

COMMISSION OF THE EUROPEAN COMMUNITIES

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THIRD REPORT TO THE COUNCIL BY THE COMMISSION

on the collection of information concerning the activities of
road hauliers participating in the carriage of goods to
and from certain non-member countries

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I. INTRODUCTION

1. On 16 July 1984 the Commission presented its first report to the Council on "the collection of information concerning the activities of road hauliers participating in the carriage of goods to and from certain non-member countries (1)". The main objective of this report was to highlight the activities of hauliers of state trading countries at Community level with a view to putting Member States in a better position to respond to the imbalance in market shares of Community and East bloc hauliers in East-West traffic.
2. The first report was based on information provided by the Member States for the year 1981, with additional statistical data for the years 1982 and 1983. The report was discussed in the Council's Transport Working Group in 1985. It was concluded that the second report should present basically the same information as the first report.
3. The second report concentrated on 1984 and was presented to the Council on 3.2.87 (2).
4. To establish the third report, the Commission services asked the Member States by letter of 30.10.87 to forward the relevant information for the years 1985 and 1986 concerning the items specified in the questionnaire that had been used before (Annex I to the conclusions of the Council of 10 June 1982). However, because of the growing interest in the transit countries, this time the list of third countries was extended with Switzerland, Austria and Yugoslavia (such an extension was foreseen in the original programme (see paragraph I.5 of the first report). Between January 1988 and July 1988 the Commission received the replies of the Member States.

On 25.3.88 a reminder was sent to Member States which had not yet replied by that date.

5. Chapter II of the report is established on the basis of the information supplied by Member States each paragraph deals with the items mentioned in Annex I to the Council Minutes of 10 June 82 (see Annex II of this report).

If not stated otherwise, all the information relates to 1985 and 1986

In Chapter III supporting information will be presented. Chapter IV summarizes the findings and draws conclusions.

(1) Doc. COM(84)349 final.
(2) Doc. COM(87) 32 final.

II. INFORMATION SUPPLIED BY THE MEMBER STATES

Question 1: "In the case of routes between Member States, information on the possibility of non-Community European carriers undertaking the carriage of goods".

The following table presents the information made available by Member States on the possibility to execute intra-Community transport by non-Community carriers.

Table 1: Information on the possibility of non-Community carriers to undertake goods transport between Member States, 1986

Germany	: no reply received
France	: no reply received
Italy	: no, except to the extent permitted in the agreements with Austria and Switzerland.
The Netherlands	: yes : Bulgaria, GDR, USSR no : Hungary, Rumania Poland: yes, if the journey transits Poland Czechoslovakia: yes, for trips bound to NL no, for trips originating in NL
Belgium	: no reply received
Luxembourg	: yes: GDR, Czechoslovakia since 1981; Yugoslavia since 1984 and Hungary since 1986
United Kingdom	: The UK has bilateral agreements with 27 countries, including individual EC Member States. Of those agreements, ten (with Austria, Bulgaria, Cyprus, Czechoslovakia, Finland, Hungary, Norway, Poland, Romania and Sweden) would allow those countries' hauliers to pick up load from the UK and deliver them to third countries. However, four of the bilateral agreements with EC Member States (Denmark, Germany, Italy and Spain) specifically preclude such traffic, so that hauliers from the ten countries could not take load from the UK using a UK bilateral permit to Denmark, Germany, Italy or Spain. In addition, the UK has supplementary quotas for third country traffic with Yugoslavia (50) providing the vehicle crosses its country of registration in the course of its journey.
Ireland	: no reply received

- Denmark : no, only to the extent permitted under bilateral agreements with Poland (400 journey authorisations), GDR (270), Czechoslovakia (350), Hungary (400), Bulgaria (260), Rumania (10), Austria (50) and Yugoslavia (30).
- Greece : no reply received
- Spain : Such transport operations are generally subject to the condition that they transit the country in which the vehicle is registered.
USSR - Agreement not yet ratified. "Triangular" transport operations are not permitted.
GDR - Not permitted.
Rumania - Is possible, but no authorisations have been issued.
Czechoslovakia - Has been possible since 1986, up to 20 authorisations.
Poland - Is provided for in the agreement, but no authorisations have so far been issued.
Hungary - Is provided for in the agreement, but no authorisations have so far been issued.
Bulgaria - Is provided for in the agreement, but no authorisations have so far been issued.
Switzerland * - Is permitted for 15% of the bilateral authorisations.
Austria * - Up to 80 trips are permitted within the bilateral authorisations.
Yugoslavia * - Agreement not yet ratified. Not permitted.
- Portugal : no reply received
-

* Switzerland, Austria and Yugoslavia, as members of the ECMT, are allowed to transport goods between Member States within the limits of the multilateral quota. They may also perform intra-Community removal services.

Comparison with the second report

Most of the Member States did not reply to this question, while in the second report all Member States gave an answer. So, a comparison 1986/1984 is not easily possible. Presumably, some answers published in the second report, are still applicable. There is no reason to believe that there is a significant expansion of the possibilities for East bloc hauliers to participate in goods transport between Member States.

Question 2: "In the case of routes between Member States and non Community European countries, information concerning:

the quota of bilateral, transit and mixed authorisations reciprocally granted for each bilateral route, broken down as follows:

- by journey, (valid for one or more journeys); in the case of bilateral and transit authorisations, the percentage of the quota utilised should be mentioned where possible;

- by time; in the case of bilateral and transit authorisations, the average number of journeys per authorisation during the period of validity should be mentioned where possible."

With the exception of Ireland, Greece and Portugal, Member States have concluded bilateral agreements in which quotas are fixed with all or a number of the non-Community European countries in question.

France, Italy, Belgium and Luxembourg concluded quota fixing agreements with all state-trading countries; Belgium and France also with Austria.

Denmark has agreements with all state trading countries, except with the GDR.

The Netherlands provided information only for 1987.

Germany made agreements with Poland, Bulgaria, Rumania, Switzerland, Austria and Yugoslavia.

The United Kingdom has only a quota fixing agreement with Hungary, Yugoslavia and Austria. The other bilateral agreements with East bloc states and Switzerland are permit free.

Spain concluded agreements with all state trading countries (except with Czechoslovakia) and Austria although the agreements with USSR and Yugoslavia had still to be ratified.

In each of these bilateral agreements, information submitted by Member States on the number of authorisations, the type of authorisations and the utilisation of these authorisations by the hauliers from the Member States party to a bilateral agreement for 1985 and 1986 is presented in the following table (Table 2).

