790	37910
- PASSENGER REVENUE		18800	18739	19460
- FREIGHT REVENUE		19286	18439	17835
OTHER REVENUE		9157	9645	12447
SELF-GENERATED REVENUE		47964	47435	50357
STATE PAYMENTS		23342	23891	25013
OPERATING INCOME		71306	71326	75370
EXPENSES (MIO FF)				
OPERATING EXPENSES		60257	60152	59749
- STAFF COSTS		39845	39511	39224
DEPRECIATION		5761	5534	6518
INTEREST		9774	9515	10097
TOTAL EXPENDITURES		75792	75201	76364
BALANCE OF THE EXERCICE		-4486	-3875	-994
ASSETS IN USE (MIO FF)				
LONG-TERM ASSETS		103896	108648	113241
- LAND AND FIXED INSTALLATIONS		69802	71107	72185
- TRANSPORT STOCK		16170	15609	14789
- OTHER ASSETS		17924	21932	26267
WORKING CAPITAL		-12925	-19166	-21198
- CURRENT ASSETS		23995	22453	20576
- CURRENT LIABILITIES		36920	41619	41774
TOTAL		90971	89482	92043
FINANCED BY (MIO FF)				
CAPITAL AND CAPITAL LIABILITIES		39045	39045	40445
RESERVES		11963	11274	11141
PROFIT AND LOSS ACCOUNT		-32676	-36727	-37961
PROVISIONS		7921	10530	11039
FUND FOR STAFF				
LONG-TERM DEBTS		64718	65360	67379
CAPITAL EMPLOYED		90971	89482	92043
SOURCE AND APPLICATION OF FUNDS				
SOURCE OF FUNDS :				
PROFIT/LOSS BEFORE DEPRECIATION		-4486	-3875	-993
INTERNAL RECOURES		4747	4992	3119
		782	87	1001
SELF-FINANCING		1043	1204	3127
CAPITAL		1451	1899	2703
BORROWINGS		9217	8971	12521
WORKING CAPITAL (DECREASE)		1078	4180	-1800
		12789	16254	16551
USE OF FUNDS :				
INVESTMENTS		8657	11074	11314
REPAYMENTS		4132	5180	5237
WORKING CAPITAL (INCREASE)				
		12789	16254	16551

INFORMATION CONCERNING : CIE

ANNEX 1B

		1985	1986	1987
PROFILE IN FIGURS				
LENGHT OF LINES	000 KM	1.9	1.9	1.9
PERSONNEL	000	15.6	15	14
PASSENGERS CARRIED	MIO	20	22	25
GOODS CARRIED - T	MIO	3.4	3.1	3
PASSENGER/KM	MRD KM	1	1	1
FREIGHT T KM NET	MRD KM	0.6	0.6	0.6
REVENUE (MIO IRL)				
TRAFFIC REVENUE		224.8	230.5	
- PASSENGER REVENUE		181.9	187.6	
- FREIGHT REVENUE		39.5	39.4	
OTHER REVENUE		53.2	32.8	
SELF-GENERATED REVENUE		278.0	263.3	
STATE PAYMENTS		115.0	116.8	
OPERATING INCOME		393.0	380.1	
EXPENSES (MIO IRL)				
OPERATING EXPENSES		344.1	331.1	
- STAFF COSTS		187.8	198.2	
DEPRECIATION		22.1	23.4	
INTEREST		20.0	21.2	
TOTAL EXPENDITURES		386.2	375.7	
BALANCE OF THE EXERCICE		6.8	4.4	
ASSETS IN USE (MIO IRL)				
LONG-TERM ASSETS		292.7	300.3	
- LAND AND FIXED INSTALLATIONS		105.6	105.4	
- TRANSPORT STOCK		182.8	189.4	
- OTHER ASSETS		4.3	5.5	
WORKING CAPITAL		-23.3	-18.4	
- CURRENT ASSETS		70.1	92.2	
- CURRENT LIABILITIES		93.4	110.6	
TOTAL		269.4	281.9	
FINANCED BY (MIO IRL)				
CAPITAL AND CAPITAL LIABILITIES		44.5	75.8	
RESERVES		30.4	0.6	
PROFIT AND LOSS ACCOUNT		-51.9	-47.6	
PROVISIONS		76.3	83.9	
FUND FOR STAFF		170.1	169.2	
LONG-TERM DEBTS		269.4	281.9	
CAPITAL EMPLOYED				
SOURCE AND APPLICATION OF FUNDS				
SOURCE OF FUNDS :				
	PROFIT/LOSS BEFORE DEPRECIATION	6.8	4.4	
	INTERNAL REOURCES	22.1	23.4	
	SELF-FINANCING	28.9	27.8	
	CAPITAL	21.9	0.9	
	BORROWINGS	1.1	-1.2	
	WORKING CAPITAL (DECREASE)			
		51.9	27.5	
USE OF FUNDS :				
	INVESTMENTS	39.9	22.6	
	REPAYMENTS	12	4.9	
	WORKING CAPITAL (INCREASE)			
		51.9	27.5	

