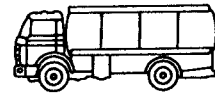


EUROPEAN COMMUNITIES

# EUROPA TRANSPORT



OBSERVATION OF TRANSPORT MARKETS

## ANALYSIS AND FORECASTS

### 1984



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# **ANALYSIS AND FORECASTS**

## **1984**

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## Chapter I

### General Trends in Transport Activity

#### The macro-economic environment

1.1. The latest short-term forecasts\* indicate that the Community has reached the end of the recession that started end 1979. Generally speaking the macro-economic results for 1983 are much better than has been hoped for in 1982. Gross Domestic Product has risen by 0.9 % in volume, although only 0.4 % was expected, due to an unexpected strong growth in demand in the second semester.

1.2. Although during 1983 real disposable income of households fell by 0.8 %, private consumption has risen by 1 % in volume, made possible by a drop in the savings ratio. The growth rate of Community exports was supported by an increased demand in the US during the second semester and the depreciation of the European currencies against the dollar and the yen.

High interest rates caused a 1 % drop in investment (in volume). Possibly, uncertainty about the potential profitability of investment in new equipment may have influenced investment decisions negatively.

1.3. Conditions for an increased economic growth in 1984 seem to be present, although there still exists the risk that the upswing which started in 1983 may be reversed in 1984.

Taking into account the improvement in demand and more price stability one can hope that investment will grow. The Gross Domestic Product is expected to grow at 2 % in 1984 (in volume).

About half of this growth is expected to come from internal demand : for the first time in three years real disposable income of households will increase (+ 0.8 %). Furthermore, taking into account that for several years the purchase of some categories of durable consumption goods has been postponed, it appears reasonable to expect a further expansion of private consumption in 1984.

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\* European Economy Nr. 19 - March 1984

As far as fixed investment is concerned, an increase of 2.5 % in volume is forecasted. This is based on the following 3 phenomena :

- an improvement in medium term demand expectations,
- an increased profitability of firms,
- the existence of a deferred demand for investment goods.

Export in real terms will grow at 5 % in volume and imports at 3.5 % in volume. Although a deterioration of the terms-of-trade is expected, the balance-of-payments of the Community will mark an improvement (positive balance of 8 mio. dollars).

#### 1.4. Explanatory variables

As explanatory variables for the changes that take place in total tonnage transported, it has been necessary to depend on those which are easily and rapidly available.

The main explanatory variables are :

##### a) Gross domestic Product

Forecasts of Gross Domestic Product of each Member Country and the total Community (EEC-10) have been calculated on the basis of work done at the OECD (years '79 and '81) and the results of work done by the Services of the Commission for the years '82, '83 and '84\* (see table 1).

---

\* National Accounts of the OECD-countries - Volume 1 1952-1981  
Principal Aggregates - February 1983.

Table 1 : Gross Domestic Product of the EC-Countries (1982-1984)  
at constant prices (growth rates)

	<u>1982</u>	<u>1983</u>	<u>1984</u>
D	-1.5	1.2	2.5
F	3.2	0.9	0.6
I	0.3	-1.3	0.5
NL	-1.6	-0.6	0.6
B	0.7	-1.2	0.8
L	-3.0	-3.5	-1.3
UK	1.3	3.2	2.3
IR	0.3	0.2	1.2
DK	3.6	2.9	2.3

b) Industrial production

A summary of the estimates and forecasts obtained from OECD\* is given in table 2.

Table 2 : Industrial production (growth rates)

	<u>1982</u>	<u>1983</u>	<u>1984</u>
D	-2.4	0.5	2.5
F	-1.3	0.8	1.0
I	-2.3	-4.3	3.5
NL	-2.7	1.0	4.0
B	0.2	1.0	3.0
L	-3.7	-5.0	-2.0
UK	0.5	1.6	2.3
IR	-	6.0	4.0
DK	2.5	1.5	2.5

---

\* Economic Forecasts of the OECD - December 1983.



## Transport forecast

- 1.5. Total freight tonnage between the ten Member States increased during 1983 by 2.4 %. The forecast for 1984 is for a further increase of 4.0 %, reflecting the upswing in economic activity that has taken place from the second semester of 1983 onwards.
- Total tonnage in 1984 is expected to reach the level of 1979.
- 1.6. The strong upturn of the second semester of 1983 has a different impact on each of the three transport modes, with road responding the strongest to general economic conditions.
- 1.7. The changes in cross-border transport for 1983 (estimate) and 1984 (forecast) are based on resp. 0.8 % and 2.0 % GDP-growth for the EEC-10.
- 1.8. In table 3 total transport activity (in growth rates and levels) is shown.

Table 3 : Total international transport activity (intra EUR-10)