Table 2 : Quota by bilateral relation, 1985 and 1986

		Bilateral and transit journey authorisations	Bilateral and transit time authorisations and special authorisations	Utilisation by hauliers from the Member States %
=====				
Germany and				
Poland	'85	21800	-	-
	'86	32000	-	-

Hungary	'85	-	-	-
	'86	9000	2000	-

Bulgaria	'85	14550	-	-
	'86	14550	-	-

Rumania	'85	9000	-	-
	'86	9000	-	-

Switzerland	'85	114100	-	-
	'86	150000	-	-

Austria	'85	250000	75	-
	'86	250000	75	-

Yugoslavia	'85	40000	-	-
	'86	40500	-	-
=====				
France and				
USSR	'85	1350	0	17
	'86	1100	0	22

Poland	'85	3000	0	54
	'86	3000	0	51

GDR	'85	5740	58	58
	'86	5740	58	79

Czechosl.	'85	1220 (1)	36	54
	'86	1270 (1)	36	39

Hungary	'85	1150	40	100
	'86	1300	30	71

Bulgaria	'85	4000	100	25
	'86	2550	65	8

Rumania	'85	1450	0	30
	'86	1450	0	26

Switzerland	not subject to quota			

Austria	'85	7200	100	77
	'86	7200	100	100

Yugoslavia	'85	8300 (2)	0	58
	'86	7300	0	47
=====				
Italy and				
USSR	'85	-	1000	250
	'86	-	3000	1300

Poland	'85	-	3000	3000
	'86	-	3100	3400

GDR	'85	-	1000	2100
	'86	-	2500	2400

Czechosl.	'85	-	4500	4800
	'86	-	4500	15400

Hungary	'85	-	7700	7300
	'86	-	8100	8500

Bulgaria	'85	-	3000	2000
	'86	-	3000	1500

Rumania	'85	-	2000	1400
	'86	-	2000	1400

Switzerland	not subject to quota			

Austria	not subject to quota			

Yugoslavia	'85	-	-	-
	'86	-	40000	39000
=====				

Table 2 - part two

		Bilateral and transit journey authorisations	Bilateral and transit time authorisations and special authorisations	Utilisation by hauliers from the Member States %
=====				
The Netherlands provided only data for 1987 - see (5)				
=====				
<u>Belgium and</u>				
USSR	'85	800	-	-
	'86	800	-	2,25
Poland	'85	1400	-	73
	'86	3500	-	73,5
GDR	'85	5000	120	22,34
	'86	4000	150	25,7
Czechosl.	'85	4000	-	5,6
	'86	4000	-	7
Hungary	'85	1000	15 (6)	60,2
	'86	1075	35	79,4
Bulgaria	'85	450	-	10
	'86	450	-	6,6
Rumania	'85	1400	-	9,8
	'86	3500	-	8,4
Austria	'85	4500	100	72,08 (8)
	'86	4500	94 (7)	100
Yugoslavia	'85	6000	-	47,8
	'86	6000	-	42,8
=====				
<u>Luxembourg and (9)</u>				
USSR	'85	-	-	-
	'86	-	-	-
Poland	'85	-	-	-
	'86	-	-	-
GDR	'85	400	-	32
	'86	400	-	66
Czechosl.	'85	500	-	24
	'86	500	-	63
Hungary	'85	30	-	43
	'86	100	-	43
Bulgaria	'85	0	-	-
	'86	100	-	-
Rumania	'85	-	-	-
	'86	-	-	-
Yugoslavia	'85	100	-	100
	'86	-	-	-
=====				
<u>United Kingdom and</u>				
Poland			agreement is quota-free; no permits are required for UK-hauliers	
Czechosl.			"	"
Hungary		3200	-	75
Bulgaria			agreement is quota-free; no permits are required for UK-hauliers	
Rumania			"	"
Switzerland			"	"
Austria		4800	-	88
Yugoslavia		5600	-	93
=====				

Table 2 - part three

		Bilateral and transit journey authorisations	Bilateral and transit time authorisations and special authorisations	Utilisation by hauliers from the Member States %
=====				
<u>Ireland</u>		no answer received		
=====				
<u>Denmark and USSR</u>				
	'85	1150	0	78
	'86	1150	0	70
<u>Poland</u>				
	'85	8000	0	70
	'86	8000	0	76
<u>GDR</u>		not subject to quota		
<u>Czechosl.</u>				
	'85	1500	25	100
	'86	1550	25	100
<u>Hungary</u>				
	'85	2100	0	100
	'86	2400	0	100
<u>Bulgaria</u>				
	'85	1200	0	52
	'86	1200	0	33
<u>Rumania</u>				
	'85	300	0	100
	'86	400	0	80
<u>Switzerland</u>		not subject to quota authorisation not required		
	'85			
	'86			
<u>Yugoslavia</u>				
	'85	2800	0	88
	'86			
<u>Austria</u>		authorisation not required not subject to quota		
	'85			
	'86			
=====				
<u>Greece</u>		no answer received		
=====				
<u>Spain and USSR (14)</u>				
<u>Poland</u>				
	'85	320	-	87,5
	'86	550	-	90
<u>GDR</u>				
	'85	700	-	91
	'86	1150	-	95,4
<u>Hungary</u>				
	'85	75	-	57,3
	'86	75	-	96
<u>Bulgaria</u>				
	'85	280	-	13,2
	'86	280	-	5,7
<u>Rumania</u>				
	'85	55	-	17
	'86	55	-	18,1
<u>Switzerland (11)</u>		no quota		
<u>Austria</u>				
	'85	1200	-	83,5
	'86	1375	-	85
<u>Yugoslavia (10)</u>				
=====				
<u>Portugal</u>		no answer received		
=====				

- no information received

- (1) of which 20 triangular
- (2) of which 6 000 transit for French hauliers
- (3) no distinction has been made between time authorisations and other authorisations
- (4) number of journeys undertaken by Italian hauliers under bilateral authorisation - total of quota in that year
- (5) quota (1987)

Netherlands and	quota's		kind of authorisation			
	for NL	for East bloc	journey	time	bil.	trans.
USSR	600	600	X		X	X
Poland	2500		X		X	X
	500		X		X	X
		2500	X		X	X
GDR	20000	20000	X		X	X
Hungary	450	780		X	X	X
	5250	300	X		X	X
Bulgary	1200	1200	X		X	X
Rumania	2200	2200	X		X	X
Czechoslov.	6500	6500	X		X	X

- (6) one time authorisation=15 journeys
- (7) one time authorisation=20 journeys
- (8) 1985: 3542 journeys on the basis of a time authorisation and 1802 on the basis of a journey authorisation
1986: 4162 journeys on the basis of a time authorisation and 2620 on the basis of a journey authorisation
- (9) Luxembourg provided the following data for 1987:

	USSR	POLAND	GDR	CZECH.	HUNGARY	BULGARIA	RUMANIA	YUGOSLAVIA
bilateral transit author.	73	187	406	600	100	100	33	54
n° quota for Lux. firms	-	-	400	600	100	100	30	-
degree of utilisation	-	-	400	547	85	17	-	-
time authorisation	-	-	-	-	25	-	-	-

- (10) agreement not ratified authorisations have not been exchanged
- (11) traffic to Switzerland has been liberalised except for entry unladen, authorisation required for traffic to Spain but numbers are not limited

The information presented by Member States on the existence and, if any, on the content (number of journey, transit, time and special authorisations) of their bilateral agreements with East bloc countries seems to be extensive and complete. However, the percentage of the quota utilized was only mentioned in the case of France, Belgium, United Kingdom, Denmark and Spain. The other Member States did not supply information on this subject for 1985 or 1986.

Comparison with the second report.

