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Report to the Council

on the effects of previous increases
in the Community Quota
including the allocation of the Community Quota
between Member States

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Report prepared by the Commission for the Council pursuant to Article 3.3 of Council Regulation (EEC) No 3164/76 of 16 December 1976 on access to the market in the international carriage of goods by road as last amended by Council Regulation (EEC) No 1841/88 of 21 June 1988

Chapter 1

Trends in the number of Community Quota authorisations.

1.1. Community Quota authorisations were introduced in 1969 for hauliers from the six original Member States. They permitted the holder of an authorisation to make journeys without any quantitative restriction between any two Member States and to transit, if necessary, any other Member State.

1.2. The initial number of Community Quota authorisations in 1969 was 1200 and they were allocated to the Member States as follows : Germany, 286 ; France, 286 ; Italy, 194 ; Netherlands, 240 ; Belgium, 161 ; Luxembourg, 33.

1.3. The number of authorisations increased slowly over the years so as to reach 4038 by 1983, but this number was now divided between the 10 Member States. Details of the average number of authorisations valid in different years are given in Table 1.1 (Table 1.2 additionally records details where the number of authorisations changed during the year).

1.4. In December 1984, the Council abandoned its earlier ad-hoc annual decisions and agreed to a regular increase in the number of authorisations, 30% for 1985 (to allow for the 0% increase in 1984) and 15% for each of the following four years. During this period the allocation of additional authorisations was to be based on the 50/50 rule (i.e. 50% linear, 50% average use of authorisations in tonne-kilometres).

1.5. In December 1985, the Council agreed the number of authorisations to be allocated to Spain and Portugal on their entry into the Community (673 and 233 authorisations respectively), bringing the total number of authorisations for 1986 to 7437.

1.6. In June 1986, the Council reached an "historic" agreement in which it agreed to free international intra-Community road haulage from quantitative restrictions by 1993. It also asked the Commission to bring forward proposals for a cumulative increase of 40% per annum for the Community Quota.

1.7. In November 1986, the Commission brought forward its so-called "comprehensive proposal" which included not only the 40% increase (with allocation on the 50/50 rule as described in 1.4 above) but also contained a substantial number of other elements (crisis mechanism, etc. as well as outline arrangements post 1992).

1.8. Understandably the Council needed a certain time to consider the Commission's "comprehensive proposal", so that it was not possible to implement the first 40% increase at the beginning of 1987. The increase actually agreed was based on the 15% increase (covered by the existing regulation) plus "compensation" to various Member States. This compensation was based, for each Member State, on the difference between the share held by "Hire and Reward" hauliers in international intra-Community traffic (in tonne-kilometres) and the share of Community Quota authorisations ; only "positive" compensations were given, i.e. no Member State lost authorisations. The total increase, 2009 authorisations, corresponded to a 27% increase.

1.9. In June 1987, the Council decided to adopt a 40% increase for the second half of 1987 by means of an ad-hoc decision. The "compensation" was also incorporated into the calculations and the increase, 2089 authorisations, brought the total number of authorisations in the second half of 1987 to 11535 or 55% above the 1986 level.

1.10. The Council had still not decided on the Commission's "comprehensive proposal" at the end of 1987, so the Commission was "forced" to propose a 15% increase for 1988. This was accepted by the Council and the number of authorisations valid at the beginning of 1988 was 13277.

1.11. Under Regulation 3621/84/CEE, the Commission were given powers to decide on supplementary increases above the normal 15% increase provided development of capacity was insufficient with regard to the increase in demand. On 26 November 1987, the Commission, pursuant to Article 3.6 of Regulation 3621/84/CEE, authorised 50 extra authorisations to Italy, Greece, Spain and Portugal. Under the Regulation, Member States were given 2 months to object to the Commission's Decision, but as no formal objections were received, the Commission's decision was implemented and the 200 extra authorisations, valid from 3 March 1988, were issued.

1.12. Finally in June 1988, the Council adopted a Regulation setting out, inter alia, the number of authorisations for the second half of 1988 (17153) and 1989 (24021) on the basis of 40% increases. The increases for 1988 were based on the usual 50/50 rule (as described in 1.4 above) with the addition of the extra 50 authorisations for four Member States (see 1.11), but the increases for 1989 were on a 100% linear basis.

1.13. The Council Regulation, 1841/88/CEE, did not prescribe the increases for 1990 and beyond, but invited the Commission to make a proposal and to submit "a report on the effects of previous increases including the allocation of the Community Quota" which was to be attached to the proposal. This report is in response to the Council's request.