INFORMATION CONCERNING : FS

ANNEX 1B

		1985	1986	1987
PROFILE IN FIGURS				
LENGHT OF LINES	000 KM	16.2	16.1	16
PERSONNEL	000	241	215	216
PASSENGERS CARRIED	MIO	364	390	393
GOODS CARRIED - T	MIO	48.1	46	49
PASSENGER/KM	MRD KM	37.4	40.5	41.4
FREIGHT T KM NET	MRD KM	16.7	16	17.1
REVENUE (MRD LIT)				
TRAFFIC REVENUE		2558	2601	2862
- PASSENGER REVENUE		1627	1505	1616
- FREIGHT REVENUE		926	950	1091
OTHER REVENUE		814	2367	1764
SELF-GENERATED REVENUE		3372	4968	4626
STATE PAYMENTS		6798	10534	10241
OPERATING INCOME		10170	15502	14867
EXPENSES (MRD LIT)				
OPERATING EXPENSES		10118	11702	12417
- STAFF COSTS		7149	7517	8563
DEPRECIATION		1590	1797	2417
INTEREST		581	2003	1752
TOTAL EXPENDITURES		12289	15502	16586
BALANCE OF THE EXERCICE		-2119	0	-1719
ASSETS IN USE (MRD LIT)				
LONG-TERM ASSETS		21661	28222	36603
- LAND AND FIXED INSTALLATIONS		11213		29
- TRANSPORT STOCK		7536	8412	8720
- OTHER ASSETS		2912	19810	27854
WORKING CAPITAL		5762	5478	7633
- CURRENT ASSETS		12431	13467	15708
- CURRENT LIABILITIES		6669	7989	8075
TOTAL		27423	33700	44236
FINANCED BY (MRD LIT)				
CAPITAL AND CAPITAL LIABILITIES		16599	13612	13924
RESERVES		4581		
PROFIT AND LOSS ACCOUNT		-19377		
PROVISIONS		10144	3742	10509
FUND FOR STAFF				
LONG-TERM DEBTS		14476	16346	19803
CAPITAL EMPLOYED		26423	33700	44236
SOURCE AND APPLICATION OF FUNDS				
SOURCE OF FUNDS :				
	PROFIT/LOSS BEFORE DEPRECIATION	-2119		0
	INTERNAL REOURCES	1517		645
				1956
	SELF-FINANCING	-602		2601
	CAPITAL	1780		851
	BORROWINGS	4408		5236
	WORKING CAPITAL (DECREASE)			
		5586		8688
USE OF FUNDS :				
	INVESTMENTS	3357		5261
	REPAYMENTS	1692		1465
	WORKING CAPITAL (INCREASE)	537		1962
		5586		8688