By comparing table 2 for 1985/1986 with the same table of the second report for 1984, it appears that :

- a) There were new agreements reported between Germany and Hungary, between Belgium and GDR and between Luxembourg and the East bloc.
- b) The total of journey authorisations for France in 1986 compared with 1984 stayed approximately the same (-1%). The number of time authorisations increased from 32 in 1984 to 189 in 1986. Germany has, the new agreement with Hungary not taken into account, an increase in journey authorisations of 25%. Belgium more than doubled the journey authorisations in 1986 which were already established in 1984.
- c) Information from Spain and on the relations between Member States and Switzerland, Yugoslavia and Austria, was received for the first time. So, no comparison could be made in these cases. Furthermore, the difference in the presentation by Italy, the Netherlands and Luxembourg was such that comparison did not appear very useful. Finally in contrast to the previous reports, Greece and Ireland did not give a reply on this question.

Question 3: "In the case of routes between Member States and non-Community European countries, information concerning

The tonnage transported by carriers of each non-Community European country and each Member State on each bilateral route, if possible, broken down by NST/R groups (1)."

On this question Belgium, Luxembourg, the United Kingdom, Denmark and Spain indicated that the information on tonnes transported by flag of the haulier in bilateral relations with Eastern bloc countries was not or not completely available.

(1) Standard goods classification for transport statistics, revised edition, valid from 1.1.1967, S.O.E.C., 1968 edition. See also Annex I to Council Directive 78/546/EEC of 12 June 1978 on statistical returns in respect of carriage of goods by road, as part of regional statistics, OJ N° L 168, 26.6.1978, p. 29.

The UK informed that no record is kept of tonnage carried by non-UK hauliers and that no breakdown is made between individual countries whereas Spain only delivered figures for 1986 concerning Spanish hauliers.

No answer was received from Ireland and Portugal.

France* and Greece presented information for 1985/1986 on tonnes transported by their own carriers and the carriers of the partner in bilateral agreement but without NST breakdown.

The Netherlands supplied information on tonnes carried between Netherlands and Third States only for 1986 and without information on the routes to and from Switzerland, Austria and Yugoslavia, and without NST breakdown.

Italy supplied the information of transported tonnage on each bilateral route but could not provide information on cross-trades and NST groups.

Only Germany supplied for 1985 and 1986 all the information requested under this heading except for the relation with GDR.

Given the difference in the data submitted by Member States, the only information which can be presented here is total bilateral road traffic, broken down by flag by relation to the extent Member States supplied this information to the Commission, i.e. for France*, Germany, Italy, the Netherlands and Greece and the NST breakdown of the bilateral total of each route to and from Germany (Table 3).

*: France provided also data for 1984 (Table 3, part two)

Table 3 : Tonnes transported by bilateral relation, broken down by flag in 1,000 tonnes, 1985/1986

Relation	carried by hauliers of EC-Member State in the bilateral relation		carried by hauliers of partner in the bilateral relation		cross-trading hauliers		Total							
	1985	%	1986	%	1985	%	1986	%	1985	1986				
GERMANY to/from														
USSR	7		8		266		254		16	19	289	281		
Poland	330		312		192		253		58	64	580	629		
GDR	-		-		-		-		-	-	-	-		
Czechosl.	753		698		950		909		25	26	1728	1633		
Hungary	140		135		465		543		176	158	781	836		
Bulgaria	12		10		103		109		14	7	129	136		
Rumania	50		46		84		111		13	13	147	170		
Switzerland	3461		3879		2634		2811		69	111	6164	6801		
Austria	2543		2693		6457		6803		83	101	9083	9597		
Yugoslavia	175		161		449		537		108	101	732	799		
Total	7471	38	7942	38	11600	59	12330	59	562	3	600	3	19633	20882
FRANCE to/from														
USSR	12		7		29		18		2	4	43	29		
Poland	23		21		49		57		15	11	86	89		
GDR	38		65		117		116		32	41	186	222		
Czechosl.	13		13		42		41		12	9	67	64		
Hungary	19		14		31		40		9	11	60	64		
Bulgaria	2		2		8		11		2	1	12	13		
Rumania	7		7		25		22		2	3	34	31		
Switzerland	2748		3600		2730		3009		52	69	5530	6678		
Austria	161		172		305		328		97	114	583	614		
Yugoslavia	28		23		59		148		2	3	89	174		
Total	3050	45	3924	49	3395	51	3791	48	226	3	265	3	6671	7979
ITALY to/from														
USSR	294		408		332		514				626	922		
Poland	468		180		71		75				539	255		
GDR	26		69		53		71		n.a.	n.a.	79	140		
Czechosl.	95		91		140		140				235	231		
Hungary	158		128		192		185				350	313		
Bulgaria	53		29		56		60				109	89		
Rumania	211		145		275		106				486	251		
Switzerland	1406		1763		1077		1423				2483	3186		
Austria	1484		1432		2263		2314				3747	3746		
Yugoslavia	1065		822		1070		1107				2135	1929		
Total	5260	49	5067	47	5529	51	5995	63	-	-	10789	11062		

n.a.: not available separately, included with hauliers of partner

Relation	carried by hauliers of EC-Member State in the bilateral relation		carried by hauliers of partner in the bilateral relation		cross-trading hauliers		Total	
	1985 %	1986 %	1985	1986 %	1985 %	1986 %	1985	1986
THE NETHERLANDS to/from								
USSR		3		15		0		18
Poland		63		49		20		132
GDR		83		204		55		342
Czechosl.		43		162		31		236
Hungary		46		96		30		172
Bulgaria		5		23		2		30
Rumania		28		25		10		63
Total		271 27		574 58		148 15		993
GREECE to/from								
USSR	0	0	1	2	0	0	1	3
Poland	0	1	2	3	0	0	2	4
GDR	2	5	7	8	1	3	10	15
Czechosl	14	9	19	15	0	1	33	25
Hungary	12	8	13	15	0	0	25	23
Bulgaria	35	30	13	15	0	0	48	45
Rumania	20	16	9	15	0	0	29	31
Switzerland	7	6	3	2	4	3	14	11
Austria	45	30	64	53	4	3	113	86
Yugoslavia	89	38	215	115	0	0	304	153
Total	224 39	143 36	346 60	243 61	9 1	10 3	579	396

Table 3 - part two

East/West France 1984					
	French hauliers %	Hauliers of partner countries %		Crosstraders %	Total
USSR	6	18		3	27
Poland	25	42		14	81
GDR	51	99		35	185
Czechosl.	16	41		6	63
Hungary	23	24		9	58
Bulgaria	2	7		2	11
Rumania	9	18		1	27
Total E/W	132 29	249	55	70 16	452
East/West France 1986					
USRR	7	18		4	29
Poland	21	57		11	89
GDR	65	116		41	222
Czechosl.	13	41		9	64
Hungary	14	40		11	65
Bulgaria	2	11		1	13
Rumania	7	22		3	31
Total E/W	129 25	305	59	80 16	513