TABLE 1.1 Average number of Community Quota authorisations valid in different years

	D	F	I	NL	B	L	UK	IRL	DK	GR	E	P	TOTAL
1969	286	286	194	240	161	33							1200
1970	286	286	194	240	161	33							1200
1971	286	286	194	240	161	33							1200
1972	286	286	194	240	161	33							1200
1973	312.25	306.25	221	269.25	183.5	42	110.25	22.25	65.75				1532.5
1974	356	341	266	318	221	58	178	34	109				1881
1975	427	409	319	382	265	70	272	50	169				2363
1976	427	409	319	382	265	70	272	50	169				2363
1977	427	409	319	382	265	70	272	50	169				2363
1978	512	491	383	458	318	84	326	60	203				2835
1979	567	533	432	502	348	91	355	65	229				3122
1980	689	627	539	597	413	106	418	76	286				3751
1981	689	627	539	597	413	106	418	76	286	76			3827
1982	717.5	648.75	560	618.75	428.75	109.75	431.5	85	300.25	85			3985.25
1983	727	656	567	626	434	111	436	88	305	88			4038
1984	727	656	567	626	434	111	436	88	305	88			4038
1985	914	801	721	785	570	179	551	147	469	131			5268
1986	1112	957	883	955	707	245	673	204	625	170	673	233	7437
1987	1588	1363	1301	1422	952	354.5	831	299.5	834	261.5	921.5	362.5	10490.5
1988	2164.5	1844.5	1832.67	1923.5	1339	597	1146	545.5	1273.5	528.17	1375.67	711.67	15281.7
1989	3324	2826	2831	2946	2084	971	1771	940	2022	922	2161	1223	24021

TABLE 1.2 Numbers of Community Quota authorisations 1969 - 1989

	D	F	I	NL	B	L	UK	IRL	DK	GR	E	P	TOTAL
1969	286	286	194	240	161	33							1200
1970	286	286	194	240	161	33							1200
1971	286	286	194	240	161	33							1200
1972	286	286	194	240	161	33							1200
1973 (01.01 - 31.03)	286	286	194	240	161	33	99	20	59				1378
1973 (01.04 - 31.12)	321	313	230	279	191	45	114	23	68				1584
1974 (01.01 - 30.06)	356	341	266	318	221	58	129	26	77				1792
1974 (01.07 - 31.12)	356	341	266	318	221	58	227	42	141				1970
1975	427	409	319	382	265	70	272	50	169				2363
1976	427	409	319	382	265	70	272	50	169				2363
1977	427	409	319	382	265	70	272	50	169				2363
1978	512	491	383	458	318	84	326	60	203				2835
1979	567	533	432	502	348	91	355	65	229				3122
1980	689	627	539	597	413	106	418	76	286				3751
1981	689	627	539	597	413	106	418	76	286	76			3827
1982 (01.01 - 31.03)	689	627	539	597	413	106	418	76	286	76			3827
1982 (01.04 - 31.12)	727	656	567	626	434	111	436	88	305	88			4038
1983	727	656	567	626	434	111	436	88	305	88			4038
1984	727	656	567	626	434	111	436	88	305	88			4038
1985	914	801	721	785	570	179	551	147	469	131			5268
1986	1112	957	883	955	707	245	673	204	625	170	673	233	7437
1987 (01.01 - 30.06)	1441	1238	1178	1291	868	305	760	258	739	230	829	309	9446
1987 (01.07 - 31.12)	1735	1488	1424	1553	1036	404	902	341	929	293	1014	416	11535
1988 (01.01 - 02.03)	1955	1671	1610	1743	1190	501	1027	420	1103	365	1175	517	13277
1988 (03.03 - 30.06)	1955	1671	1660	1743	1190	501	1027	420	1103	415	1225	567	13477
1988 (01.07 - 31.12)	2374	2018	2022	2104	1488	693	1265	671	1444	658	1543	873	17153
1989	3324	2826	2831	2946	2084	971	1771	940	2022	922	2161	1223	24021

Chapter 2

Trends in the use of Community Quota authorisations

2.1. Under the Community Quota regulations, Member States have been required to submit summary information on the use of the authorisations supplied to their hauliers. Whereas Member States at one time submitted monthly data, Regulation 3677/85/CEE simplified this submission to quarterly data.

2.2. Member States supply details of tonnes and tonne-kilometres for each possible relation between two Member States, domestic and cabotage movements being excluded.

2.3. The Commission's services compile, annually, a series of tables bringing together the results from the different Member States. These tables, providing information broken down not only by "Member State of haulier" but also by "Member State of loading" and "Member State of unloading", are transmitted to the Member States.