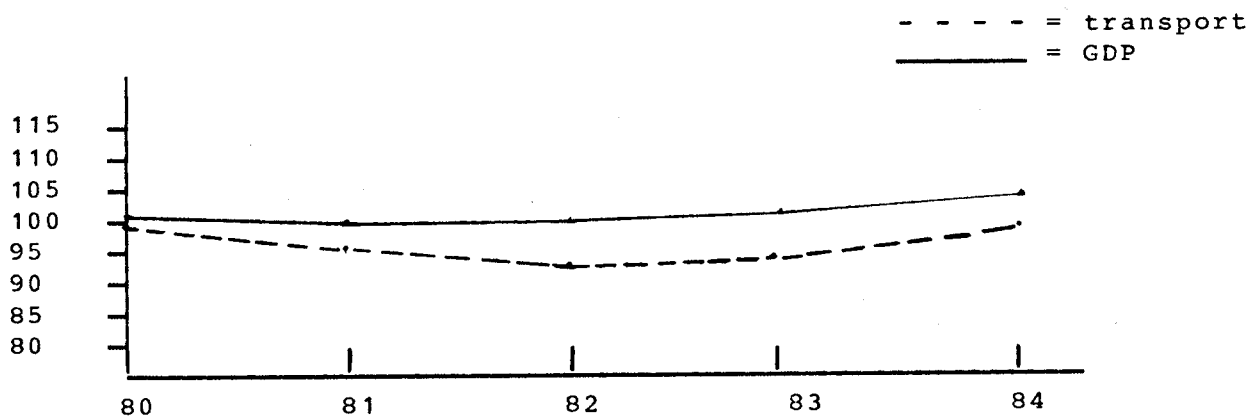
	<u>annual growth rates</u>	<u>total tonnage (mio. T)</u>
1980	-0.7	435.4
1981	-3.1	421.8
1982	-2.5	411.4
1983	2.4	421.3
1984	4.0	438.0

- 1.9. The positive growth of total tonnage in 1984 and for all modes except rail in 1983, leaves 1982 as the trough year of the latest recession.

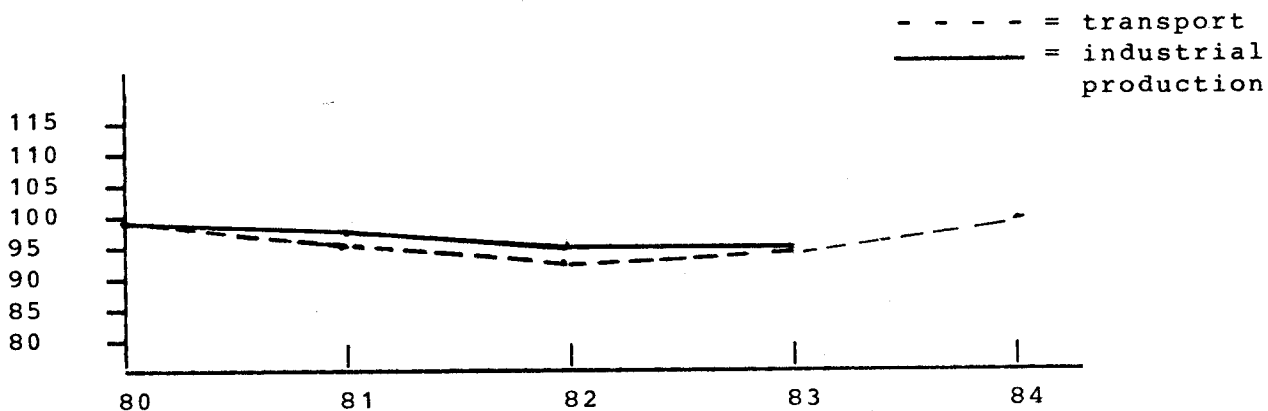
Comparison with the trough year of the previous recession reveals that the activity in 1982 was still 16 % above that in 1975.

1.10. In the following graphs (graph 1 and graph 2), freight transport between EC Member States is compared with Gross Domestic Product at constant market prices and with industrial production in volume.

Graph 1 : GDP and transport



Graph 2 : Industrial production and transport



The graphs indicate that over the period of analysis, total tonnage has increased at a lower rate than GDP and industrial production. The average growth rate of industrial production turns out to be lower than that of GDP. However, changes in the growth rate of industrial production follow more closely the pattern of transport growth rates (see table 4).

Table 4 : Growth and transport activity (in %)

<u>Year</u>	<u>Tonnage transported</u>	<u>GDP</u>	<u>Industrial production</u>
1980	-0.7	1.4	-0.5
1981	-3.1	-0.6	-2.3
1982	-2.5	0.6	-1.5
1983	2.4	0.8	0.3
1984	4.0	2.0	n.d.

It should not be forgotten that the changes in the tonnage transported do not only depend on aggregates such as GDP and industrial production; several other factors influence the level of transport activity, e.g. :

- a differential in growth between Member States,
- the specific situation in several industrial sectors (steel sector, energy, construction industry).

1.11. The on-going structural changes in the economies of the Community make it very difficult to obtain a precise forecast. Structural changes have taken place already during several years already and their cumulative impact is now felt strongly.

Those structural changes originate from a number of key factors :

- rising energy costs,
- decrease in steel production,
- increasing share of services in GDP,
- transfer of production to the NIC's (Newly Industrialised Countries),
- protective measures by industrialised countries to safeguard their home-markets.

## Chapter II

### Modal Activity Analysis

2.1. Traditionnally, growth rates differ between modes of transport. Analysis of the changes that take place in the modal structure of transport (see table 5) indicates that the trends towards an increasing share of road transport has not been halted.