Table 3 - part three

BILATERAL TOTAL BROKEN DOWN BY NST																		
Germany to/from																		
	USSR		Poland		Czechosl.		Hungary		Bulgary		Rumania		Switzerl.		Austria		Yugoslav.	
	1985	1986	1985	1986	1985	1986	1985	1986	1985	1986	1985	1986	1985	1986	1985	1986	1985	1986
0	6	8	128	144	589	546	98	115	30	30	28	29	380	441	932	1075	47	50
1	28	34	202	196	129	140	212	200	33	21	16	38	331	358	605	609	98	101
2	38	30	0	0	10	10	0	0	-	-	0	0	111	123	207	196	1	2
3	0	0	3	3	17	16	32	48	1	1	2	1	147	143	650	652	10	11
4	0	0	0	1	9	12	5	6	0	1	0	0	26	28	73	73	0	2
5	9	11	20	31	29	39	35	40	6	7	5	6	442	470	983	989	79	90
6	3	4	13	9	394	344	10	12	1	10	1	1	2134	2427	1709	1800	30	31
7	-	-	0	3	1	0	0	0	-	0	-	-	8	9	40	58	1	0
8	115	89	69	57	164	158	120	130	23	22	17	16	880	914	1128	1147	110	129
9	90	105	145	188	387	367	271	287	38	43	77	81	1709	1884	2761	3001	356	385

Comparison with the second report

A comparison with the same table of the second report (1984) is only useful for France* and the Netherlands because the important relation GDR-D is missing for Germany while Italy and Greece provided data for the first time

French hauliers had a share of 45,7% in 1985 and 49,2% in 1986 including the relations Switzerland, Yugoslavia and Austria. Comparing the East/West relations 1986 with 1984 gives the following picture: 25% French hauliers, 59% hauliers of the partner country and 16% cross-trades in 1986, 29% French hauliers, 55% hauliers of the partner country and 16% cross-trades in 1984. That means in this particular case decrease of the share of the Member State in favour of the share of the East-Bloc partner.

That goes also in a minor way for the Netherlands:
1986: Dutch hauliers 27%; East-Bloc partners 58%; cross-trades 15%
1984: Dutch hauliers 30%; East-Bloc partners 56%; cross-trades 14%

For the Community as a whole the information of Table 3 is not sufficient to draw up a reliable picture. Additional information will be given in Chapter III.

Question 4: "Where possible, the rates and conditions applied for the carriage of certain types of goods or certain routes."

Italy gave the following answer to this question, for 1986:
carriage of refrigerated goods from Budapest to Milan
LIT. 2.200.000; container transport from Warschau to
Milan LIT. 2.000.000.

The other Member States stated that no information is available or gave no answer.

General conclusion

Taken together, replies from Member States did not lead to a complete and reliable picture of the participation of Community and Eastern bloc hauliers in bilateral East-West traffic nor did they on the relation Member States/Switzerland, /Yugoslavia and /Austria. Neither on the number of trips executed by Member States' hauliers and hauliers of partner states, nor on the tonnes transported by each of the countries' hauliers can a complete picture be drawn up. Information on rates and conditions seems to be hardly available at all.

*: French data for 1984 are published in this report (Table 3 - part two)

III. SUPPORTING INFORMATION

1. In order to arrive at a more complete assessment of the situation than would be possible on the basis of contributions of Member States, in particular as far as tonnes carried by nationality of the haulier is concerned, the Commission's Services make use of German statistics which supply that kind of information on bilateral German road transports as well as on transit transports by road through Germany (1).

This information may be used since Germany is the main transit country for road transport between Member States in the northern part of Europe and the state-trading countries of Eastern Europe. For the southern part of Europe this information does not provide a complete picture, namely for the south of France, Italy, Greece, Spain and Portugal.

2. In the first report it was found that only 4% of East-West traffic from/to France did not pass through Germany. A comparison of tables 3 (1983) and 4 (1984) in the second report gave the indication that only a small percentage of the traffic in this East-West relation escapes the German transit statistics. Therefore this source is considered as a sufficient indicator of the evolution of the France-Eastern bloc countries relation. For the France/Switzerland/Yugoslavia/Austria relation the national French statistics were used.
3. Given the geographical situation it is obvious that East-West traffic from/to Italy and Greece will only transit Germany in exceptional cases. In the first report it was found that the German statistics represented only 2% and 1% respectively of the total East-West traffic of these countries. Therefore other sources have to be used. In the case of Italy the foreign trade statistics provide the necessary information; bilateral road transport in tonnes including a specification of the market share of the national hauliers. For Greece the national statistical services of Greece in Athens provided complete additional information.

By combining the foreign trade statistics for Italy and the French and Greek statistics with the German statistics a practically complete picture of EUR-10 East-West traffic is obtained, see tables 4 through 11.

4. No data was directly available concerning Spain, Portugal and the third countries, but the German transit data could be used for the flows Spain/Portugal-USSR, Poland, GDR and Czechoslovakia. Because of this incompleteness, figures for Spain and Portugal have not been carried into the detailed tables.

(1) Statistische Mitteilungen des Kraftfahrtbundesamts und der Bundesanstalt für den Güterfernverkehr, Flensburg.

5. Table 9 shows that as far as transport to and from East Bloc countries is concerned, Germany remains by far the most important partner (7,9 mio tonnes) in 1986 bilateral road transport with these countries, followed by Italy (2,2 mio tonnes). The severe drop in Italy-East Bloc transport from 3,7 mio tonnes in 1984 to 2,4 mio tonnes in 1985 and 2,2 mio tonnes in 1986 is the main reason why the total of 1985 is less than in previous years. Although a small recovery can be noted in 1986 (+1% in comparison to 1985) the tendency of East/West traffic to show a faster growth than the inter-Community traffic has disappeared.

More detailed information on individual relations is found in Tables 4, 5 and 6.

The Germany to/from GDR relation is, with 4,2 mio tonnes or 33% of the total bilateral transport, by far the most important relation of the East/West traffic followed by Germany-Czechoslovakia. The Germany-GDR relation showed a growth of 3% in 1986 in comparison with 1985 while the Germany-Czechoslovakia relation went down 5%. Also the total flow Member States - Czechoslovakia went down (3%) while Member States - GDR increased by 5% in 1986 (see Table 6).

6. Table 9 also shows a comparison between the three reports. The following evolution can be noted. Although the growth of the total East/West traffic has temporarily come to an end, all the Member States, with the exception of Italy and Luxembourg, have growth figures (1986/1984) that vary from 10% (Ireland) up to 23% (Greece). The biggest increase (in tonnes) is on the Germany-East Bloc relation (662948 tonnes or 9%) but that doesn't compensate completely for the sharp fall in the Italian figures for 1986 (-34%) that has brought the Italian-East Bloc total even below the level of 1981.
7. Turning to the nationality of the haulier, Table 10 and 11 give for 1985 and 1986 a view of the road transport to and from the individual state-trading countries of Eastern Europe from and to all Member States.
8. As we can see in Tables 7 and 8 which show the shares of Member State hauliers and the hauliers of the partner-state on each relation in detail, there is no stable pattern to discover. Every relation differs considerably from the other.