2.4. The Directorate-General for Transport has also been publishing information in its EUROPATRANSPORT series on the use of Community Quota authorisations. This began in a fairly limited way in the 1983 Annual Report (July 1984) but expanded considerably to form the basis of the 1987 Analysis and Forecast Report (March 1987). Subsequent reports have updated this work and summary quarterly data have recently been included in the Market Developments Report (since no.28, June 1988).

2.5. Analysis by the Commission's services has concentrated on tonne-kilometres for several reasons :

- (i) it was the criterion in the allocation of additional authorisations from 1985 to 1988
- (ii) it reflects better the use of authorisations as the Community has expanded
- (iii) it gives a better indication of the share of the market held by the Community Quota as average journey distances are about double those of all international intra-Community journeys.

In this report only tonne-kilometres will be examined.

2.6. The growth of the use of Community Quota authorisations has generally been faster than the growth of the number of authorisations. Table 2.1 sets out the tonne-kilometres achieved by the hauliers from each Member State since 1969, while Table 2.2 gives the average number of tonne-kilometres per authorisation.

It should be noted that, in amending their figures for 1985, the French authorities indicated that figures relating to earlier years needed to be adjusted ; however as details of such adjustment have never been supplied by the French authorities, the original figures have been retained. Caution must therefore be exercised in interpreting the French (and Community) figures up to 1985 from those for 1985 onwards.

2.7. Average use of Community Quota authorisations grew rapidly from 733 thousand tonne-kilometres in 1969 to 1363 thousand in 1973 and then more steadily to 1912 thousand in 1984. Despite the rapid increase in the number of authorisations after 1984, the average use continued to rise to 1965 thousand in 1985 and 2089 thousand in 1986 - but this included the possibility of longer trips to Spain and Portugal. However, the average use fell to 1989 thousand in 1987 and the provisional figure for 1988 shows a further substantial fall to 1764 thousand.

2.8. Total use of Community Quota authorisations has, of course, risen dramatically from 879 million tonne-kilometres in 1969 to 20864 million in 1987 (a 23-fold increase) ; this compares with an increase from 1200 authorisations in 1969 to 10490.5 in 1987 (an 8-fold increase). The provisional figure for 1988 is that total use was 26959 million tonne-kilometres.

2.9. Average use of authorisations by hauliers from different Member States varies considerably. This is due largely to geographical factors since hauliers from peripheral Member States generally have longer journeys to their destinations and can thus accomplish a high average tonne-kilometres ; this explains the high figures for Denmark which were higher than any other Member State from 1977 to 1987. However, hauliers from peripheral Member States who must cross the sea (Ireland and the United Kingdom) or have difficult transit conditions through non-Member States (Greece and, more recently, Italy) find their average tonne-kilometres restricted.

TABLE 2.1 1000 tonne-kilometres achieved by member state of haulier

	D	F	I	NL	B	L	UK	IRL	DK	GR	E	P	TOTAL
1969	262589	50052	176110	246165	133560	10835							879311
1970	257417	87747	279658	251549	160867	20154							1057392
1971	327205	116773	347930	257255	167710	23900							1240773
1972	N	N	N	N	N	N							N
1973	499771	319497	384779	411573	233219	41202	74324	11518	113410				2089293
1974	599982	390969	513217	475348	285994	56945	152906	18909	177913				2672183
1975	656102	433085	632681	527505	319864	57409	252682	42553	324933				3246814
1976	778939	445843	795709	604413	377245	70061	328935	43419	370016				3814580
1977	789677	475500	797991	556251	377209	76614	348023	52678	424388				3898331
1978	976754	611187	834609	672159	449468	87652	414138	60524	507197				4613688
1979	1129021	751247	957211	791211	535887	100362	454613	78076	637729				5435357
1980	1408188	866373	987444	932149	693964	132390	483413	89519	798136				6391576
1981	1412813	837767	1102315	978453	711686	137672	484880	83687	854411	40751			6644435
1982	1510544	822647	1036415	1081527	810042	151914	505981	91540	962164	42267			7015041
1983	1593368	821393	1126976	1179607	817954	165074	599763	103505	1010822	52410			7470872
1984	1639959	<u>854360</u>	1165069	1194467	809672	176307	636771	121298	1021695	100630			7720228
1985	2125040	1489135	1491291	1478508	1083789	293591	770412	203826	1255054	159620			10350266
1986	2721717	1852512	1902493	1907856	1474105	444505	1031732	279894	1776270	216610	1549278	379785	15536757
1987	3104326	2849823	2587398	2752895	2308958	609625	1223653	392667	2053042	221609	2116215	643711	20863922
1988	3875541p	3724116p	3281375p	3493800p	2485874p	956768p	1595415p	571191p	2577450p	437127p	2886351p	1073931p	26958939p