Table 5 : Cross-border transport of goods in EUR-10

	<u>Total transport</u>	<u>Inland Waterways</u>	<u>Road</u>	<u>Rail</u>
<u>Tonnage (mio. t)</u>				
1980	435.4	188.9	168.1	78.4
1981	421.8	182.1	169.7	70.0
1982	411.4	175.6	174.7	61.1
1983*	421.3	178.3	183.0	60.1
1984**	438.0	182.9	194.9	60.2
 <u>Relative share</u>				
1980		43.4 %	38.6 %	18.0 %
1981		43.2 %	40.2 %	16.6 %
1982		42.7 %	42.5 %	14.8 %
1983*		42.3 %	43.4 %	14.3 %
1984**		41.8 %	44.5 %	13.7 %
 <u>Growth rates</u>				
1980	-0.7	-2.0	3.3	- 5.7
1981	-3.1	-3.6	0.9	-10.7
1982	-2.5	-3.6	2.9	-12.7
1983*	2.4	1.5	4.8	- 1.7
1984**	4.0	2.6	6.5	0.1

---

\* estimate

\*\* forecast

The figures quoted in table 6 indicate that the previous estimates for 1982, notwithstanding an expected drop in overall activity, was too optimistic. The estimated growth in road transport of 2.7 % proved to be right (2.9 %). On the other hand the decline in inland waterway transport and rail transport was larger than expected.

For 1983 the forecast was too pessimistic, for all three modes, especially for road- and inland waterway transport.

Table 6 : Total tonnage transported - annual growth rate

	<u>1982*</u>	<u>1982**</u>	<u>1983*</u>	<u>1983**</u>
road	2.7 %	2.9 %	2 %	4.8 %
inl. waterways	-2.4 %	- 3.6 %	-1.2 %	1.5 %
rail	-7.8 %	-12.7 %	-3.4 %	-1.7 %
<u>Total</u>	-1.2 %	- 2.5 %	-0.2 %	2.4 %

### 2.3. Changes in total transport by mode

The change that takes place in the modal distribution is mainly the result of structural, rather than conjunctural factors.

Since the steel- and coal industries are important customers of transport services supplied mainly by inland waterways and by rail, these modes are extremely prone to economic conditions in those sectors.

As far as the steel industry is concerned, one cannot expect that a general increase in final demand will bring production back to the level of the past.

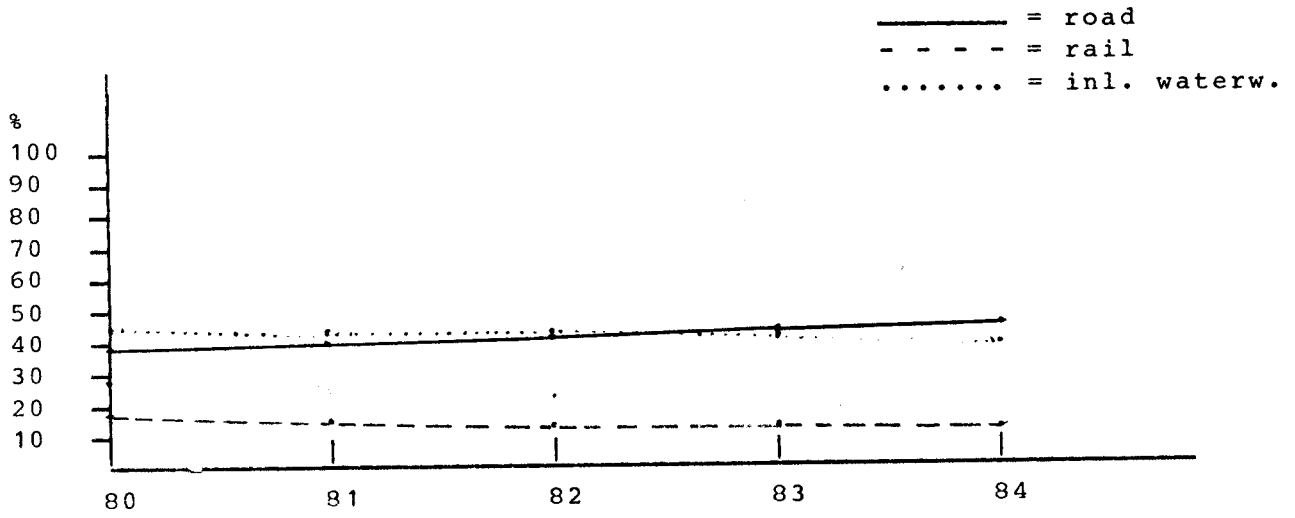
As explained in Chapter 3 the changes in the modal shares are determined largely by the importance of each of the NST-categories for the transport mode under consideration.

The changes that took place in the modal split over the recent years, including an estimate for 1983 and a forecast for 1984, are shown in graph 3.

\* Estimates and forecasts (February 1983).

\*\* Statistics (1982) and estimates (1983) (May 1984).

Graph 3 : Modal split





## Chapter III

### Goods - Category Analysis

3.1. This section analyses expected developments by ten categories of traffic. Table 7 shows the changes in the relative shares of NST-graphs.

Table 7 : Relative shares of NST-categories (in %)

	<u>'80</u>	<u>'81</u>	<u>'82</u>	<u>'83</u>	<u>'84</u>
<u>NST 0</u>	7.7	8.2	8.4	8.5	8.3
<u>NST 1</u>	9.3	9.8	10.7	11.3	12.3
<u>NST 2</u>	6.7	6.4	5.7	5.5	5.1
<u>NST 3</u>	7.7	7.7	7.9	7.9	8.1
<u>NST 4</u>	13.0	12.5	11.2	10.7	9.8
<u>NST 5</u>	9.4	9.5	9.1	8.9	8.4
<u>NST 6</u>	22.2	21.3	20.9	20.8	21.1
<u>NST 7</u>	2.4	2.4	2.7	2.6	2.9
<u>NST 8</u>	8.6	8.7	9.0	8.9	8.8
<u>NST 9</u>	13.0	13.6	14.4	14.8	15.2

It appears that the share in total transport of goods categories NST 4, NST 5 and NST 6 (ores and metal waste, metal products, building materials) has declined steadily.