More details, distinguishing between Eastbound and Westbound are presented in the first 8 tables of Annex III.

9. The general conclusion of the previous report for the East-West traffic does not hold any longer. The slight overall imbalance between EC and East Bloc countries to the disadvantage of the EC has increased. Supposing that the EC and East Bloc countries have an equal share of the cross-trades the market shares of the two blocs in totals East-West traffic were:
41% (EC) and 59% East Bloc in 1981 (see first report);
45% (EC) and 55% East Bloc in 1984 (see second report);
44% (EC) and 56% East Bloc in 1985 (see Table 10);
41% (EC) and 59% East Bloc in 1986 (see Table 11).
The flow to and from GDR being approximately 40% of the total dominates the East-West traffic substantially. Therefore it can be useful to look at the East-West traffic minus the relation with GDR. In that case the position of the Member State hauliers is even more unfavourable:
1985 - 43% (EC) - 57% East Bloc (see Table 10);
1986 - 39% (EC) - 61% East Bloc (see Table 11).
10. For the first time information is produced concerning Switzerland, Austria and Yugoslavia. Tables 4-5-6 and 8 and Annex III, Tables 9-10 and 11.
On the Member States - Austria & Yugoslavia relation the Member State hauliers are in a minority position, only 30%, and 35% of the total has been transported by them. In that way it doesn't differ much from their position in the East-West traffic. The Member States - Switzerland relation is an exception. There Member State hauliers transport 56% whereas Swiss hauliers transport only 42%.

Table 4: Transports in tonnes by road between Member States and third countries in the year 1985

	USSR	Poland	GDR	Czecho-slovakia	Hungary	Bulgaria	Rumania	Switzerland	Austria	Yugoslavia	Total
Germany	296104	582178	4071128	1722916	784794	129711	146420	6168574	9086457	734285	23716569
France	31368	104616	194306	69295	59709	7244	27057	°5530000	°562984	°89422	6675732
Italy **	626936	539985	81353	242428	353013	112774	486574	2496221	3757941	2188325	10885550
The Netherlands	17778	126930	319414	225504	137507	20442	53154	556220	715417	158622	2330985
Belgium	24909	51265	180239	99884	77990	10145	13558	182282	510434	81343	1232049
Luxembourg	203	2350	3802	4925	565	54	87	7406	40903	834	61126
United Kingdom	637	31334	15749	66499	57905	6720	23212	92813	228885	52565	576319
Ireland	0	18	55	799	2312	174	106	3065	6854	130	13513
Denmark	60720	39157	38717	22412	16178	2913	814	126475	97136	10870	415394
Greece *	1301	2302	10613	34327	25365	48031	22740	14251	112202	304119	575251
(Spain)	316	5050	2932	8280	-	-	-	-	-	-	
(Portugal)	0	975	4552	1305	-	-	-	-	-	-	
Total	1054273	1486167	4922590	2498579	1515340	338203	773722	15177307	15119213	3620515	46505906

Source unless otherwise indicated: Heft 5 - Statistische Mitteilungen des Kraftsfahrtbundesamts Flensburg

* Greece nat. statistics

** Italian foreign trade statistics

° national French Statistics

- data not available

Total East/West traffic: 12588871

Table 5: Transports in tonnes by road between Member States and third countries in the year 1986

	USSR	Poland	GDR	Czecho- slovakia	Hungary	Bulga- ria	Rumania	Switzer- land	Austria	Yugosla- via	Total
Germany	281557	630861	4200034	1634511	837806	126924	172434	6801392	9601184	801145	25087848
France	25463	108266	222569	65347	60202	8632	27136	6677891	613717	174274	7983496
Italy	921941	255047	139986	230598	312311	96727	250593	3185669	3766488	1929222	11088582
The Netherlands	18250	130932	341588	236414	172432	29565	62623	596695	752304	165217	2506020
Belgium	18889	53741	174618	115235	104203	12374	10557	210208	574271	93636	1367732
Luxembourg	335	2433	4898	4177	75	128	254	6774	41612	1025	61711
United Kingdom	447	32980	23791	73725	60351	9717	28310	93207	234489	58320	615337
Ireland	0	72	127	1035	2166	0	0	3058	9355	201	16014
Denmark	54668	54946	43178	28283	14036	2678	882	133367	101879	9769	443696
Greece	1946	3885	15552	25738	23737	45893	31421	11264	86096	152639	398171
Spain	234	9211	7604	10650	-	-	-	-	-	-	-
Portugal	61	400	1444	1519	-	-	-	-	-	-	-
Total	1323900	1282774	5175389	2427231	1587319	332638	584210	17719525	15781391	3385448	49599716

Sources: see Table 4

Total East/West traffic: 12713352

Table 6: Evolution 86/85 in %

	USSR	Poland	GDR	Czecho- slovakia	Hungary	Bulga- ria	Rumania	Switzer- land	Austria	Yugosla- via	Total
Germany	- 5	+ 9	+ 3	- 5	+ 7	- 3	+ 18	+ 11	+ 6	+ 10	+ 6
France	- 19	+ 4	+ 15	- 6	+ 1	+ 20	+ 1	+ 21	+ 9	+ 95	+ 20
Italy	+ 48	- 53	+ 73	- 5	- 12	- 15	- 49	+ 28	+ 1	- 12	+ 12
The Netherlands	+ 3	+ 4	+ 7	+ 5	+ 26	+ 40	+ 18	+ 8	+ 6	+ 5	+ 7
Belgium	- 22	+ 5	- 4	+ 16	+ 47	+ 22	- 23	+ 16	+ 13	+ 16	+ 11
Luxembourg	+ 66	+ 4	+ 29	- 16	- 73	+313	+190	- 9	+ 2	+ 23	+ 1
United Kingdom	- 30	+ 6	+ 52	+ 8	+ 5	+ 45	+ 22	+ 1	+ 3	+ 11	+ 6
Ireland	0	+300	+131	- 30	- 8	-100	-100	- 1	+ 37	+ 55	+ 18
Denmark	- 10	+ 41	+ 12	+ 27	+ 12	- 9	+ 9	+ 6	+ 5	- 11	+ 8
Greece	+ 50	+ 97	+ 68	- 25	- 6	- 4	+ 29	- 21	- 23	- 50	- 31
(Spain)	- 26	+ 83	+160	+ 29	-	-	-	-	-	-	
(Portugal)	+100	- 59	- 69	+ 17	-	-	-	-	-	-	
Total	+ 26	- 14	+ 5	- 3	+ 5	- 2	- 24	+ 17	+ 5	- 6	+ 7

Sources: See Table 4

Total East/West traffic: + 1

Table 7: Shares in tonnes transported by hauliers of Member States (EUR-10) and hauliers of East-Bloc countries in % of bilateral total - 1985 (the balance making up 100% represent cross-trades)