INFORMATION CONCERNING : CFL

ANNEX 1B

		1985	1986	1987
PROFILE IN FIGURS				
LENGHT OF LINES	000 KM	0.3	0.3	0.3
PERSONNEL	000	3.8	3.8	3.8
PASSENGERS CARRIED	MIO	11	11	10
GOODS CARRIED - T	MIO	12.7	12.2	11
PASSENGER/KM	MRD KM	0.23	0.22	0.21
FREIGHT T KM NET	MRD KM	0.6	0.6	0.6
REVENUE (MIO LFR)				
TRAFFIC REVENUE		1933	1815	1756
- PASSENGER REVENUE		348	359	374
- FREIGHT REVENUE		1585	1456	1382
OTHER REVENUE		164	170	172
SELF-GENERATED REVENUE		2097	1985	1928
STATE PAYMENTS		5967	6226	6700
OPERATING INCOME		8064	8211	8628
EXPENSES (MIO LFR)				
OPERATING EXPENSES		7182	7346	7700
- STAFF COSTS		6300	6528	6884
DEPRECIATION		705	806	829
INTEREST		281	249	298
TOTAL EXPENDITURES		8168	8401	8827
BALANCE OF THE EXERCICE		-104	-190	-199
ASSETS IN USE (MIO LFR)				
LONG-TERM ASSETS		3869	4084	4345
- LAND AND FIXED INSTALLATIONS		2270	2475	2757
- TRANSPORT STOCK		1345	1242	1275
- OTHER ASSETS		254	367	313
WORKING CAPITAL		296	793	910
- CURRENT ASSETS		1661	1538	2148
- CURRENT LIABILITIES		1365	745	1238
TOTAL		4165	4877	5255
FINANCED BY (MIO LFR)				
CAPITAL AND CAPITAL LIABILITIES		1880	1843	1804
RESERVES		1172	1282	1455
PROFIT AND LOSS ACCOUNT		-87	-79	-70
PROVISIONS		445	1146	997
FUND FOR STAFF				
LONG-TERM DEBTS		755	685	1069
CAPITAL EMPLOYED		4165	4877	5255
SOURCE AND APPLICATION OF FUNDS				
SOURCE OF FUNDS :				
	PROFIT/LOSS BEFORE DEPRECIATION			
	INTERNAL REOURCES			
	SELF-FINANCING CAPITAL			
	BORROWINGS			
	WORKING CAPITAL (DECREASE)			
USE OF FUNDS :				
	INVESTMENTS			
	REPAYMENTS			
	WORKING CAPITAL (INCREASE)			

INFORMATION CONCERNING : NS

ANNEX 1B

		1985	1986	1987
PROFILE IN FIGURS				
LENGHT OF LINES	000 KM	2.8	2.8	2.9
PERSONNEL	000	26.8	27.5	27.4
PASSENGERS CARRIED	MIO	206	210	221
GOODS CARRIED - T	MIO	19.9	18.3	18
PASSENGER/KM	MRD KM	9	8.9	9.4
FREIGHT T KM NET	MRD KM	3.3	3.1	3
REVENUE (MIO HFL)				
TRAFFIC REVENUE		1462	1433	1458
- PASSENGER REVENUE		1120	1121	1161
- FREIGHT REVENUE		313	283	268
OTHER REVENUE		381	371	359
SELF-GENERATED REVENUE		1843	1804	1817
STATE PAYMENTS		1357	1390	1417
OPERATING INCOME		3200	3194	3234
EXPENSES (MIO HFL)				
OPERATING EXPENSES		2479	2494	2549
- STAFF COSTS		1643	1706	1738
DEPRECIATION		430	430	446
INTEREST		257	270	219
TOTAL EXPENDITURES		3166	3194	3214
BALANCE OF THE EXERCICE		34	0	20
ASSETS IN USE (MIO HFL)				
LONG-TERM ASSETS		7122	7346	7611
- LAND AND FIXED INSTALLATIONS		3484	3849	4468
- TRANSPORT STOCK		1549	1609	1654
- OTHER ASSETS		2089	1888	1489
WORKING CAPITAL		-254	-311	-281
- CURRENT ASSETS		658	609	574
- CURRENT LIABILITIES		912	920	855
TOTAL		6868	7035	7330
FINANCED BY (MIO HFL)				
CAPITAL AND CAPITAL LIABILITIES		491	484	484
RESERVES		2028	2086	2138
PROFIT AND LOSS ACCOUNT		33		20
PROVISIONS		2023	2275	2507
FUND FOR STAFF		32	39	36
LONG-TERM DEBTS		2261	2151	2145
CAPITAL EMPLOYED		6868	7035	7330
SOURCE AND APPLICATION OF FUNDS				
SOURCE OF FUNDS :				
	PROFIT/LOSS BEFORE DEPRECIATION	33	0.5	19.9
	INTERNAL REOURCES	238	316.5	351.5
		53	50.5	17.2
	SELF-FINANCING	324	367.5	388.6
	CAPITAL	431	397.7	328.0
	BORROWINGS	135	378.0	323.8
	WORKING CAPITAL (DECREASE)	263	25.7	-16.7
		1153	1168.9	1023.7
USE OF FUNDS :				
	INVESTMENTS	770	702.8	639.4
	REPAYMENTS	383	466.1	384.3
	WORKING CAPITAL (INCREASE)			
		1153	1168.9	1023.7