On the other hand the share of NST 9 (machinery, transport equipment, manufactured articles and miscellaneous articles) is increasing.

3.2. Table 8 shows the market shares of each of the 3 modes for different NST-categories.

The dominant modes are :

Road : Agriculture (NST 0), Processed foods (NST 1), Metal products (NST 5), Chemicals (NST 8), Manufactured products (NST 9);

Waterway : Coal + coke (NST 2), Oil products (NST 3), Ores + Metal Waste (NST 4), Construction (NST 6), Fertilizers (NST 7);

Rail : not dominant for any goods class.



Table 8 : Market shares of each of the 3 modes for different NST-groups (in %) in 1984

		<u>Road</u>	<u>Rail</u>	<u>Inland Waterways</u>
<u>NST 0</u>	Agriculture	59.3	11.9	28.9
<u>NST 1</u>	Processed foods	65.9	4.5	29.6
<u>NST 2</u>	Coal + Coke	13.9	29.8	56.3
<u>NST 3</u>	Oil products	8.4	4.8	86.8
<u>NST 4</u>	Ores + Metal Waste	5.4	21.5	73.1
<u>NST 5</u>	Metal products	44.5	30.1	25.4
<u>NST 6</u>	Construction	37.9	5.0	57.1
<u>NST 7</u>	Fertilizers	24.3	19.9	55.8
<u>NST 8</u>	Chemicals	67.8	9.2	23.1
<u>NST 9</u>	Manufactured prod.	73.2	21.0	5.8

Dependence on coal and steel traffic in 1984 (NST 2, 4 and 5) varies from 11.2 % for road to 44.8 % for rail and 29.1 % for inland waterways. Although still significant, the relative importance of these traffics is declining further :

	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1983*</u>	<u>1984**</u>
<u>Rail</u>	55.9 %	53.8 %	49.8 %	47.4 %	44.8 %
<u>Inland waterways</u>	33.7 %	34.3 %	32.4 %	31.7 %	29.1 %

## Chapter IV

### Geographical Analysis

4.1. In the developments that take place in general transport activity, several regional patterns in goods transported and modal distribution exist. Table 9 summarises the total transport flows between each of the EUR-10 Member States and the rest of the Community.

4.2. Table 9 : International intra-EC goods traffic (annual growth rates)

From - to	1982	1983*	1984**
D → EC	-4.4	1.6	3.4
F	-4.8	3.7	2.0
I	0.4	10.5	5.0
NL	-2.3	-0.8	4.4
B	1.0	5.6	4.7
L	-6.4	-0.4	3.8
UK	-3.1	8.3	6.3
IRL	4.0	2.2	4.4
DK	7.8	10.2	13.3
GR	11.7	-3.2	13.5
EC → D	-3.0	2.6	3.9
F	0	2.9	2.6
I	-3.4	-0.3	4.8
NL	-2.6	3.5	5.6
B	-4.1	1.8	2.0
L	-4.6	-6.5	-0.6
UK	3.4	5.0	11.9
IRL	7.7	4.0	11.4
DK	14.5	10.5	13.8
GR	25.1	1.4	19.8
EC → EC	-2.5	2.4	3.9

\* estimate

\*\* forecast

4.3. The volume of outward bound traffic is forecast to rise in all the Member States in 1984.

The estimates for 1983 indicate that only in the Netherlands a drop of outward traffic has taken place.

4.4. On the inward bound side, positive growth in 1984 is expected for all countries, except Luxemburg. The estimates for 1983 indicate a fall for Luxemburg and Italy.

4.5. Forecasts have also been made of each country-to-country transport activity.

This information is given in Table 10 with figures indicating the relative significance of the traffic to and from each country with respect to total EC-tonnage given in Table 11 and 12.

Table 10 : Traffic shares in 1984 (%)

	D	F	I	NL	B	L	UK	IRL	DK	ELL
<u>Germany :</u>										
inward	-	16.13	6.04	56.60	15.28	2.44	.51	.03	2.65	.31
outward	-	16.84	10.27	46.79	18.30	2.89	1.13	.05	3.34	.39
<u>France :</u>										
inward	27.70	-	11.11	14.22	42.87	1.61	1.54	.08	.63	.25
outward	34.68	-	16.66	11.83	32.15	.98	2.87	.07	.58	.17
<u>Italy :</u>										
inward	39.95	42.73	-	7.20	7.67	.41	.84	.02	.85	.32
outward	45.35	35.79	-	7.44	8.46	.26	.57	-	1.07	1.06
<u>Netherlands :</u>										
inward	56.10	9.35	1.68	-	31.71	.26	.31	.02	.47	.09
outward	62.73	6.76	1.45	-	27.80	.30	.42	.01	.41	.12
<u>Belgium :</u>										
inward	23.29	26.97	2.03	45.22	-	1.66	.50	.03	.29	.02
outward	27.08	32.59	2.46	33.06	-	3.70	.53	.10	.42	.06
<u>Luxembourg :</u>										
inward	41.63	9.32	.71	5.57	42.57	-	.08	.01	.08	.01
outward	56.71	16.07	1.73	3.58	21.44	-	.13	.07	.23	.04
<u>U.K. :</u>										
inward	20.60	34.51	1.97	9.81	7.79	.14	-	14.58	10.39	.21
outward	20.51	26.28	6.08	7.29	11.06	.17	-	23.20	4.39	1.03
<u>Ireland :</u>										
inward	4.40	4.47	.05	1.81	7.59	.42	80.36	-	.87	.02
outward	4.36	5.12	.59	1.71	2.13	.11	84.76	-	.67	.54
<u>Denmark :</u>										
inward	67.23	7.62	4.04	10.44	6.71	.28	3.14	.13	-	.40
outward	67.08	6.87	3.88	7.05	4.08	.10	10.19	.16	-	.58
<u>Greece :</u>										
inward	39.73	11.56	20.23	15.67	5.10	.24	3.69	.52	3.25	-
outward	55.36	18.81	10.34	9.76	1.70	.09	1.42	.02	2.51	-

