

Statistics in focus

INDUSTRY, TRADE AND SERVICES

THEME 4 – 13/1999

SECTORIAL PROFILES

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Transport Business Statistics

Ports and terminals dominated by large and productive companies

Main results of this study at EU level:

- 80 thousand 'Supporting & Auxiliary' (S & A) transport enterprises employ 1.1 million persons and contribute a 'value added' of 61 billion ECU.
- High number of persons employed per enterprise in the S & A sector.
- The share of self-employment is relatively low, only 6%.
- The turnover per person employed is higher than in the transport sector and much higher than the road haulage sector.
- The per capita productivity is much higher while the personnel costs are just slightly higher in the S & A sector than the transport sector.
- Finally, the wage adjusted labour productivity is higher than the transport sector as a whole. However, the road haulage industry is not so far behind.

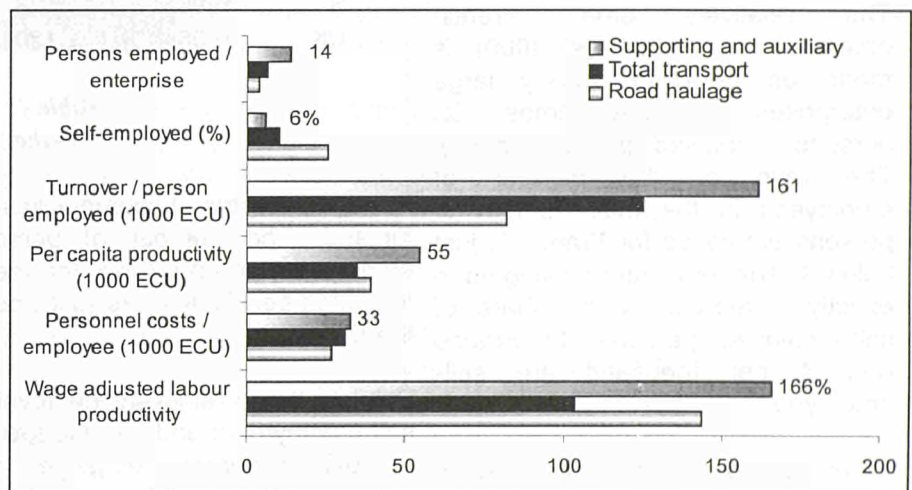


Figure 1: Comparing main indicators for supporting and auxiliary transport with the road haulage sector and total transport.

Background

S & A transport business services play a very important part of the transport logistics. Examples of S & A activities: loading / unloading of goods & luggage; operation of storage, railway stations, bus stations, harbours, piers or airway terminals; forwarding of freight, arranging or carrying-out of transport operations by road, sea or air, etc. Activities of travel agencies and tour operators are not included.

The Rotterdam Port complex, for instance, has a gross value added amounting to 6 billion ECU and gives job to more than 60 thousand people. These figures are even higher than the whole Dutch S & A transport sector. Freight in general has increased at an explosive rate during the past decades. Facilities that were built during the seventies and eighties have often become outdated in relation to today's handling needs. Long-established freight handling is changed into a "just-in-time" concept putting all items for the same transport in the same place. Forwarding agents are used to reduce companies' transport costs. Booming companies do not have time to administer their transport themselves. During recession times they want to save money by using the agents.

1.1 million persons employed in the EU. 14 persons employed per enterprise – more than twice the average in the transport sector. 6% self-employed.

In 1995 the European Single Market numbered more than 142 million persons occupied, 94 million of them in market and non-market services. Market services alone gave work to almost 65 million people in the EU in 1995. Transport services employed 6.5 million persons. The supporting and auxiliary (S & A) transport enterprises in the EU employed 1.1 million persons.

The average number of employed per enterprise for the EU S & A transport sector amounts to 14 persons, more than twice the average in the transport sector as a whole (6.4).

The relatively small French enterprise population (< 3000) is made up of comparatively large enterprises (average almost 32 persons employed per enterprise). The ratio of the number of employees in the total number of persons employed for France is just below 1. The remainder making up to exactly 1 represents the share of self-employed persons. In France only 4 per thousand are self-employed.

Other countries with a low share of self-employment in this sector are:

Portugal, Austria, Luxembourg and Finland. The number of persons employed per enterprise for these four Member States lies just above the EU average.