INFORMATION CONCERNING : OSE

ANNEX 1B

		1985	1986	1987
PROFILE IN FIGURS				
LENGHT OF LINES	000 KM	2.5	2.5	2.5
PERSONNEL	000	15	14.6	14.6
PASSENGERS CARRIED	MIO	11	12	12
GOODS CARRIED - T	MIO	4	4.1	4
PASSENGER/KM	MRD KM	1.7	2	2
FREIGHT T KM NET	MRD KM	0.7	0.7	0.6
REVENUE (MIO DR)				
TRAFFIC REVENUE		7532	8984	9402
- PASSENGER REVENUE		3886	4678	5221
- FREIGHT REVENUE		3630	4288	4174
OTHER REVENUE		1977	2465	2347
SELF-GENERATED REVENUE		9509	11449	11749
STATE PAYMENTS		15951	19322	22958
OPERATING INCOME		25460	30771	34707
EXPENSES (MIO DR)				
OPERATING EXPENSES		23936	29455	32829
- STAFF COSTS		18348	21862	23953
DEPRECIATION		751	833	900
INTEREST		773	483	978
TOTAL EXPENDITURES		25460	30771	34707
BALANCE OF THE EXERCICE		0	0	0
ASSETS IN USE (MIO DR)				
LONG-TERM ASSETS		44870	51876	59137
- LAND AND FIXED INSTALLATIONS		28310	31924	35641
- TRANSPORT STOCK		8558	8643	8668
- OTHER ASSETS		8002	11309	14828
WORKING CAPITAL		14848	18635	34528
- CURRENT ASSETS		27425	37346	52134
- CURRENT LIABILITIES		12577	18711	17606
TOTAL		59718	70511	93665
FINANCED BY (MIO DR)				
CAPITAL AND CAPITAL LIABILITIES		29358	29354	29355
RESERVES				36
PROFIT AND LOSS ACCOUNT				
PROVISIONS		21283	27769	39540
FUND FOR STAFF				
LONG-TERM DEBTS		9077	13388	24734
CAPITAL EMPLOYED		59718	70511	93665
SOURCE AND APPLICATION OF FUNDS				
SOURCE OF FUNDS :				
PROFIT/LOSS BEFORE DEPRECIATION			833	900
INTERNAL REOURCES				
SELF-FINANCING			833	900
CAPITAL			6487	11808
BORROWINGS			5356	13223
WORKING CAPITAL (DECREASE)				
			12676	25931
USE OF FUNDS :				
INVESTMENTS			7840	8160
REPAYMENTS			949	1832
WORKING CAPITAL (INCREASE)			3887	15939
			12676	25931

INFORMATION CONCERNING : CP

ANNEX 1B

		1985	1986	1987
PROFILE IN FIGURS				
LENGHT OF LINES	000 KM	3.6	3.6	3.6
PERSONNEL	000	21.7	21.3	21.6
PASSENGERS CARRIED	MIO	222	224	227
GOODS CARRIED - T	MIO	5.2	5.2	6
PASSENGER/KM	MRD KM	5.7	5.8	5.9
FREIGHT T KM NET	MRD KM	1.3	1.3	1.5
REVENUE (MIO ESC)				
TRAFFIC REVENUE			17787	21126
- PASSENGER REVENUE			13587	15430
- FREIGHT REVENUE			4147	5635
OTHER REVENUE			3537	6057
SELF-GENERATED REVENUE			21324	27183
STATE PAYMENTS			21342	19252
OPERATING INCOME			42666	46435
EXPENSES (MIO ESC)				
OPERATING EXPENSES			38875	43864
- STAFF COSTS			24815	28205
DEPRECIATION			4129	2379
INTEREST			5345	5556
TOTAL EXPENDITURES			48349	51799
BALANCE OF THE EXERCICE			-5683	-5364
ASSETS IN USE (MIO ESC)				
LONG-TERM ASSETS			90030	96262
- LAND AND FIXED INSTALLATIONS			24956	30728
- TRANSPORT STOCK			11127	14166
- OTHER ASSETS			53947	51368
WORKING CAPITAL			-2460	-5026
- CURRENT ASSETS			16686	20881
- CURRENT LIABILITIES			19146	25907
TOTAL			87570	91236
FINANCED BY (MIO ESC)				
CAPITAL AND CAPITAL LIABILITIES			37455	44356
RESERVES			307	307
PROFIT AND LOSS ACCOUNT			-8156	-13521
PROVISIONS			24441	24889
FUND FOR STAFF			0	0
LONG-TERM DEBTS			33523	35205
CAPITAL EMPLOYED			87570	91236
SOURCE AND APPLICATION OF FUNDS				
SOURCE OF FUNDS :				
	PROFIT/LOSS BEFORE DEPRECIATION	---	---	---
	INTERNAL RECOURES			
	SELF-FINANCING			
	CAPITAL			
	BORROWINGS			
	WORKING CAPITAL (DECREASE)	---	---	---
USE OF FUNDS :				
	INVESTMENTS			
	REPAYMENTS			
	WORKING CAPITAL (INCREASE)	---	---	---