4.6. From these tables, it is possible to identify for each country which other countries are most important as places of origin and for destination :

Germany : the Netherlands, France and Belgium  
France : Belgium, Germany and the Netherlands  
Italy : Germany and France  
Netherlands : Germany and Belgium  
Belgium : the Netherlands, France and Germany  
Luxemburg : Germany and Belgium  
U.K. : France, Germany and Ireland  
Ireland : United-Kingdom  
Denmark : Germany  
Greece : Germany, France and Italy.

4.7. Table 11 gives the estimated growth rates in 1983 and table 12 gives the forecasted growth rates for 1984 for these relations which are of major interest for each country.

Table 11 : Traffic levels in 1983 (in mio. tonnes)

		Level	Share of EC volume	Growth rate
Germany	inward	145.8	34.6	2.6
	outward	103.5	24.6	1.6
France	inward	63.4	15.0	2.9
	outward	69.1	16.4	3.7
Italy	inward	26.2	6.2	- 0.3
	outward	19.2	4.6	10.5
Netherlands	inward	84.4	20.0	3.5
	outward	13.1	31.1	- 0.8
Belgium	inward	82.3	19.5	1.8
	outward	81.7	19.4	5.6
Luxemburg	inward	7.5	1.8	- 6.5
	outward	6.3	1.5	0.4
UK	inward	5.2	1.2	5.0
	outward	3.6	0.9	8.3
Ireland	inward	1.0	0.2	4.0
	outward	1.0	0.2	2.2
Denmark	inward	4.7	1.1	10.5
	outward	5.3	1.3	10.2
Greece	inward	0.9	0.2	1.4
	outward	0.8	0.2	- 3.2

Table 12 : Traffic levels in 1984 (in mio tonnes)

		Level	Share of EC volume	Growth rate
Germany	inward	151.5	24.4	+ 3.9
	outward	106.9		+ 3.4
France	inward	65.0	16.1	+ 2.6
	outward	70.5		+ 2.0
Italy	inward	27.5	4.6	+ 4.8
	outward	20.2		+ 5.0
Netherlands	inward	89.2	31.2	+ 5.6
	outward	136.7		+ 4.4
Belgium	inward	84.0	19.5	+ 2.0
	outward	85.5		+ 4.7
Luxemburg	inward	7.4	1.5	+ .6
	outward	6.5		+ 3.8
UK	inward	5.9	0.9	+11.9
	outward	3.8		+ 6.3
Ireland	inward	1.1	0.2	+11.4
	outward	1.0		+ 4.4
Denmark	inward	5.3	1.4	+13.8
	outward	6.0		+13.3
Greece	inward	1.1	0.2	+19.8
	outward	0.9		+13.5

4.8. As mentioned already, inland waterways since 1983 no longer possess the largest market share in total tonnage transported in the Community as a whole. However, as no inland waterways transport takes place between several Member States, it is also interesting to analyse the market-shares in total border-crossing transport between the five Member States where this mode of transport exists (i.e. Germany, France, the Netherlands, Belgium and Luxemburg) (see table 13).

Table 13 : Modal share of transport between Germany, France, the Netherlands, Belgium and Luxemburg

	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>1984</u>
<u>Road</u>	34.8 %	36.3 %	38.2 %	38.9 %	39.8 %
<u>Rail</u>	14.6 %	13.2 %	11.6 %	11.2 %	10.6 %
<u>Inland waterways</u>	50.6 %	50.5 %	50.2 %	49.9 %	49.6 %

The results obtained in this table are different from those which are valid for the Community as a whole, and they indicate that at the level of EUR-5 inland waterways have been able to keep their market share stable. Consequently the gain of market share by road comes from rail transport.





Standard Goods Classification for Transport Statistics

- NST 0 AGRICULTURAL PRODUCTS AND LIVE ANIMALS  
Live animals, cereals, potatoes, other fresh and frozen fruit and vegetables, textiles, textile and man-made fibres, wood and cork, sugar-beet, other raw and vegetable materials.
- NST 1 FOODSTUFFS AND ANIMAL FODDER  
Sugars, beverages, stimulants and spices, perishable foodstuffs, other non-perishable foodstuffs and hops, animal food and foodstuff waste, oil seeds and oleaginous fruit and fats.
- NST 2 SOLID MINERAL FUELS  
Coal, lignite and peat, coke.
- NST 3 PETROLEUM PRODUCTS  
Crude petroleum, fuel derivatives, gaseous hydrocarbons (liquid or compressed) non-fuel derivatives.
- NST 4 ORES AND METAL WASTE  
Iron ore, non-ferrous ores and waste, iron and steel waste and blastfurnace dust.
- NST 5 METAL PRODUCTS  
Pig iron and crude steel; ferro-alloys, semi-finished rolled steel products, metal bars and rods, steel sheets, plates, hoop and strip, tubes, pipes, iron and steel castings and forgings, non-ferrous metals.
- NST 6 CRUDE AND MANUFACTURED MINERALS, BUILDING MATERIALS  
Sand, gravel, clay and slag, salt, iron pyrites, sulphur, other stone earths and minerals, cement lime, plasters, other manufactured building materials.
- NST 7 FERTILIZERS  
Natural fertilizers, chemical fertilizers.
- NST 8 CHEMICALS  
Basic chemicals, aluminium oxide and hydroxide, coal chemicals, paper pulp and waste paper, other chemical products.
- NST 9 MACHINERY, TRANSPORT EQUIPMENT, MANUFACTURED ARTICLES AND MISCELLANEOUS ARTICLES  
Transport equipment, tractors; agricultural machinery and equipment, other machinery apparatus and appliances, engines and parts, manufactures of material, glass, glassware, ceramic products, leather, textiles and clothing, other manufactured articles, miscellaneous articles.