Belgium has a relatively low level of self-employment and has the lowest number of persons employed per enterprise (8.7) in this sector in the

EU. This low value is still higher than the average for the whole EU transport sector (6.4).

Denmark is the Member State with the highest self-employment rate (18%). This may explain the relatively low number of persons employed per enterprise (10.5) for this sector in Denmark.

Within the EU there are 1.1 million persons employed in the supporting and auxiliary (S & A) transport sector. This represents 17% of all persons employed in the transport sector. Of those 1.1 million persons about 67 thousand persons (or 6%) are self-employed.

Year	Number of persons employed (thousands)	Number of employees (thousands)	Ratio employees / employed	Average number of persons employed per enterprise
EU-15	1 116	1 049	0.94	14.0
EUR-11	931	878	0.94	15.0
B 1996	32	30	0.95	8.7
DK 1995	18	15	0.82	10.5
D	339	318	0.94	15.8
EL	18	17	0.94	5.5
E 1996	104	98	0.94	9.0
F 1996	185	184	1.00	31.6
IRL 1996	8	8	0.95	15.9
I 1995	160	142	0.89	12.1
L 1995	1	1	0.98	19.5
NL 1995	49	44	0.91	16.8
A 1996	20	20	0.98	21.9
P	18	18	0.99	18.4
FIN 1996	15	15	0.98	16.6
S 1996	28	27	0.96	14.3
UK 1996	120	113	0.94	11.0

Table 1: Number of persons employed and employees in the 'supporting and auxiliary transport' sector

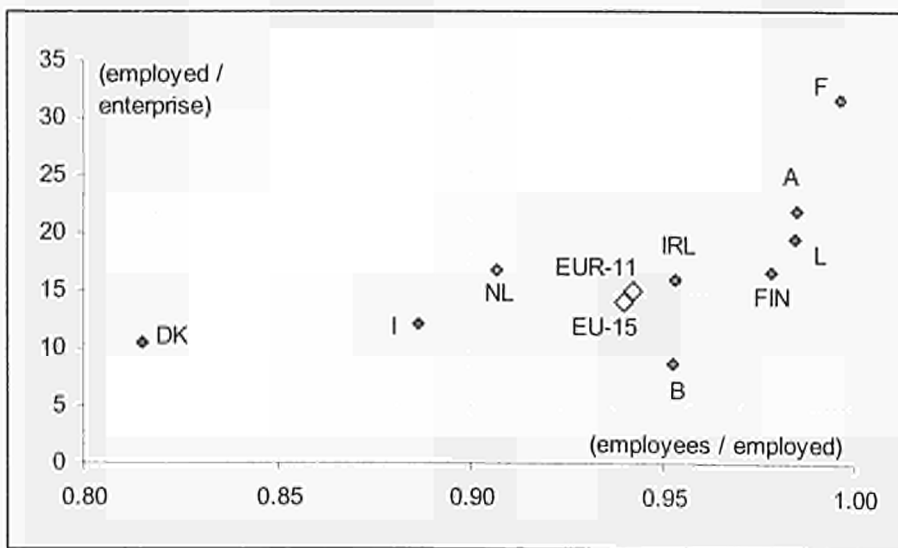


Figure 2: Relationship between average number of persons employed per enterprise and the share of the number of employees in the total number of persons employed

The Member State with the highest number of persons employed in the S & A transport sector is Germany with an estimated 339 thousand. This is more than double the number of persons employed in Italy or 30% of EU. The German number of self-employed persons (in absolute terms) is the highest within the EU, even though the share of self-employed is just 6% (estimate) of the all persons employed in this sector. It is no surprise that Germany has the highest number of persons employed in S & A transport services. Germany has one of Europe's greatest population densities. It also has the world's third largest economy. Germany is a country of ports, including Hamburg (the world's seventh largest point of container transloading), and airports. Number one in terms of persons and freight passing through it is Frankfurt, continental Europe's largest, ranked 8th in the world.