INFORMATION CONCERNING : BRB

ANNEX 1B

		1985	1986	1987
PROFILE IN FIGURS				
LENGHT OF LINES	000 KM	17.1	17	17
PERSONNEL	000	179	172	161
PASSENGERS CARRIED	MIO	703	695	732
GOODS CARRIED - T	MIO	141	138	145
PASSENGER/KM	MRD KM	29.7	30.8	33.1
FREIGHT T KM NET	MRD KM	17.2	18.2	17.5
REVENUE (MIO UKL)				
TRAFFIC REVENUE		2050.7	2170.6	2368.7
- PASSENGER REVENUE		1319.6	1442.4	1621.4
- FREIGHT REVENUE		667.0	683.6	702.2
OTHER REVENUE		587.8	575.3	523.0
SELF-GENERATED REVENUE		2638.5	2745.9	2891.7
STATE PAYMENTS		918.5	809.8	898.1
OPERATING INCOME		3557	3555.7	3789.8
EXPENSES (MIO UKL)				
OPERATING EXPENSES		3314.5	3465.1	3370.5
- STAFF COSTS		1949.2	1967.6	2034.5
DEPRECIATION		188.3	205.3	231.9
INTEREST		73.9	72.4	74.2
TOTAL EXPENDITURES		3576.7	3742.8	3676.6
BALANCE OF THE EXERCICE		-19.7	-187.1	113.2
ASSETS IN USE (MIO UKL)				
LONG-TERM ASSETS		1649.7	1813.8	2059.5
- LAND AND FIXED INSTALLATIONS		486.7	585.5	692.0
- TRANSPORT STOCK		689.4	724.5	755.2
- OTHER ASSETS		473.6	503.8	612.3
WORKING CAPITAL		-210.3	-228.7	-196.4
- CURRENT ASSETS		613.4	539.5	572.2
- CURRENT LIABILITIES		823.7	768.2	768.6
TOTAL		1439.4	1585.1	1863.1
FINANCED BY (MIO UKL)				
CAPITAL AND CAPITAL LIABILITIES		383.0	360.9	254.5
RESERVES		1377.9	1580.4	1933.8
PROFIT AND LOSS ACCOUNT		-669.7	-856.8	-743.6
PROVISIONS		93.5	207.5	127.0
FUND FOR STAFF		14.6	13.8	14.0
LONG-TERM DEBTS		240.1	279.3	277.4
CAPITAL EMPLOYED		1439.4	1585.1	1863.1
SOURCE AND APPLICATION OF FUNDS				
SOURCE OF FUNDS :				
PROFIT/LOSS BEFORE DEPRECIATION		-19.7	-187.1	113.2
INTERNAL REOURCES		188.3	205.3	231.9
		76.3	211.9	106.9
SELF-FINANCING		244.9	230.1	452
CAPITAL BORROWINGS		14.5	61.4	-1.9
WORKING CAPITAL (DECREASE)				
		259.4	291.5	450.1
USE OF FUNDS :				
INVESTMENTS		231.3	287.8	308.5
REPAYMENTS		23.3	22.1	106.4
WORKING CAPITAL (INCREASE)		4.8	-18.4	35.2
		259.4	291.5	450.1