Data-base

The principal source of data for the quantities transported are the statistics sent by the Member States to the Statistical Office of the European Communities (Directive 78/546/EEC (road), 80/1117/EEC (rail) and 80/1119/EEC (inland waterways)).

Although the use of these series gives many advantages (harmonisation concerning concepts, definitions and collecting methodology) it also possesses several disadvantages : the statistics concerning road transport are partial, since only transport by hauliers immatriculated in the country of loading or unloading are reported; incompleteness in several series due to the difficulties experienced by some countries in applying a new system for collecting and processing transport statistics. There have been considerable changes in the data-base from that used in the Analysis and Forecast report 1983.

1. Road statistics

A systematic adjustment has been applied to correct for transports done by hauliers belonging neither to the country of loading, nor to the country of unloading. This correction is possible since certain countries establish in addition to the road transport statistics corresponding to the Directive, other statistics for all vehicles. By comparing the two sources it has been possible to derive adjustment factors. It was possible to calculate those ratios for 44 out of 90 road relations.

2. Rail statistics

3 different sources have been used :

- \* for the 6 old Member States statistics are published up to 1981 in the yearbook "Transports, Communications, Tourism",
- \* for 1982 listings sent by the Member States to the SOEC have been used,
- \* data not available at the SOEC, i.e. concerning transport of goods between 1979 and 1981, between the six old Member States and the new Member States, as well as between the new Member States themselves, have been looked for in different national sources and compared with the 1982 figure for consistency.

### 3. Inland Waterway Statistics

- \* Data for the five Member States with international inland waterway transport, is published by Eurostat up to 1980 in the yearbook "Transports, Communications, Tourism".
- \* For 1981 and 1982 data has been taken from the listings sent by the Member States to the SOEC. Since a certain number of tables suffers from incompleteness and has errors in it, a manual "treatment" and the use of other sources of information could not be avoided.

### 4. Estimates of quantities transported in 1983

#### - Road

- Statistics of Road Transport elaborated by Germany (Kraftfahrt-Bundesamt, Flensburg) have been used for the quantities unloaded in Germany and have ~~been~~ served for estimates concerning the quantities loaded in that country.
- For the other relations estimates have been made which are based mainly on the statistics of external trade ventilated by mode.

#### - Rail and Inland Waterways

- The tonnages transported in 1983 have been calculated using the monthly transport statistics available in the framework of the Directives ;
- for rail, statistics covering the year 1983 as a whole, were available for six Member States; for inland navigation for three countries ;
- for those cases where the statistical series do not cover the entire year 1983, the total has been calculated by extrapolation, taking into account the seasonal variations during previous years.

## TARIF 1.11.1 - QUANTITIES OF GOODS TRANSPORTED

(IN 1000 TUNNES)