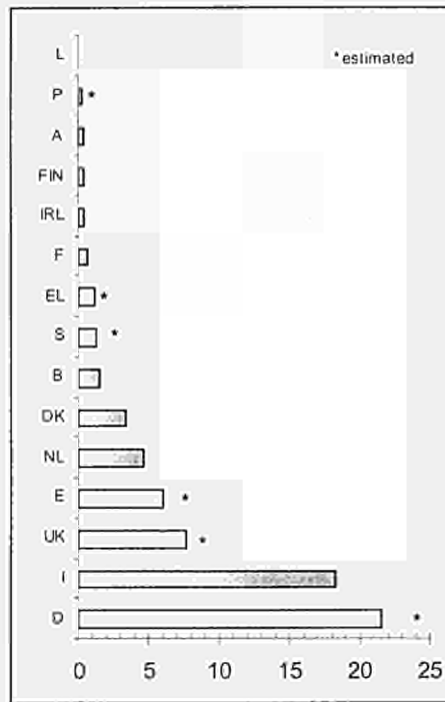


Figure 3: Number of persons self-employed (thousands) in the 'supporting and auxiliary transport' sector



Figure 4: Number of persons employed (thousands) in the 'supporting and auxiliary transport' sector

Second is France with 185 thousand persons employed in the S & A sector. The two major airports are Charles de Gaulle (ranked 10th in the world) and Paris - Orly (ranked 30th in the world). The Port of Marseilles is the biggest in France and the Mediterranean and ranks third in Europe with total throughput of 96 million tonnes (1997). The livelihoods of 130 000 people depending directly or indirectly on the Port's activities. 10 000 men and women a day working at the Port of Marseilles. Le Havre is another major seaport of France. The harbor has extensive facilities for trans-atlantic and transchannel shipping. The Le Havre Port business generates 31 400 jobs.

The three main terminals in Italy are: Milan, being the major industrial town in Italy, port of Genoa and port of La Spezia, where containers are received and stripped, arriving from all over the world.

Fourth is the United Kingdom with 120 thousand persons employed, followed by Spain just above 100 thousand.

The Netherlands counts the number of persons employed in the S & A transport sector to 49 thousand. The well-known Rotterdam Port area employ more than 60 thousand persons

Italy, the third Member State, counts the number of persons employed to 160 thousand. Italy is the Member State with the second highest number, in absolute terms, of self-employed persons (18 thousand) and relative terms (11%).

* When grouping these employment figures according to the NACE standards quite a few of them are allocated into other sectors, according to the NACE standards. In other words, this is an indication that S & A transport services, in some cases, have a multiplying effect in terms of employment (and value-added).

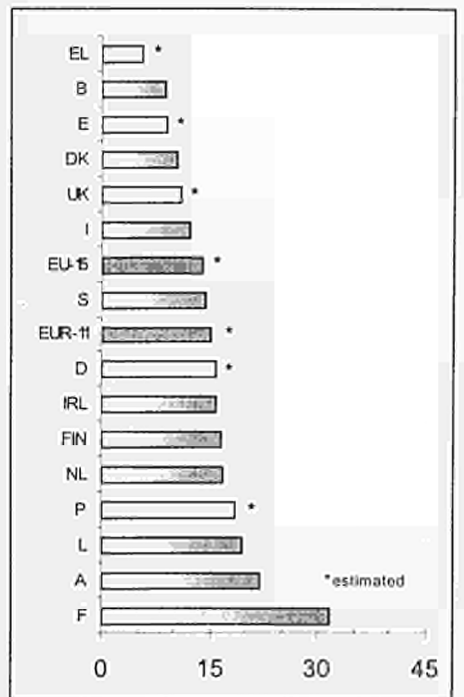


Figure 5: Average number of employed per enterprise

180 billion ECU turnover in the EU. Turnover per person employed: 161 thousand ECU.

Year	Supporting & auxiliary transport			Transport sector	
	Turnover (million ECU)	Share of transport sector	Turnover per person employed (1000 ECU)	Turnover per person employed (1000 ECU) in 1995	
EU-15	180 056	38%	161		125
EUR-11	144 820	38%	155		125
B 1996	8 592	37%	270		179
DK 1995	3 397	31%	184		164
D	46 934		138		
EL	1 061	32%	58		62
E 1996	25 157		242		
F 1996	28 782	37%	156		91
IRL 1996	1 062		132		
I 1995	19 074	29%	119		82
L 1995	192	16%	166		110
NL 1995	4 944	21%	101		87
A 1996	5 043	31%	246		96
P	2 176	33%	123		60
FIN 1996	2 865	31%	193		116
S 1996	7 390	32%	263		
UK 1996	23 387	41%	194		

Table 2: Turnover in the 'supporting and auxiliary transport' sector

In the EU the turnover for the supporting and auxiliary (S & A) transport sector amounts to 180 billion ECU – 38% of the whole transport sector.