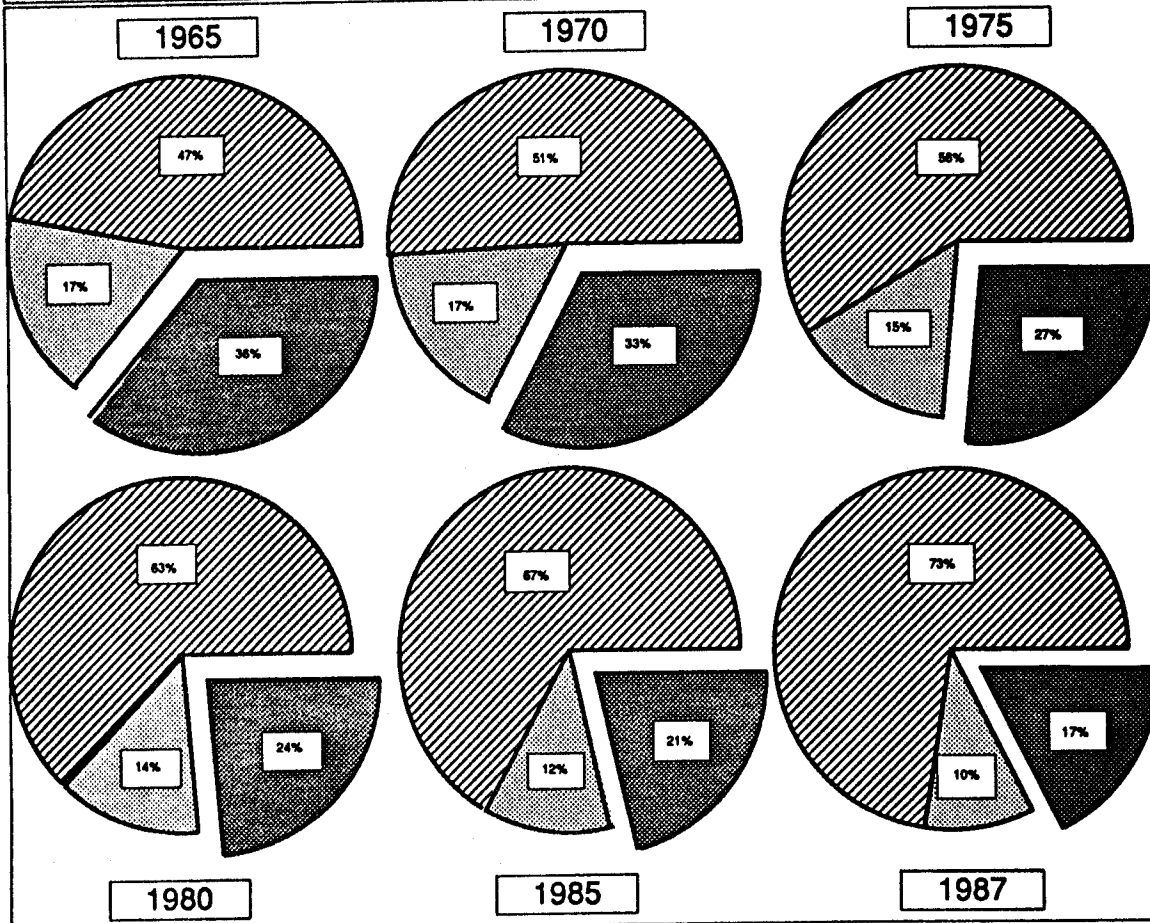
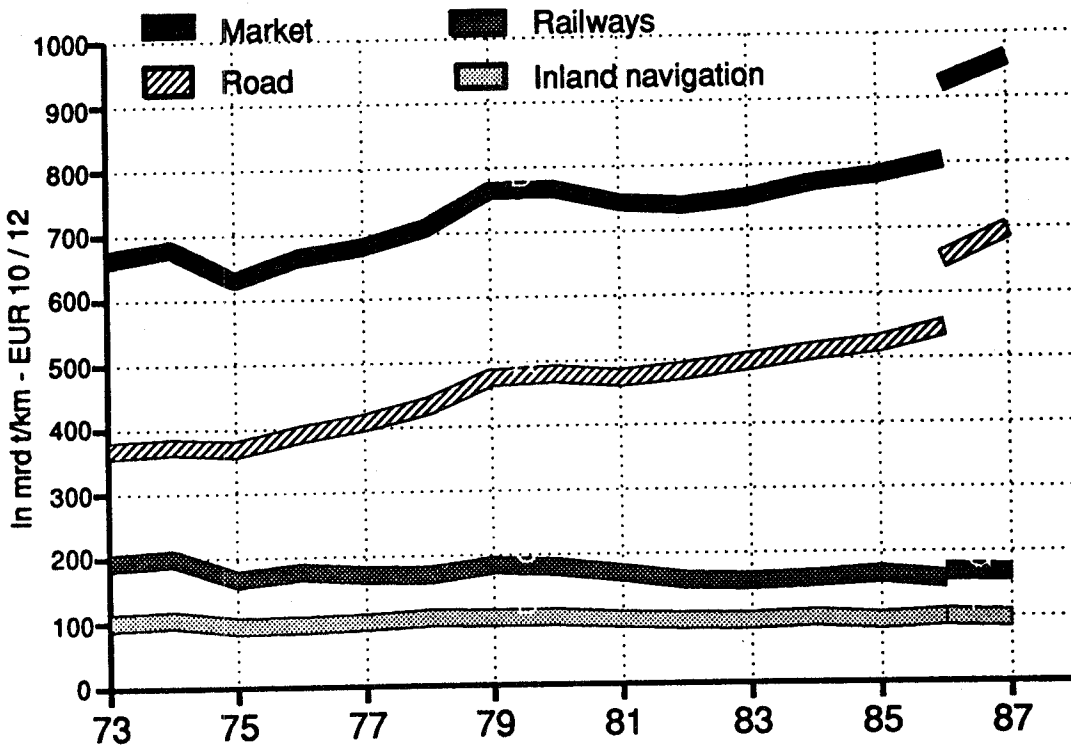
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MARKET TRENDS IN INTRA-EUR-10/12 GOODS TRANSPORT 1965-1986 (in MRD (-km))