MODE: ROAD		NST/R CHAPTERS: 0 TO 9										
FROM	TO	RPD	FPA	ITA	NED	REL	LUX	U-K	IRE	DAN	ELL	E.C.
YEAR	YEAR											
<b>RPD</b>												
1980	1980	#####	8432.7	5049.5	18070.7	6849.7	873.8	870.3	28.0	1563.7	235.4	41982.8
1981	1981	#####	8902.1	5129.8	16961.1	7101.1	893.5	889.3	35.1	1784.3	277.5	41973.8
1982	1982	#####	9154.3	5351.2	17304.9	7430.8	884.2	912.8	42.2	1958.3	306.5	43354.2
1983	1983	#####	9343.7	5596.6	17870.0	7632.8	907.6	968.5	43.0	2149.1	297.2	44817.5
1984	1984	#####	10132.0	5775.6	16663.1	7847.5	921.4	1055.3	48.3	2396.9	317.9	47358.0
<b>FPA</b>												
1980	1980	12018.2	#####	5048.5	2724.1	11031.7	341.0	1050.0	36.0	273.9	42.0	32565.4
1981	1981	12841.9	#####	4955.6	2618.0	11941.5	328.5	1189.7	43.1	246.6	66.1	34231.0
1982	1982	11643.9	#####	5215.2	2734.3	12309.4	315.8	1300.6	41.7	293.3	77.6	33931.8
1983	1983	11671.5	#####	5398.6	3029.8	13699.2	352.0	1473.6	45.8	322.2	77.6	36070.3
1984	1984	11641.5	#####	5E34.6	3319.4	14753.7	348.5	1767.8	49.0	351.6	94.6	38160.9
<b>ITA</b>												
1980	1980	5371.6	3856.5	#####	644.7	698.9	36.6	21.0	.2	114.2	89.2	10033.1
1981	1981	5633.7	4021.9	#####	663.2	787.3	41.4	25.7	.4	113.3	96.1	11383.0
1982	1982	5666.5	4265.5	#####	807.4	860.3	45.1	26.2	.4	126.5	133.5	11931.8
1983	1983	6328.9	5245.3	#####	870.1	914.3	48.3	28.0	.5	151.0	155.5	13741.9
1984	1984	6662.9	5517.9	#####	1013.9	985.1	50.9	33.4	.6	161.6	192.5	14618.8
<b>NED</b>												
1980	1980	15156.6	4072.6	1049.6	#####	11897.9	100.0	477.0	11.0	385.2	43.0	33181.9
1981	1981	14102.1	3876.0	1018.3	#####	11846.5	98.4	458.2	13.5	410.3	49.6	31872.9
1982	1982	14584.9	4257.7	1245.4	#####	12321.1	113.1	479.7	15.5	442.6	89.6	33849.6
1983	1983	15472.0	4215.4	1240.0	#####	11668.0	107.1	479.7	16.9	468.6	104.7	33772.4
1984	1984	16248.6	4660.7	1424.7	#####	12281.9	116.9	539.8	19.9	538.1	162.1	36092.7
<b>REL</b>												
1980	1980	7521.0	14890.6	1263.3	11745.1	#####	644.0	642.2	49.6	178.7	24.7	37149.2
1981	1981	7503.4	16155.2	1164.5	11265.0	#####	946.3	637.4	70.6	180.9	27.4	38350.7
1982	1982	7962.0	16504.7	1226.3	12152.6	#####	1048.4	575.9	70.6	238.6	37.4	39816.5
1983	1983	8800.2	17968.9	1114.9	11890.5	#####	945.6	487.6	76.0	277.1	37.4	41598.2
1984	1984	9298.0	19214.3	1126.6	12122.8	#####	988.2	401.3	83.3	308.4	46.5	44589.3
<b>LUX</b>												
1980	1980	1385.3	1138.0	66.7	168.0	758.0	#####	8.0	2.8	7.9	1.3	3536.0
1981	1981	1405.0	952.7	61.4	108.4	712.6	#####	7.8	4.0	8.1	1.4	3261.4
1982	1982	1471.7	777.2	64.7	127.4	567.3	#####	7.7	4.0	10.2	1.9	3122.1
1983	1983	1578.6	833.9	66.3	101.3	669.7	#####	6.9	4.1	11.9	1.9	3274.6
1984	1984	1761.6	786.3	71.7	101.6	670.0	#####	8.0	4.6	15.0	2.5	3421.5
<b>U-K</b>												
1980	1980	710.1	847.0	71.4	320.0	601.5	10.0	#####	649.1	93.0	22.0	3324.1
1981	1981	576.2	784.8	70.2	303.2	508.3	8.0	#####	693.2	94.8	20.2	3058.9
1982	1982	582.7	800.4	76.4	264.3	385.0	6.0	#####	757.1	112.3	29.9	3019.1
1983	1983	672.7	863.0	75.8	256.7	444.0	6.9	#####	786.0	137.3	30.0	3272.4
1984	1984	719.4	965.8	87.0	270.6	393.3	6.1	#####	881.5	167.0	39.0	3530.6
<b>IRE</b>												
1980	1980	46.0	55.0	4.8	18.0	70.4	3.8	702.8	#####	4.5	1.7	909.0
1981	1981	44.0	44.1	6.8	15.5	40.1	2.3	750.2	#####	5.0	2.1	910.1
1982	1982	39.0	46.4	6.7	16.5	42.0	2.4	785.6	#####	4.0	3.3	946.1
1983	1983	42.8	54.5	6.4	17.0	31.5	1.6	802.6	#####	6.8	3.9	967.1
1984	1984	44.0	51.7	6.0	17.3	21.5	1.1	855.8	#####	6.8	5.5	1009.7
<b>DAN</b>												
1980	1980	2776.1	249.3	196.2	239.1	178.2	4.8	364.0	16.9	#####	24.6	4049.2
1981	1981	2737.2	259.1	203.6	243.6	180.3	5.0	401.0	18.4	#####	27.7	4075.9
1982	1982	2686.4	309.8	213.3	303.3	200.8	5.3	456.1	15.1	#####	31.3	4221.4
1983	1983	3165.9	220.0	198.9	334.7	204.9	5.5	486.4	12.4	#####	31.2	4771.8
1984	1984	3419.7	301.2	218.0	417.1	225.1	6.1	606.9	9.5	#####	34.4	5328.1
<b>ELL</b>												
1980	1980	341.4	50.3	91.2	60.3	21.1	1.2	27.7	.3	12.3	#####	606.3
1981	1981	335.3	77.2	69.3	49.5	14.8	.8	26.3	.5	15.1	#####	588.8
1982	1982	360.3	65.1	87.4	71.0	15.5	.9	24.4	.3	17.9	#####	672.8
1983	1983	381.6	118.5	76.5	59.9	15.6	.9	17.9	.3	16.7	#####	688.1
1984	1984	429.0	158.9	85.2	72.3	14.5	.8	12.1	.2	21.4	#####	794.4
<b>E.C.</b>												
1980	1980	45325.3	33582.0	12843.2	33999.0	32097.4	2215.4	4163.0	793.9	2633.9	483.9	168137.0
1981	1981	45578.8	35073.1	12679.5	32227.5	33132.5	2324.2	4385.6	878.8	2898.4	568.1	169706.5
1982	1982	44997.8	36301.1	13486.6	33786.7	34241.2	2421.2	4569.2	946.4	3203.7	711.0	174665.4
1983	1983	48114.2	38973.1	13774.0	34439.0	35280.0	2375.5	4753.2	985.0	3540.9	739.4	182974.3
1984	1984	50324.9	41878.9	14830.4	36998.1	37192.6	2440.0	5280.4	1096.9	3966.8	895.0	194904.0