N = not available

p = provisional

TABLE 2.2 Average (1000 tonne-kilometres) per authorisation by member state of haulier

	D	F	I	NL	B	L	UK	IRL	DK	GR	E	P	TOTAL
1969	918	175	908	1026	830	328							733
1970	900	307	1442	1048	999	611							881
1971	1144	408	1793	1072	1042	724							1034
1972	N	N	N	N	N	N							N
1973	1601	1043	1741	1529	1271	981	674	518	1725				1363
1974	1685	1147	1929	1495	1294	982	859	556	1632				1421
1975	1537	1059	1983	1381	1207	820	929	851	1923				1374
1976	1824	1090	2494	1582	1424	1001	1209	868	2189				1614
1977	1849	1163	2502	1456	1423	1094	1279	1054	2511				1650
1978	1908	1245	2179	1468	1413	1043	1270	1009	2499				1627
1979	1991	1409	2216	1576	1540	1103	1281	1201	2785				1741
1980	2044	1382	1832	1561	1680	1249	1156	1178	2791				1704
1981	2051	1336	2045	1639	1723	1299	1160	1101	2987	536			1736
1982	2105	1268	1851	1748	1889	1384	1173	1077	3205	497			1760
1983	2192	1252	1988	1884	1885	1487	1376	1176	3314	596			1850
1984	2256	1302	2055	1908	1866	1588	1460	1378	3350	1144			1912
1985	2325	1859	2068	1883	1901	1640	1398	1387	2676	1218			1965
1986	2448	1936	2155	1998	2085	1814	1533	1372	2842	1274	2302	1630	2089
1987	1955	2091	1989	1936	2425	1720	1473	1311	2462	847	2296	1776	1989
1988	1791p	2019p	1790p	1816p	1857p	1603p	1392p	1047p	2024p	828p	2098p	1509p	1764p

N = not available

p = provisional

Chapter 3

Trends in cross-trading under Community Quota Authorisations

3.1. The objective in setting up Community Quota authorisations was not only to permit the haulier to make "bilateral" journeys between his own country and any other Member State with just one authorisation but also, more importantly, to permit the haulier to make journeys between two other Member States. These later types of journeys are referred to as "cross-trades", an expression borrowed from the maritime field.

3.2. Prior to 1976, cross-trading was one of the criteria to be used in allocating authorisations and, as a consequence, the Statistical Office of the European Communities (who processed the data at that time) distinguished between trips comprising two bilateral (outward and return) stages and those "round" trips which contained a stage between 2 other Member States (i.e. a cross-trade).

3.3. In 1976, the Council abandoned this criteria and consequently the data processing was simplified. Whereas it is still possible to identify cross-trade stages, it is no longer possible to identify bilateral stages which form part of a round trip from other bilateral stages.

3.4. Interest in cross-trading has however remained high, especially in some Member States who give preferential allocation to hauliers performing cross-trades (i.e. by inference, round trips).

3.5. The importance of cross-trading for the hauliers of a particular Member State depends on a number of factors :

- (i) the size of the Member State (for Luxembourg hauliers the potential for bilateral traffic is limited),
- (ii) the geographical situation of the Member State (Irish hauliers can easily bring return loads to the United Kingdom),
- (iii) the existing liberalisation with neighbouring Member States (Benelux hauliers have a more open market with each other),
- (iv) the policy of the Member State in allocating authorisations (see 3.4 above).

3.6. The possibilities for cross-trading have expanded as the number of Member States increased, so that comparisons of cross-trading between 1969 and 1987 would have to be treated with some caution.

3.7. The Directorate-General for Transport's EUROPATRANSPORT publications have stressed the "communautaire" aspects of cross-trading from its earliest analysis on Community Quota statistics. The 1983 Annual Report looked at tonnes, but later analysis has, for the general reasons outlined in 2.5 above, concentrated on tonne-kilometres.

3.8. The importance of cross-trading for the hauliers of each Member State has been compiled since 1983 ; Table 3.1 sets out the figures since then. More interesting for analysis are the derived tables, Table 3.2 which gives the average tonne-kilometres in cross-trading per authorisation and Table 3.3 which gives the share of cross-trading in total tonne-kilometres under Community Quota authorisations.

3.9. The wide range of cross-trading per authorisation according to the Member State of the haulier is shown in Table 3.2. Based on 1987 figures, hauliers from the Benelux had over 1000 thousand tonne-kilometres cross-trading per authorisation while hauliers from Greece, Spain, Italy and Portugal had less than 50 thousand. The provisional 1988 figures maintain these differences.