YEAR	ROAD		INLAND WATERWAYS		RAIL		MARKET INDEX 19** / 1986	MARKET SHARES %		
	ROAD	RAIL	WATERWAYS	RAIL	MARKET	ROAD		I.W.	RAIL	
1965	237.2	181.1	86.9	181.1	505.2	62.8	47.0%	17.2%	35.8%	
1970	308.5	197.6	101.6	197.6	607.7	75.6	50.8%	16.7%	32.5%	
1973	367.8	194.6	101.8	194.6	664.2	82.6	55.4%	15.3%	29.3%	
1974	373.0	200.3	105.7	200.3	679.0	84.4	54.9%	15.6%	29.5%	
1975	368.9	167.2	95.1	167.2	631.2	78.5	58.4%	15.1%	26.5%	
1976	391.9	177.4	96.0	177.4	665.3	82.7	58.9%	14.4%	26.7%	
1977	408.9	172.1	99.5	172.1	680.5	84.6	60.1%	14.6%	25.3%	
1978	433.4	171.4	104.4	171.4	709.2	88.2	61.1%	14.7%	24.2%	
1979	476.4	185.0	103.3	185.0	764.7	95.1	62.3%	13.5%	24.2%	
1980	480.8	180.8	104.0	180.8	765.6	95.2	62.8%	13.6%	23.6%	
1981	473.9	170.8	99.3	170.8	744.0	92.5	63.7%	13.3%	23.0%	
1982	483.8	158.5	96.5	158.5	738.8	91.9	65.5%	13.1%	21.4%	
1983	496.7	156.8	96.3	156.8	749.8	93.2	66.2%	12.9%	20.9%	
1984	512.1	160.0	100.2	160.0	772.3	96.0	66.3%	13.0%	20.7%	
1985	522.3	166.0	94.8	166.0	783.1	97.4	66.7%	12.1%	21.2%	
EUR-10 1986	546.3	157.7	100.1	157.7	804.1	100.0	67.9%	12.5%	19.6%	
====	====	====	====	====	====	====	====	====	====	
EUR-12 1986	651.3	169.3	100.1	169.3	920.7	100.0	70.7%	10.9%	18.4%	
1987	696.4	167.8	96.6	167.8	960.8	104.4	72.5%	10.0%	17.5%	

index 87/65	246	111	86	166	148	67	52
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MARKET TRENDS FOR THE GOODS MARKET



FINANCIAL TRENDS

TABLE I : TOTAL EXPENDITURE BY RAILWAY UNDERTAKINGS
(IN MIO NATIONAL CURRENCY)

	BRB	CFL	CIE	CP	DB	DSB	FS ¹	NS	OSE	RENFE	SNCB/ MBS	SNCF
EXPENSES 1985	3577	8168	388	48349	39888	7488	12289	3188	25480	332943	111784	75792
EXPENSES 1987	3676	8827	376	51799	37102	8114	16586	3214	34707	344835	105689	76384
INDEX 1987 (1985 = 100)	103	108	97	107	103	108	135	102	136	104	95	101
INDEX OF CONSUMER PRICES	108	100	104	112	100	108	111	100	143	115	103	106