Germany is estimated to have the largest turnover (47 billion ECU or 26%) among the Member States. Second and third are France and Spain with a turnover half of Germany's. In the United Kingdom, S & A transport plays an important role, covering 41% of the transport sector's turnover. Another note-worthy Member State is Italy with a turnover slightly below 20 billion ECU.

The turnover per person employed in the S & A transport sector is 161 thousand ECU, 29% more than in the transport sector as a whole. We find the highest level of turnover in Belgium with 270 thousand per person employed followed by Sweden will 263 thousand.

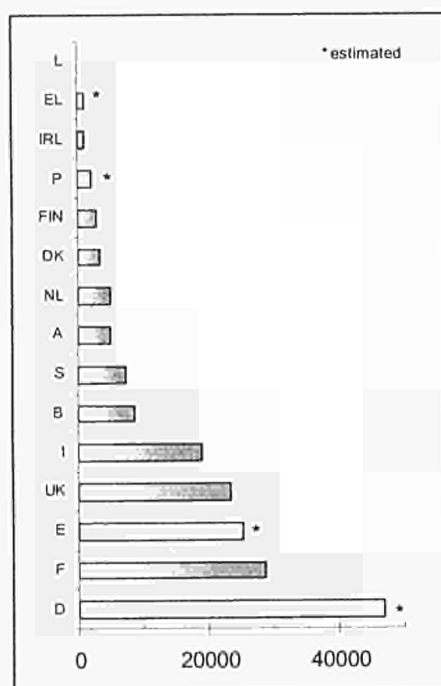


Figure 6: Turnover in the 'supporting and auxiliary transport' sector (million ECU)

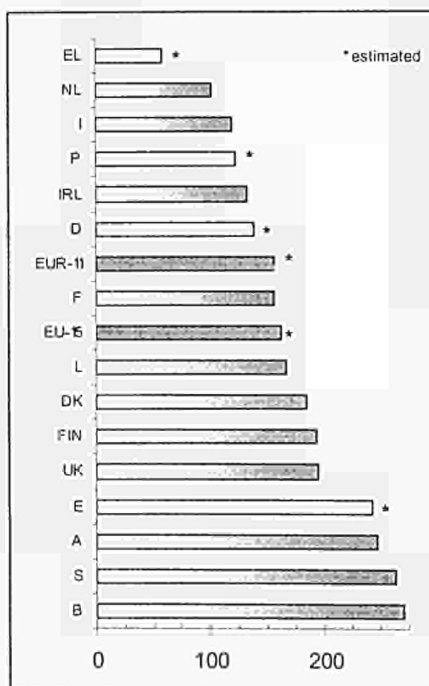


Figure 7: Turnover per person employed (1000 ECU)

The lowest turnover level is found in Greece with an estimated 58 thousand per person employed – the only Member State with a level lower than the transport sector as a whole for that country. Second lowest level is found in the Netherlands with a turnover of 101 thousand per person employed.

Wealth created by EU supporting and auxiliary enterprises: 61 billion ECU. Wage adjusted labour productivity and per capita productivity much higher than in the transport sector. Personnel costs slightly higher than in the transport sector.

Year	Value added at factor cost (million ECU)	Personnel costs (million ECU)	Wage adjusted labour productivity (%)	Per capita productivity (1000 ECU)	(Value added at factor cost) / (Turnover)	Personnel costs per employee (1000 ECU)
EU-15	60 925	34 529	166	55	0.34	33
EUR-11	49 664	29 116	161	53	0.34	33
B 1996	2 491	1 712	139	78	0.29	56
DK 1995	1 103	546	165	60	0.32	36
D	..	..	..	..	..	..
EL	..	..	..	..	..	..
E 1996	..	..	..	..	..	..
F 1996	9 804	6 067	161	53	0.34	33
IRL 1996	307	181	162	38	0.29	24
I 1995	7 182	3 931	162	45	0.38	28
L 1995	62	49	123	54	0.32	44
NL 1995	3 098	1 806	156	63	0.63	41
A 1996	1 360	799	168	66	0.27	40
P	..	..	..	..	..	..
FIN 1996	700	464	148	47	0.24	32
S 1996	1 293	1 029	120	46	0.17	38
UK 1996	8 512	3 636	219	71	0.36	32

The wealth created, measured by the value added at factor cost, by EU supporting and auxiliary (S & A) transport enterprises amounts to 61 billion ECU. Where data available, the highest values occur in France, the United Kingdom and Italy with 9.8, 8.5 and 7.2 billion ECU respectively. Germany has probably the highest value-added in the EU, but no data is publishable.