3.10. Recent trends in cross-trading per authorisation can also be seen from Table 3.2. The large increase for French hauliers can largely be attributed to the arrival of Spain and Portugal in the Community in 1986 which greatly increased the possibilities of intra-Community cross-trading for French hauliers. A substantial rise is also seen for Luxembourg hauliers ; this is due to the small size of the 'bilateral' market for Luxembourg hauliers, so that with the large increase in the number of authorisations, hauliers were obliged to seek traffic in the cross-trade market. The large increase for Belgian hauliers in 1987 is thought to be an "error" ; it appears that Belgian hauliers taking semi-trailers to the Belgian ports to be shipped unaccompanied to the United Kingdom were treated as having a United Kingdom destination because the Italian authorities were insisting that the Belgian hauliers had a Community Quota authorisation rather than a bilateral authorisation. In 1988 the cross-trades for Belgian hauliers returned to a more "normal" level.

3.11. An alternative method of examining cross-trades is shown in Table 3.3 which shows the share (in percentages) of cross-trading in the total tonne-kilometres under Community Quota authorisations performed by hauliers from each Member State. For 1987, the hauliers from Benelux show cross-trading shares in the range 55 to 85% (although the Belgian figure should probably be closer to 60% than 80%, see 3.10) while Greece, Spain and Italy all have shares below 2%. The provisional 1988 figures maintain these differences.

3.12. Trends in the shares of cross-trades can also be seen in Table 3.3. Shares of cross-trades have increased sharply for French hauliers (in 1986, see 3.10) and for Luxembourg hauliers. Greek and Italian hauliers also increased sharply the relative share of cross-trading, but even so both remained at a very low level. The reason that the Community average has remained relatively stable is due to the fact that the new Community members, Spain and Portugal have much lower than average cross-trading and this approximately balances the increases for other Member States mentioned above. If the Belgian share for 1987 was really about 60%, then the share for the Community as a whole would fall to below 23%. The provisional share of cross-trades for the Community as a whole in 1988 is 21.8%.

TABLE 3.1 1000 tonne-kilometres achieved in cross-trading by Member State of haulier

	D	F	I	NL	B	L	UK	IRL	DK	GR	E	P	TOTAL
1983	56000	137000	3000	689000	399000	99000	61000	24000	52000	0			1520000
1984	62944	158438	2404	726077	439316	111769	59798	31250	51105	0			1643101
1985	59772	255782	2676	885794	576947	209119	76632	44490	77187	0			2188399
1986	105919	616256	40056	1163518	876773	338042	87950	53307	90217	0	25255	3552	3400845
1987	89024	799607	35248	1586957	1879489	483931	93342	98886	133902	2485	37720	15417	5256008
1988	125087p	1152928p	48199p	1919179p	1315130p	772586p	135259p	121896p	194837p	4408p	54506p	31330p	5875345p

TABLE 3.2 Average (1000 tonne-kilometres) in cross-trading per authorisation by Member State of haulier

	D	F	I	NL	B	L	UK	IRL	DK	GR	E	P	TOTAL
1983	77	209	5	1101	919	892	140	273	170	0			376
1984	87	242	4	1160	1012	1007	137	355	168	0			407
1985	65	319	4	1128	1012	1168	139	303	165	0			415
1986	95	644	45	1218	1240	1380	131	261	144	0	38	15	457
1987	56	587	27	1116	1974	1365	112	330	161	10	41	43	501
1988	58p	625p	26p	998p	982p	1294p	118p	223p	153p	8p	40p	44p	384p

TABLE 3.3 Share (in %) of cross-trading in total tonne-kilometres achieved by Member State of haulier

	D	F	I	NL	B	L	UK	IRL	DK	GR	E	P	TOTAL
1983	3.5%	16.7%	0.3%	58.4%	48.8%	60.0%	10.2%	23.2%	5.1%	0.0%			20.3%
1984	3.8%	18.5%	0.2%	60.8%	54.3%	63.4%	9.4%	25.8%	5.0%	0.0%			21.3%
1985	2.8%	17.2%	0.2%	59.9%	53.2%	71.2%	9.9%	21.8%	6.2%	0.0%			21.1%
1986	3.9%	33.3%	2.1%	61.0%	59.5%	76.0%	8.5%	19.0%	5.1%	0.0%	1.6%	0.9%	21.9%
1987	2.9%	28.1%	1.4%	57.6%	81.4%	79.4%	7.6%	25.2%	6.5%	1.1%	1.8%	2.4%	25.2%
1988	3.2%p	31.0%p	1.5%p	54.9%p	52.9%p	80.7%p	8.5%p	21.3%p	7.6%p	1.0%p	1.9%p	2.9%p	21.8%p

Chapter 4

Trends in the total international intra-Community market for Community "Hire and Reward" road hauliers

4.1. To assess the impact of Community Quota authorisations, it is necessary to compare the use of the Community Quota authorisations, in tonne-kilometres, with the relevant total market. The relevant "total" market is tonne-kilometres by Community "Hire and Reward" hauliers on all international intra-Community journeys.