1) MRD LIT 85/86 86/87

TABLE II : STAFF EXPENDITURE COMPARED WITH OPERATING EXPENDITURE (3)
(IN MIO NATIONAL CURRENCY)

	BRB	CFL	CIE	CP	DB	DSB	FS ¹	NS	OSE	RENFE	SNCB/ MBS	SNCF
STAFF COSTS	2035	6884	198	28205	20522	3988	8563	1738	23953	115866	70095	39224
OPERATING EXPENSES	3371	7700	331	43864	32079	6172	12417	2549	32829	252917	90277	59749
PERCENTAGE SHARE 1987	60	89	60	64	64	64	69	68	73	46	78	66
SHARE 1985	59	88	55	64	65	61	71	66	77	58	72	66

1) MRD LIT 85/86 86/87
3) INCLUDE DIRECT PENSION PAYMENTS MADE BY THE UNDERTAKING, SUBJECT TO NORMALIZATION UNDER CLASS III OF REGULATION (EEC) 1192/89.

TABLE III : SELF-GENERATED REVENUE
(IN MIO NATIONAL CURRENCY)

	BRB	CFL	CIE	CP	DB	DSB	FS ¹	NS	OSE	RENFE	SNCB/ MBS	SNCF
REVENUE 1985	2639	2097	278	21324	23740	4851	3372	1843	9509	129278	57744	47964
REVENUE 1987	2892	1928	263	27183	23827	5104	4626	1817	11749	152684	50750	50357
INDEX 1987	110	92	95	127	100	105	137	99	124	118	88	105
INDEX OF TOTAL EXPENDITURE 1987 (1985 = 100)	103	108	97	107	103	108	135	102	136	104	95	101

1) MRD LIT 85/86 86/87

TABLE IV : COMPENSATIONS, AIDS AND OTHER FINANCIAL ASSISTANCE FROM THE STATE (3)
(IN MIO NATIONAL CURRENCY)

	BRB	CFL	CIE	CP	DB	DSB	FS ¹	NS	OSE	RENFE	SNCB/ NMBS	SNOF
PAYMENT 1985	919	8067	115	21342	9317	2645	6798	1357	15951	203885	53782	23342
PAYMENT 1987	896	6700	117	19252	9335	3010	10241	1417	22958	191951	50659	25013
INDEX 1987 (1985 = 100)	96	112	102	90	100	114	151	104	144	94	94	107

1) MRD LIT
85/86 86/87
3) INCLUDE DIRECT PENSION PAYMENTS MADE BY THE UNDERTAKING, SUBJECT TO
NORMALIZATION UNDER CLASS III OF REGULATION (EEC) 1192/89.

TABLE V : RATIO BETWEEN SELF-GENERATED REVENUE AND OPERATING INCOME 1987
(IN MIO NATIONAL CURRENCY)

	BRB	CFL	CIE	CP	DB	DSB	FS ¹	NS	OSE	RENFE	SNCB/ NMBS	SNOF
(1) SELF-GENERATED REVENUE	2892	1928	263	27183	23827	5104	4626	1817	11749	152884	50750	50357
(2) STATE PAYMENTS	896	6700	117	19252	9335	3010	10241	1417	22958	191951	50659	25013
(3) OPERATING INCOME	3790	8628	380	46435	33162	8114	14867	3234	34707	344635	101409	75370
(1) * 100 ----- = % (1987) (3)	76	22	69	59	72	63	31	56	34	44	50	67
(1) * 100 ----- = % (1985) (3)	74	26	71	50	72	65	33	58	37	39	52	67

1) MRD LIT
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TABLE VI : INTEREST CHARGES
(IN MIO NATIONAL CURRENCY)

	BRB	CFL	CIE	CP	DB	DSB	FS ¹	NS	OSE	RENFE	SNCB/ NMBS	SNOF
INTEREST 1985	73.9	281	20	5345	2901	932	581	257	773	64965	8986	9774
INTEREST 1987	74.2	298	21.2	5556	2983	1084	1752	219	978	63076	7875	10197
INDEX 1987 (1985 = 100)	100	106	106	104	103	116	302	85	127	97	88	103

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