Member States	Countries of origin and destination						
	USSR	Poland	GDR	Czecho-slovakia	Hungary	Bulgaria	Rumania
Germany	3 - 92	57 - 33	47 - 53	44 - 55	18 - 59	10 - 79	34 - 57
France	12 - 82	21 - 53	16 - 66	12 - 72	19 - 56	1 - 81	14 - 82
Italy	47 - 53	87 - 13	33 - 67	40 - 60	45 - 55	49 - 51	43 - 57
The Netherlands	19 - 76	54 - 27	24 - 56	22 - 69	34 - 46	32 - 55	55 - 37
Belgium	0 - 92	22 - 49	14 - 62	2 - 73	24 - 46	6 - 41	5 - 71
Luxembourg	0 -100	0 - 62	33 - 56	0 -100	0 - 98	0 - 55	0 - 98
United Kingdom	57 - 10	19 - 75	5 - 58	1 - 95	7 - 86	58 - 18	29 - 60
Ireland	0	0 -100	38 - 0	0 - 97	0 -100	34 - 66	0
Denmark	50 - 0	76 - 10	30 - 35	41 - 37	49 - 40	28 - 45	83 - 10
Greece	1 - 94	10 - 87	22 - 64	44 - 56	46 - 53	72 - 27	88 - 11

Sources: see Table 4

Table 8: Shares in tonnes transported by hauliers of Member States and hauliers of countries of origin and destination in % of bilateral total - 1986 (the balance making up 100% represent cross-traders)

Member States	Countries of origin and destination									
	USSR	Poland	GDR	Czecho-slovakia	Hungary	Bulgaria	Rumania	Switzerland	Austria	Yugoslavia
Germany	3 - 91	50 - 41	47 - 53	43 - 56	17 - 65	8 - 86	27 - 65	57 - 41	28 - 71	20 - 67
France	14 - 74	20 - 64	24 - 61	10 - 75	10 - 66	0 - 94	16 - 68	54 - 45	28 - 54	14 - 85
Italy	44 - 56	71 - 29	49 - 51	39 - 61	41 - 59	30 - 70	58 - 42	55 - 45	39 - 61	43 - 57
The Netherlands	15 - 83	48 - 38	24 - 60	19 - 69	27 - 56	15 - 78	46 - 40	73 - 20	32 - 55	61 - 30
Belgium	1 - 94	28 - 48	12 - 65	4 - 82	18 - 54	8 - 85	9 - 75	33 - 38	28 - 61	22 - 62
Luxembourg	0 -100	0 - 90	0 - 92	0 - 62	0 - 85	0 -100	0 - 73	14 - 69	6 - 78	0 - 89
United Kingdom	44 - 18	10 - 88	4 - 33	5 - 92	6 - 90	58 - 27	28 - 60	37 - 25	20 - 70	28 - 60
Ireland	0	0	36 - 0	7 - 94	0 -100	0	0	76 - 5	20 - 75	0 - 32
Denmark	47 - 0	77 - 15	32 - 32	43 - 40	49 - 37	3 - 56	90 - 3	54 - 39	31 - 33	66 - 30
Greece	1 - 99	23 - 73	33 - 49	38 - 60	35 - 64	66 - 34	50 - 49	58 - 15	35 - 62	25 - 75
Spain	0 - 68	94 - 3	50 - 20	51 - 37	-	-	-	-	-	-
Portugal	0	4 - 61	24 - 0	0 - 78	-	-	-	-	-	-

Sources: see Table 4

Table 9: Evolution of the bilateral total in tonnes of the East/West traffic; EUR-10
Comparison between first, second and third report.

	Total 81	Total 84	Total 85	Total 86	Evolution in 84/81 %	Evolution in 86/84 %
Germany	5626661	7221180	7727253	7884128	+ 28	+ 9
France	402143	452402	493326	517614	+ 12	+ 14
Italy	2379522	3331331	2443063	2207203	+ 40	- 34
Netherlands	634192	848620	900729	991804	+ 34	+ 17
Belgium	352406	449254	457990	489617	+ 27	+ 11
Luxembourg	11851	14990	11990	12300	+ 26	- 17
UK	129319	194718	202053	229321	+ 51	+ 17
Ireland	7458	3076	3464	3400	- 59	+ 10
Denmark	92283	178598	180914	198671	+ 93	+ 13
Greece	145301	120600	144679	148172	- 17	+ 23
Total	9782266	12814769	12565461	12682230	+ 31	- 1

Table 10: Road transport, by nationality of the haulier, between the state-trading countries of Eastern Europe and the EUR-10, 1985, in tonnes.

State trading countries of Eastern Europe	EC hauliers from country of origin/destination	East bloc hauliers from country of origin/destination	Cross-trading hauliers	Total road transport in tonnes
USSR	339613	662217	52127	1053957
Poland	935169	409522	135447	1480138
GDR	2076158	2677748	161200	4915106
Czechoslovakia	935306	1470205	83483	2488994
Hungary	400717	864959	249664	1515340
Bulgaria	114372	196588	27243	338203
Rumania	322022	427373	24328	773723
Total	5123357 41%	6708612 53%	733492 6%	12565461
Total less GDR	3047199 40%	4030864 53%	572292 7%	7650355

Sources: see Table 4

Table 11: Road transport, by nationality of the haulier, between the state-trading countries of Eastern Europe and EUR-10, 1986, in tonnes.

State trading countries of Eastern Europe	EC hauliers from country of origin/destination	East bloc hauliers from country of origin/destination	Cross-trading hauliers	Total road transport in tonnes
USSR	447926	822255	53315	1323496
Poland	636853	512478	123832	1273163
GDR	2238644	2764127	163574	5166341
Czechoslovakia	868034	1452196	94833	2415063
Hungary	353907	1001300	232112	1587319
Bulgaria	80222	238227	14189	332638
Rumania	248571	297971	37668	584210
Total	4874157 38%	7088548 56%	719523 6%	12682230
Total less GDR	2635513 35%	4324427 57%	555949 8%	7515889

Sources: see Table 4.

IV. SUMMARY OF FINDINGS AND CONCLUSIONS

1. Member States have been requested to submit their data on East/West transport traffic for the years 1985 and 1986 plus for the first time similar data for the relation between Member States and Switzerland, Austria and Yugoslavia.

With the exception of Ireland and Portugal all Member States replied. Replies are published in Chapter II of this report.

2. While this time the information on quotas turned out to be more complete, there is still a considerable lack of information concerning the tonnage transported by carriers of each non-Community country and each Member State, on each route the breakdown by NST groups (only Germany provided a NST breakdown) and on the rates and conditions for the carriage of certain types of goods (none of the Member States replied except a brief answer from Italy). The Commission Services therefore provided once more additional information by combining the specific information forwarded by the Member States with information from published sources - German statistics, Italian and Greece trade statistics and French statistics - to draw up a more complete picture of the bilateral road transport with the East bloc countries, Switzerland, Austria and Yugoslavia.
3. Since it is the first time and the pattern of development is so diverse, it is too early to say much about the bilateral traffic flows of Switzerland, Austria and Yugoslavia, other than that the comparison 1985-1986 suggests a growth of more than 5% a year and that an imbalance exists between the market shares of hauliers of Member States and hauliers of partner countries on the Austria/Yugoslavia relation (see Annex III, Tables 10 and 11). On the Member States - Switzerland relation the Member State hauliers are doing much better having 56% of the total market (see Annex III, Table 9).
4. As for the East-West traffic the analysis shows that the market share of East-West traffic by EC hauliers in comparison with the share of hauliers of non-Community partner countries has been declining in favour of the East Bloc partners from 45% (EC) - 55% (East Bloc) in 1984 to 41% (EC) - 59% (East Bloc) in 1986. For the first time since this monitoring system was established the total of East-West traffic did not grow but went down (-1%), due to a severe fall back of 34% of the second major relation in the East-West traffic, Italy-East bloc countries (see Table 9).
5. According to the East-West trade report of the UN/ECE the prospects in 1987 for the terms of trade of Member States with state-run economics and particularly the USSR are favourable. In the light of this prospect the fall-back in East-West traffic might be temporary.