By measuring wage adjusted labour productivity we give the United Kingdom the highest factor of 219%. Second is Austria with 168%.

Table 3: Value added at factor cost and personnel costs for the 'supporting and auxiliary transport' sector Note: For Denmark, France and UK the Value added is measured at basic prices.

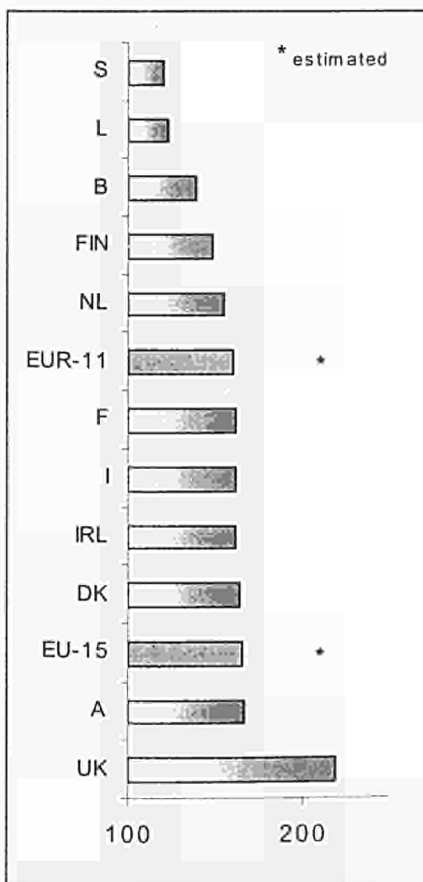


Figure 8: Wage adjusted labour productivity (%)

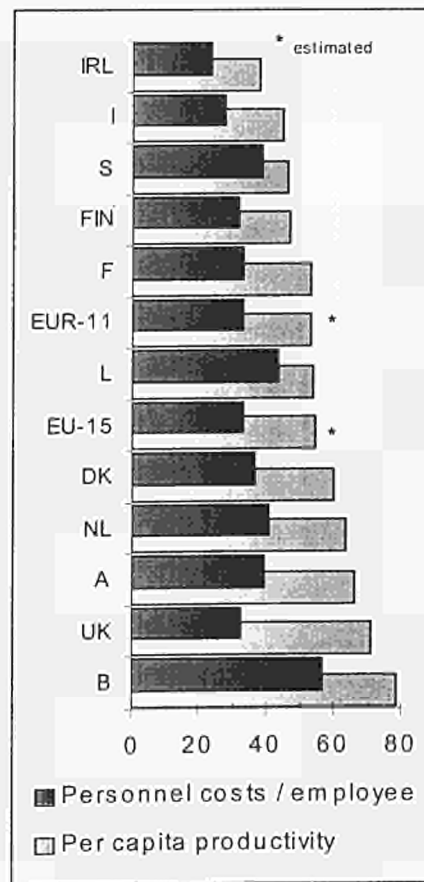


Figure 9: Personnel costs per employee and Per capita productivity (1000 ECU)

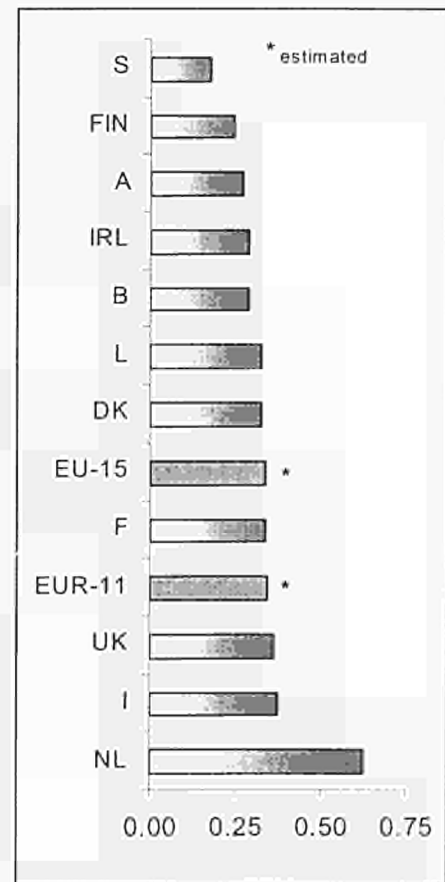


Figure 10: (Value added at factor cost) / (turnover)