4.2. Information on this "total" market comes principally from the Road Statistics Directive (78/546/EEC). This Directive provides information on bilateral journeys, that is journeys by a haulier between the Member State in which he is established and another Member State. Directive 78/546 does not yet provide information on "cross-trades", i.e. journeys between two other Member States, but a recently adopted amendment by the Council, Directive 89/462/EEC, will provide such information as from 1990. In the meantime the only information generally available on cross-trades relates to those performed under the Community Quota authorisations; this has been examined in Chapter 3.

4.3. Data for tonne-kilometres achieved by "Hire and Reward" hauliers from each Member State on bilateral international intra-Community journeys from 1981 to 1987 are set out in Table 4.1. Because of the adhesion of Spain and Portugal to the Community in 1986, the 1986 figures are shown on both an EUR-10 and EUR-12 basis so that trends can be assessed. Data for 1988 is not yet generally available.

4.4. The results of Table 4.1 show that bilateral tonne-kilometres by EUR-10 hauliers on international intra-EUR-10 journeys increased by 26% between 1981 and 1986, that the adhesion of Spain and Portugal to the Community increased the tonne-kilometres for 1986 by 27%, and that there was a further increase of 10 % between 1986 and 1987 in the tonne-kilometres by EUR-12 hauliers on international intra-EUR-12 journeys. The figures shown in Table 4.1 are generally based on those published by the Statistical Office of the European Communities but with some added estimates and provisional figures ; notably those for Italy which depend on foreign trade data, except for 1986, and the 1987 figures for Luxembourg and Portugal which have been estimated ; the Greek figure for 1986 has been revised to correct an anomaly in the published tables.

4.5. Details of the tonne-kilometres for "cross-trades" achieved under Community Quota have been given in Table 3.1, but this series is only available since 1983. Consequently "total" tonne-kilometres as the sum of "bilateral" and "cross-trade" tonne-kilometres is only available from 1983 to 1987 ; these are shown in Table 4.2.

4.6. Because of the growth of cross-trades after 1984 (due to increase in the number of Community Quota authorisations), the annual growth of "total" tonne-kilometres is more than 0.5% higher than "bilateral" tonne-kilometres. Thus from 1983 to 1986 there was a growth of 12.4% (4.0% annually) and a spectacular increase of over 10% in 1987 (but for some caveats, see 4.7 below).

4.7. Table 4.2 also shows the trends of total tonne-kilometres for each Member State. During the period 1983 to 1986, hauliers from all Member States increased their tonne-kilometres on an intra-EUR-10 basis except for Italy and Greece. The largest increases were obtained by hauliers from Luxembourg (+ 100%) and Ireland (+53%). The effect of the enlargement of the Community in 1986 to include Spain and Portugal can be seen by comparing the (EUR-)10 and (EUR-)12 rows for 1986 in Table 4.2 ; hauliers from Spain and Portugal have almost 70% of the market (as measured in tonne-kilometres) while hauliers from Germany, France and Italy each have between 7 and 9%. There were some impressive increases from 1986 to 1987 (on an intra-EUR-12 basis), but care must be used in interpreting the figures particularly for :

- United Kingdom : the 66% increase includes the effects of a change of methodology in data collection, the United Kingdom authorities have estimated that the real change from 1986 to 1987 was 43%,
- Belgium : the 21% increase includes the large increase for cross-trades for 1987, believed to be an error (see 3.10),
- Luxembourg : the 20% increase is an estimate by the Commission's services based on the observed 43% increase in cross-trades and an estimated 6% increase in bilaterals.

4.8. An alternative way of assessing the comparative performance of the hauliers from the different Member States is to examine the trend of the relative share held ; this is done in Table 4.3. Again there is the "complication" of the adhesion of Spain and Portugal so that the trends are shown on a intra-EUR-10 basis for 1983 to 1986 and on an intra-EUR-12 basis for 1986 and 1987 ; to make the series more comparable over the whole period the sum of the shares for "Total" has been adjusted to 85.5 for "intra-EUR-10" from 1983 to 1986 (85.5 being the sum of the share of the old 10 Member States in 1986 on an intra-EUR-12 basis).

4.9. The main results from Table 4.3 are the increases in the shares of hauliers from France, Netherlands, Luxembourg and Ireland and the falls in the shares of hauliers from Italy and Greece.