6. Finally, in view of the progress made towards the normalisation of relations between the Community and East Bloc countries, marked in particular by agreement on the accreditation of diplomatic missions of most of these countries to the EC and by negotiations or exploratory conversations on the conclusion of trade or trade and cooperation agreements with them, and given the rising interest in traffic with East Bloc countries and the transit countries Switzerland, Austria and Yugoslavia, the Commission suggest that the monitoring of transport flows to and from these countries should be continued.

HISTORICAL BACKGROUND

1. The problems caused by the activities of road hauliers of certain state-trading countries of Eastern Europe have been under examination for some time in the Community. In its document COM(81) 716 final of 14 January 1982, the Commission gave an analysis of the situation in which the main feature was an imbalance of shares of road hauliers of Member States in East-West traffic. In the document the Commission came to the conclusion that it is desirable to follow the activities of hauliers of state-trading countries at Community level with a view to putting Member States in a better position to respond to the threat directed against their national road haulage industry by East bloc carriers. Consequently the Commission submitted to the Council a proposal for a Council Decision on the collection of information concerning the activities of road hauliers participating in the carriage of goods to and from certain non-member countries (1).

In Annex I to the proposal the Commission listed the information to be collected. In Annex II the third countries on which information should be collected were listed: USSR, Poland, German Democratic Republic, Czechoslovakia, Hungary, Bulgaria and Rumania.

2. In its session of 9 July 1982 the European Parliament approved the Commission proposal (2).

The Economic and Social Committee unreservedly endorsed the Commission proposal in its session held on 26 May 1982 (3).

3. However, at its meeting of 10 June 1982 the Council did not act on the above-mentioned Commission proposal. The Council in fact confined itself to taking note of

- the Commission's intention of gathering information, as from 1 January 1983, on the activities of road hauliers participating in the carriage of goods by road on certain routes
- the Member States intention of taking the necessary steps to ensure as far as possible close cooperation between the relevant national departments and Commission departments, with a view to facilitate, in particular the collection of information by the Commission.

(1) OJ n° C 36 of 12.02.1982, p. 8
(2) OJ n° C 238 of 13.09.1982, p. 98
(3) OJ N° C 205 of 09.08.1982, p. 24

Furthermore, the Council asked the Commission to submit as from 1 July 1984 an annual report containing its conclusion on the experience and results obtained (1).

4. In the Annex I to the Conclusions of the Council of 10 June 1982, the Council broadly confirmed the type of information to be collected as suggested by the Commission in Annex I of its proposal to the Council. However, the Council did not follow the Commission in limiting the data collection to certain state-trading countries, but extended the scope of application to all European countries outside the Community.
5. Given this situation, the Commission services decided to proceed on a two-step basis, the first referring to the list of state-trading countries annexed to the Commission's proposal and the second to the remaining European countries, as staff resources permit.

In addition, the Commission Services decided, as a first step, to prepare an inventory of the data already existing in Member States and to extend for the third report the list of countries concerned with Switzerland, Austria and Yugoslavia.

(1) Doc. 7834/82 (TRANS 79).

PROCEDURES FOR THE COLLECTION OF INFORMATION
ENVISAGED BY THE COMMISSION (1)

I. Forwarding of information

The information listed in II below should be collected at least for each calendar year and should be forwarded by Member States to the Commission as soon as possible and in any case not later than four months after the end of the period concerned.

II. Information to be collected

- A. In the case of routes between Member States, information on the possibility of non-Community European carriers undertaking the carriage of goods.
- B. In the case of routes between Member States and non-Community European countries, information concerning :
- (1) the quota of bilateral, transit and mixed authorizations reciprocally granted for each bilateral route, broken down as follows :
 - by journey (valid for one or more journeys); in the case of bilateral and transit authorizations, the percentage of the quota utilized should be mentioned where possible;
 - by time; in the case of bilateral and transit authorizations, the average number of journeys per authorization during the period of validity should be mentioned where possible;
 - (2) the tonnage transported by carriers in each non-Community European country and each Member State on each bilateral route, if possible broken down by NST/R groups (2);
 - (3) where possible, the rates and conditions applied for the carriage of certain types of goods or certain routes.

(1) Annex I to the Council minutes of 10.6.1982.

(2) Standard goods classification for transport statistics, revised edition, valid from 1.1.1967, SOEC, 1968 edition. See also Annex I to Council Directive 78/546/EEC of 12 June 1978 on statistical returns in respect of carriage of goods by road, as part of regional statistics, OJ No. L 168, 26.6.1978, p. 29.

ANNEX III* : East-West road transport, eastbound and westbound, by nationality of the haulier

Table 1 : Road transport (Westbound), by nationality of the haulier, between the state trading countries of Eastern Europe and the EC, 1985, in tonnes

State trading countries of Eastern Europe	East-bloc hauliers of country of origin %	EC hauliers from country of destination %	Cross-trading hauliers %	Total road transport in tonnes
USSR	457944 64	248054 35	10416 1	716414
Poland	277381 23	807545 67	112684 9	1197610
GDR	2043694 50	1905968 47	91929 2	4041591
Czechoslovakia	1116348 54	861891 42	72194 3	2050433
Hungary	534551 51	307730 29	192761 18	1035042
Bulgaria	120343 62	55687 28	16611 9	192641
Rumania	369354 56	270704 41	19274 2	659332
Total	4919615 49	4457579 45	515869 5	9893063

*: Sources: See Table 4

Table 2 : road transport (eastbound), by nationality of the haulier, between the state trading countries of Eastern Europe and the EC, 1985, in tonnes

State trading countries of Eastern Europe	EC hauliers from country of origin %	East bloc hauliers of country of destination %	Cross-trading hauliers %	Total road transport in tonnes
USSR	91559 27	204273 60	41711 12	337543
Poland	127624 45	132141 46	22763 8	282528
GDR	170190 19	634054 72	69271 8	873515
Czechoslovakia	73415 16	353857 80	11289 2	438561
Hungary	92987 19	330408 68	56903 11	480298
Bulgaria	58685 40	76245 52	10632 7	145562
Rumania	51318 44	58019 50	5054 4	114391
Total	665778 25	1788997 67	217623 8	2672398

Table 3 : road transport (Eastbound), by nationality of the haulier,
between the Member States and Eastern Europe, 1985, in tonnes