The wage adjusted labour productivity for the EU S & A transport sector is 166%, much higher than in the EU transport sector, where the factor is merely 104%. The lowest factors occur in Sweden and Luxembourg (120% and 123% respectively). Low factors are much due to high levels of personnel costs per employee.

Another way of measuring productivity is to divide the value-added with the number of persons employed (the per capita productivity). At the EU level the S & A transport sector has a much higher per capita productivity than the whole transport sector (55 thousand compared to 35 thousand ECU per person employed).

Highest per capita productivity among Member States occurs in Belgium (78 thousand ECU per person employed), followed by the United Kingdom. Ireland has the lowest value (38 thousand ECU per person employed).

The personnel costs per employee for the EU are slightly higher in the S & A sector than in the transport sector as a whole (33 thousand and 31 thousand ECU per employee). The personnel costs per employee are highest in Belgium followed by Luxembourg (56 thousand and 44 thousand ECU per employee) and lowest in Ireland (24 thousand ECU per employee).

A third way at observing the productivity is to divide the value-added by the turnover. For the EU S & A transport enterprises this factor is 0.34. The Netherlands has the highest factor (0.63). Far behind, second, is Italy with a factor of 0.38 closely followed by the United Kingdom with 0.36.

Why do the productivity indicators show different results? The second indicator, the per capita productivity, does not take into account the different levels of personnel costs in the Member States, the first one (wage adjusted labour productivity) does. High personnel costs give low wage adjusted labour productivity factors.

There are about 80 thousand supporting and auxiliary transport enterprises active in the EU, 78% within the euro-zone.

There are about 80 thousand supporting and auxiliary transport enterprises active in the EU, 78% within the euro-zone.

The Member State with the highest number of enterprises in this sector is Germany with 21 thousand (28% of EU). Far behind is Italy with 13 thousand enterprises. Third and fourth are and Spain the United Kingdom with the number of enterprises around 11 thousand each.

Year	Number of enterprises (units)
EU-15	79 867
EUR-11	61 925
B 1996	3 666
DK 1995	1 757
D	21 443
EL	3 310
E 1996	11 494
F 1996	5 858
IRL 1996	506
I 1995	13 185
L 1995	59
NL 1995	2 918
A 1996	933
P	967
FIN 1996	896
S 1996	1 960
UK 1996	10 915

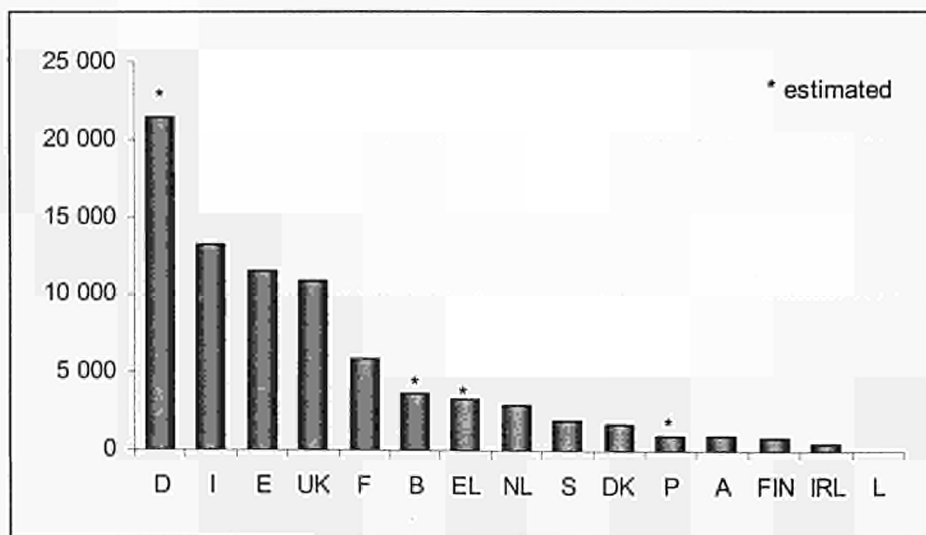


Figure 11: Number of enterprises

Table 4: Number of enterprises for the 'supporting and auxiliary transport' sector