TABLE 4.1 Tonne-kilometres achieved by "Hire & Reward" hauliers from each Member State on bilateral international intra-Community traffic (x mio t-km)

	D	F	I	NL	B	L	UK	IRL	DK	GR	E	P	TOTAL
1981	12208	12260	12658	11057	5463	352	2422	320	2901	1742			61383
1982	13731	11261	12788	12568	6010	323	2539	356	3119	2306			65001
1983	14236	11881	13727	13368	6401	323	3151	458	3491	2718			69754
1984	14792	12922	13625	14518	6936	323	3168	451	3529	2516			72780
1985	15628	13234	13162	15672	7364	354	2990	533	3498	2265			74700
1986 10	15979	13785	12089	17107	7808	544	3568	693	3775	1966			77314
1986 12	17696	15444	13599	17536	8201	546	3963	725	3981	1973	13099	1747	98510
1987	18379	17483	12997	19712	9108	580	6615	710	4140	2006	14576	2090	108396

TABLE 4.2 Tonne-kilometres achieved by "Hire & Reward" hauliers from each Member State on total (= bilateral + cross-trade) international intra-Community traffic (x mio t-km)

	D	F	I	NL	B	L	UK	IRL	DK	GR	E	P	TOTAL
1983	14292	12018	13730	14057	6800	422	3212	482	3543	2718			71274
1984	14855	13080	13627	15244	7375	435	3228	482	3580	2516			74423
1985	15688	13490	13165	16558	7941	563	3067	577	3575	2265			76888
1986 10	16078	14035	12125	18198	8589	846	3650	739	3853	1966			80079
1986 12	17802	16060	13639	18700	9078	884	4051	778	4071	1973	13124	1751	101911
1987	18468	18283	13032	21299	10987	1064	6708	809	4274	2008	14614	2105	113652

TABLE 4.3 Percentage shares of international intra-Community "Hire & Reward" tonne-kilometres held by hauliers from different Member States

	D	F	I	NL	B	L	UK	IRL	DK	GR	E	P	TOTAL
1983	17.1%	14.4%	16.5%	16.9%	8.2%	0.5%	3.9%	0.6%	4.3%	3.3%			85.5%
1984	17.1%	15.0%	15.7%	17.5%	8.5%	0.5%	3.7%	0.6%	4.1%	2.9%			85.5%
1985	17.4%	15.0%	14.6%	18.4%	8.8%	0.6%	3.4%	0.6%	4.0%	2.5%			85.5%
1986 10	17.2%	15.0%	12.9%	19.4%	9.2%	0.9%	3.9%	0.8%	4.1%	2.1%			85.5%
1986 12	17.5%	15.8%	13.4%	18.3%	8.9%	0.9%	4.0%	0.8%	4.0%	1.9%	12.9%	1.7%	100.0%
1987	16.2%	16.1%	11.5%	18.7%	9.7%	0.9%	5.9%	0.7%	3.8%	1.8%	12.9%	1.9%	100.0%

Chapter 5

Trends in the share held by Community Quota in total international intra-Community market

5.1. As stated in Chapter 2, the use of Community Quota authorisations began to expand rapidly from 1985 following the increase in the number of Community Quota authorisations. Assessment of the total international intra-Community market (by Community "Hire and Reward" hauliers), is only available since 1983 (see chapter 4). It is thus possible to assess the role of the Community Quota since 1983, which is the main period of interest ; as usual the analysis is based on tonne-kilometres.

5.2. The percentage shares of tonne-kilometres held by hauliers using Community Quota authorisations is set out for each nationality of haulier for each year since 1983 in Table 5.1. While the use of Community Quota authorisations is (provisionally) known for 1988, information from the Statistical Directive (78/546) is only available with a delay of about one year - this was one of the reasons why the Council agreed to simple quarterly data being supplied more quickly - it is thus not possible to calculate the actual share held by the Community Quota in 1988.

5.3. The most striking results from Table 5.1 are the wide differences between the shares performed under the Community Quota by hauliers from different Member States. In 1983, hauliers from Denmark, Ireland and Luxembourg had percentage shares at least 2 times the overall average (then 10.5%) while hauliers from Greece had a share less than 0.5 times the overall average. Turning to 1987, when the overall average had increased to 18.4%, it can be seen that hauliers from Denmark, Ireland and Luxembourg still had percentage shares in excess of 2 times the overall average whereas hauliers from Greece still had the lowest percentage share, just over 0.5 times the overall average. The very low figures for Greece are however mainly due to the low average use of authorisations (see Table 2.2).