EC Member States	EC Hauliers from country of origin	%	East bloc hauliers of country of destination	%	Cross-trading hauliers	%	Total road transport in tonnes
D	272223	19	1094532	76	65132	5	1431887
F	21985	15	105959	76	10654	8	138598
I	189839	44	238775	56	0	0	428614
NL	70208	22	175450	56	69444	22	315102
B	15303	11	92439	67	30203	22	137945
L	1261	32	1428	37	1168	30	3857
UK	8679	13	50506	75	7593	11	66778
IRL	86	3	2541	95	48	2	2675
DK	41323	51	7677	10	31795	39	80795
GR	44871	67	19690	30	1586	2	66147
EUR-10	665778	25	1788997	67	217623	8	2672398

**Table 4 : Road transport (Westbound), by nationality of the haulier,
between the Member States and Eastern Europe, 1985, in tonnes**

EC Member States	East bloc hauliers of country of origin %	EC hauliers from country of destination %	Cross-trading hauliers %	Total road transport in tonnes
D	3138281 50	2919641 46	237444 4	6295366
F	214740 60	58033 16	81955 23	354728
I	891277 44	1123172 56	0 0	2014449
NL	301683 51	209741 36	74203 13	585627
B	190106 59	44248 14	85691 27	320045
L	7933 97	0 0	200 2	8133
UK	110531 82	14471 10	10273 8	135275
IRL	669 85	2 0	118 15	789
DK	25849 26	48988 49	25282 25	100119
GR	38546 49	39283 50	703 0	78532
EUR 10	4919615 50	4457579 45	515869 5	9893063

Table 5 : Road transport (Westbound), by nationality of the haulier, between the state trading countries of Eastern Europe and the EC, 1986, in tonnes

State trading countries of Eastern Europe	East-bloc hauliers of country of origin %	EC hauliers from country of destination %	Cross-trading hauliers %	Total road transport in tonnes
USSR	607447 63	335039 35	13355 1	955841
Poland	332214 33	535457 54	110431 13	978102
GDR	2227978 52	1912455 45	93528 2	4233962
Czechoslovakia	1095179 55	796885 40	77856 4	1969920
Hungary	609994 58	263618 25	179501 17	1053113
Bulgaria	123405 70	43625 25	7501 4	174531
Rumania	209927 47	208376 46	27113 6	445416
Total	5206144 53	4095455 42	509285 5	9810885

Table 6 : Road transport (Eastbound), by nationality of the haulier, between the state trading countries of Eastern Europe and the EC, 1986, in tonnes

State trading countries of Eastern Europe	EC hauliers from country of origin %	East bloc hauliers of country of destination %	Cross-trading hauliers %	Total road transport in tonnes
USSR	112887 30	214808 58	39960 11	367655
Poland	101396 34	180264 61	13401 4	295061
GDR	326189 35	536140 57	70046 7	932379
Czechoslovakia	71149 16	357017 80	16977 4	445143
Hungary	90289 17	391306 73	52611 10	534206
Bulgaria	36597 23	114822 73	6688 4	158107
Rumania	40195 29	88044 63	10555 7	138794
Total	778702 27	1882404 65	210238 7	2871345

Table 7 : Road transport (Eastbound), by nationality of the haulier,
between the Member States and Eastern Europe, 1986, in tonnes

EC Member States	EC Hauliers from country of origin	%	East bloc hauliers of country of destination	%	Cross-trading hauliers	%	Total road transport in tonnes
D	364656	25	1074010	72	44093	3	1482760
F	22743	15	113673	76	13258	9	149674
I	209203	48	229916	52	0	0	439119
NL	74601	19	236238	62	71198	19	382037
B	19557	11	125962	70	33261	19	178780
L	0	0	4569	94	284	6	4853
UK	8709	11	54153	69	15433	20	78295
IRL	70	2	2675	95	72	2	2817
DK	36429	47	11653	15	29625	38	77707
GR	42734	56	29555	40	3014	4	75303
EUR 10	778702	27	1882404	65	210238	7	2871345

Table 8 : Road transport (Westbound), by nationality of the haulier, between the Member States and Eastern Europe, 1986, in tonnes

EC Member States	East bloc hauliers of country of origin %	EC hauliers from country of destination %	Cross-trading hauliers %	Total road transport in tonnes
D	3340752 52	2807421 44	253193 4	6401367
F	224650 61	72289 29	71002 19	367941
I	898166 51	869918 49	0 0	1768084
NL	337909 55	196209 32	75649 12	609767
B	202268 65	41526 14	67043 21	310837
L	5394 72	0 0	2053 28	7447
UK	123868 82	16076 10	11082 7	151026
IRL	439 75	46 8	98 17	583
DK	28270 23	64738 53	27956 23	120964
GR	44428 60	27232 37	1209 2	72869
EUR 10	5206144 53	4095455 42	509285 5	9810885

Table 9 : Road transport between Member States and Switzerland by nationality of the hauliers, 1986

	Total	EC hauliers from country of origin/destination %		Swiss hauliers %		Cross-trading hauliers %	
D	6801393	3878732	57	2811392	41	111269	2
F	6677891	3599888	54	3009238	45	68765	1
I	3185670	1763096	55	1422574	45	-	0
NL	596695	434510	73	122727	20	39458	7
B	210210	69736	33	79390	38	61084	29
L	6774	948	14	4674	69	1152	17
UK	93206	34163	37	23073	25	35970	38
IRL	3058	2324	76	153	5	581	19
DK	133367	72269	54	51069	39	10029	7
GR	11264	6505	58	1719	15	3040	27
Total	17719523	9862171	56	7526009	42	331348	2

Table 10 : Road transport between Member States and Austria by nationality of the hauliers, 1986

	Total	EC hauliers from country of origin/destination %		Austrian hauliers %		Cross-trading hauliers %	
D	9601184	2693199	28	6802925	71	105060	1
F	613717	171614	20	328249	54	113854	18
I	3766488	1452484	39	2314004	61	-	0
NL	752300	240736	32	413765	55	97799	13
B	574271	160796	28	350305	61	63170	11
L	41612	2497	6	32457	78	6658	16
UK	234489	46898	20	164142	70	23449	10
IRL	9355	1871	20	7016	75	468	5
DK	101879	31582	31	33620	33	36677	36
GR	86096	29961	35	53482	62	2653	3
Total	15781395	4831638	31	10499965	66	449788	3

Table 11 : Road transport between Member States and Yugoslavia by nationality of the hauliers, 1986

	Total	EC hauliers from country of origin/destination		Yugoslavian hauliers		Cross-trading hauliers	
			%		%		%
D	801145	161859	20	537209	67	102076	13
F	174274	23469	14	148125	85	2680	1
I	1929222	822311	43	1106911	57	-	0
NL	165217	100014	61	499445	30	15260	9
B	93636	20060	22	57700	62	15876	16
L	1025	0	0	912	89	113	11
UK	58320	16050	28	34771	60	7499	12
IRL	201	0	0	64	32	135	68
DK	9769	6424	66	2901	30	445	4
GR	152639	37907	25	114653	75	79	4
Total	3385448	1188094	35	2053190	60	144163	5

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