➤ ESSENTIAL INFORMATION – METHODOLOGICAL NOTES

'Supporting and auxiliary transport activities' without 'activities of travel agencies & tour operators; tourist assistance'

This is a sum of three sectors in the NACE Rev. 1 – the statistical classification of economic activities. It is at 3-digit level. These groups include: **63A=63.1+63.2+63.4**: 'Cargo handling, Storage and warehousing', 'Other supporting land, water and air transport activities' and 'Activities of other transport agencies'. Examples of activities: loading and unloading of goods or passengers' luggage, operation of storage and warehouse facilities, operation of terminal facilities such as railway stations or bus stations, harbours and piers or airway terminals; forwarding of freight, arranging or carrying-out of transport operations by road, sea or air, etc.

16 13 0 Number of employees

This heading is defined as a count of the number of employees. Employees are defined as all persons who, by agreement, work for another resident institutional unit and receive remuneration.

Self-employed person

Self-employed persons are defined as persons who are the sole owners, or joint owners, of the unincorporated enterprise in which they work. Self-employed persons are classified here if they are not also paid employment, which constitutes their principal activity: in that latter case they are classified under employees.

16 11 0 Number of persons employed

This covers all persons – both employed and self-employed – engaged in some productive activity that falls within the production boundary of the system.

12 11 0 Turnover

Turnover comprises the totals invoiced by the observation unit during the reference period,

and this corresponds to market sales of goods or services supplied to third parties.

12 14 0 Value added at basic prices

Value added at basic prices is calculated as follows: Turnover - Purchases of goods and services +/- Change in stocks of goods and services + Capitalised production + Operating subsidies linked to products.

12 15 0 Value added at factor cost

Value added at factor cost is calculated as follows: Value added at basic prices + Operating subsidies linked to production - Duties and taxes linked to production (other than VAT and other taxes directly linked to turnover) linked to production.

13 31 0 Personnel costs

Personnel costs are defined as the total remuneration, in cash or in kind, payable by an employer to an employee (regular and temporary employees as well as home workers) in return for work done by the latter during the reference period. Personnel costs also include taxes and employees' social security contributions retained by the unit as well as the employer's compulsory and voluntary social contributions.

Personnel costs can be calculated as follows: Wages and salaries + Social security costs

Wage adjusted labour productivity

According to the "Methodological Manual of Business Statistics", Eurostat Units D1-D2 this ratio should be: "Value added at market prices" / "Wages and salaries". The proxy used in this statistics in focus is instead: "Value added at factor cost" / ("Personnel costs" * ("Number of persons employed" / "Number of employees"))

Per capita productivity

According to the same manual this ratio should be: "Value added at market prices" / "Number of persons employed". Proxy used

in this statistics in focus is: "Value added at factor cost" / "Number of persons employed".

Estimations

All EU-15 and EUR-11 figures are estimated, by summing available and estimated data.

All estimated figures are marked with grey background.

Figures for missing Member States has been estimated using known data from "bigger" aggregates or similar aggregates to create ratios and weighted structures. With weighted structure means a ratio between two variable's joint available figures.

Estimating missing values for Number of persons employed: D, EL, E, P: weighted structure using available data in NACE code 63. S: weighted structure using available data in Number of employees.

Estimating missing values for Number of employees: D, EL, E, S, UK: weighted structure using available data for Number of persons employed. P: weighted structure using available data in NACE code 63.

Estimating missing values for Turnover: EL, P: weighted structure using available data in NACE code 63. D, E: weighted structure using available data in Number of Enterprises.

Estimating missing values for Value-added at factor cost: DK, F, UK: using value-added at basic prices. D, EL, E, P: weighted structure using available and estimated data in Turnover.

Estimating missing values for Personnel costs: EL, P: weighted structure using available and estimated data in for Value-added at factor cost.

Estimating missing values for Number of enterprises: B: weighted structure using estimated data in Turnover. D, EL, E, P: weighted structure using available data in NACE code 63.

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