TABLE 5.1 Percentage shares of tonne-kilometres under Community Quota
in total international Hire & Reward Intra-Community traffic

	D	F	I	NL	B	L	UK	IRL	DK	GR	E	P	TOTAL
1983	11.1%	6.8%	8.2%	8.4%	12.0%	39.1%	18.7%	21.5%	28.5%	1.9%			10.5%
1984	11.0%	<u>6.5%</u>	8.5%	7.8%	11.0%	40.6%	19.7%	25.2%	28.5%	4.0%			10.4%
1985	13.5%	11.0%	11.3%	8.9%	13.6%	52.1%	25.1%	35.3%	35.1%	7.0%			13.5%
1986 10	15.8%	9.6%	15.1%	9.9%	15.5%	47.8%	26.3%	33.9%	42.2%	10.7%			15.4%
1986 12	15.3%	11.5%	13.9%	10.2%	16.2%	50.3%	<u>25.5%</u>	36.0%	43.6%	11.0%	11.8%	21.7%	15.2%
1987	16.8%	15.6%	19.9%	12.9%	21.0%	57.3%	18.2%	48.5%	48.0%	11.0%	14.5%	30.6%	18.4%

Chapter 6

Trends in market not under Community Quota authorisations

6.1. Information on the use of bilateral authorisations or on journeys not requiring authorisations is not generally available to the Commission.

6.2. It is however possible to estimate the bilateral tonne-kilometres performed by hauliers from each Member State when either a bilateral authorisation or no authorisation is required by taking the difference between total tonne-kilometres on International intra-Community journeys by "Hire and Reward" hauliers (available from the Road Directive, 78/546/EEC) and those performed under Community Quota authorisations; the results are shown in Table 6.1.

6.3. The results show that "tonne-kilometres not under Community Quota" increased by 6.2% from 1983 to 1986 (on an EUR-10 basis), i.e. by 2.0% per annum, and by 7.4% from 1986 to 1987 (on an EUR-12 basis).

6.4. The fact that "tonne-kilometres not under Community Quota" are still rising strongly, reinforces the need to maintain an adequate increase in the number of Community Quota authorisations so as to avoid an abrupt transition to the market without quantitative restrictions in 1993.

TABLE 6.1 Tonne-kilometres in total international Hire & Reward Intra-Community traffic
not performed under Community Quota

	D	F	I	NL	B	L	UK	IRL	DK	GR	E	P	TOTAL
1983	12699	11197	12603	12877	5982	257	2612	378	2532	2666			63803
1984	13215	12226	12462	14050	6566	258	2591	361	2558	2415			66703
1985	13563	12001	11673	15079	6857	270	2296	374	2320	2105			66538
1986 10	13530	12688	10297	16401	7255	442	2691	488	2226	1755			67771
1986 12	15080	14208	11737	16792	7604	440	<u>3019</u>	498	2295	1756	11575	1371	86374
1987	15364	15433	10445	18546	8679	454	5485	416	2221	1787	12498	1462	92788

Chapter 7

Future trends in total international intra-Community market

7.1 Prognos, in a multi-client study ⁽¹⁾ for which the Commission was one of the clients, has forecast a growth rate of almost 5% per annum for international road haulage in Western Europe from 1984 to 1990 and a growth of 2.8% to 3.3% from 1990 to 2000 (Western Europe being defined as EUR-12 + Austria + Switzerland + Norway + Sweden).

7.2 The following growth rates can be derived (for Community "Hire & Reward" hauliers only) from the final column of Table 4.2 :

1984 (EUR-10 basis)	4.4%
1985 (EUR-10 basis)	3.3%
1986 (EUR-10 basis)	4.2%
1987 (EUR-12 basis)	11.5%

While there are some caveats (see 4.7) on the spectacular increase of 11.5% for 1987, preliminary information suggests a further increase of 10% for 1988 (data from the Statistical Directive is not generally available for 1988).

7.3 The large increases in 1987 and 1988 are due, at least in part, to the exceptionally strong growth in the Community economy during these years - Community industrial production grew by over 4% in 1988 - and such large increases cannot be expected to continue. However it does seem reasonable to assume a growth rate of about 5% through to 1992 in line with the Prognos forecast, but from a somewhat higher base (for 1988) than would be obtained from interpolating between the 1984 and 1990 Prognos figures.

7.4 All the evidence thus points to a continuing increase in international intra-Community road transport over the next five years, with a rate of increase of about 5%.

7.5 Against this background of expected increase in total international intra-Community road transport, it will be necessary to increase the number of Community Quota authorisations considerably in order that their share of the market expands as 1993 approaches.

⁽¹⁾ Gemeinschaftsuntersuchung GÜTERVERKEHRSMARKT EUROPA ; Prognos A.G., Basel, 1988.