SOBEMAP SA - BRUSSELS

TABLE 1.11.2 - QUANTITIES OF GOODS TRANSPORTED

(IN 1000 TONNES)

MODE: RAILWAY		NST/R CHAPTERS: 0 TO 9										
FROM	TO	BRD	FRA	ITA	NFD	REL	LUX	U-K	IRE	DAN	ELL	E.C.
YEAR												
<b>PRN</b>												
1980		9424.0	5623.0	2008.0	3592.0	2473.0	148.7			571.9	47.1	23887.7
1981		7546.0	5244.0	2086.0	3761.0	1990.0	171.7			669.7	82.6	21553.0
1982		6675.6	4571.4	1817.5	2509.7	1833.4	129.5			836.0	102.6	18475.6
1983		6077.3	4518.2	1592.9	2888.0	1572.5	130.5			949.1	82.2	17810.7
1984		5790.0	5000.8	1719.5	2640.3	1627.9	153.7			1178.4	102.4	18213.0
<b>FRA</b>												
1980	6511.0		8488.0	683.0	5137.0	226.0	123.4			67.4	6.9	21242.7
1981	5190.0		7441.0	497.0	4780.0	189.0	141.9			70.2	13.0	18322.1
1982	4195.0		6317.2	606.3	4480.4	131.9	155.0			79.0	20.9	15985.7
1983	3586.3		6150.2	524.7	5643.9	159.8	214.5			63.9	22.3	16367.6
1984	3425.2		5905.1	513.5	5151.8	126.0	257.5			53.9	27.7	15460.8
<b>ITA</b>												
1980	2314.0	2150.0		511.0	809.0	4.0	50.7			59.6	20.8	5919.1
1981	2347.0	2091.0		546.0	619.0	4.0	60.5			58.8	21.6	5945.9
1982	2087.8	1970.5		481.8	785.2	4.9	61.3			54.0	24.4	5469.9
1983	2189.1	1655.8		520.9	718.6	1.7	61.3			63.2	27.8	5478.4
1984	2489.5	1706.3		488.1	721.5	2.2	82.0			53.4	21.5	5564.5
<b>NFD</b>												
1980	4640.0	1024.0	639.0		1870.0	40.0	27.4			13.0	1.4	8254.8
1981	4354.0	773.0	485.0		1911.0	18.0	27.4			11.0	3.8	7583.2
1982	3197.9	926.6	525.4		1368.7	4.3	27.4			16.0	4.3	6070.6
1983	3416.1	1124.0	497.6		731.0	6.6	29.6			16.2	4.0	5830.3
1984	3900.0	1260.9	554.2		652.5	2.4	36.1			17.3	3.7	6427.1
<b>FLL</b>												
1980	2430.0	5834.0	1195.0	1596.0		3883.0	43.9			23.8	2.7	15008.4
1981	2290.0	5108.0	1091.0	1610.0		3013.0	37.3			27.0	6.5	13272.8
1982	1974.7	4627.9	1126.4	1411.2		2652.0	48.8			41.0	7.1	11889.1
1983	2122.2	4755.7	1022.1	1317.3		2321.6	50.0			41.2	6.9	11667.0
1984	2461.1	4366.6	980.7	1267.4		2159.8	56.0			48.3	7.5	11377.4
<b>LUX</b>												
1980	1276.0	737.0	87.0	73.0	971.0		4.4			-	-	3150.4
1981	1069.0	517.0	62.0	81.0	792.0		.7			-	.1	2521.8
1982	906.4	434.2	60.7	63.3	839.9		1.0			-	.1	2305.6
1983	942.0	336.6	44.1	60.4	702.0		1.0			-	-	2089.3
1984	1133.1	253.6	41.2	61.5	673.2		.3			-	-	2162.9
<b>U-K</b>												
1980	106.3	31.0	272.0	6.9	29.4							445.6
1981	118.2	40.9	161.9	6.9	21.5							349.4
1982	61.6	37.6	155.2	6.9	20.5						.2	282.0
1983	56.6	32.0	176.5	6.4	28.6		.2					301.4
1984	60.0	32.8	143.3	6.5	26.9		.2					269.7
<b>IRE</b>												
1980												
1981												
1982												
1983												
1984												
<b>DAN</b>												
1980	250.0	24.4	36.3	3.9	56.5	.1	2.9				.7	374.8
1981	252.6	25.7	29.7	3.9	47.4	.1	3.3				.3	363.9
1982	465.6	27.0	29.2	4.6	37.3	.1	2.7				.2	566.7
1983	411.8	24.1	23.5	5.0	36.3		3.0				.2	505.9
1984	591.9	19.6	14.2	4.8	19.1		2.6				-	652.2
<b>FIL</b>												
1980	80.8	.5	12.3	5.8	.1					.1		99.6
1981	91.3	.6	8.3	6.0	.1					-		106.3
1982	87.9	.1	7.1	8.5	.1					-		103.7
1983	44.7	2.2	4.5	12.5						-		63.9
1984	43.4	1.6	3.6	11.0						-		59.0
<b>E.C.</b>												
1980	17610.3	10224.9	16352.6	4887.6	12465.0	6626.1	401.4			735.8	79.6	78383.1
1981	15709.0	16192.2	14522.9	4840.8	12132.0	5214.1	442.8			836.7	127.9	70018.4
1982	12976.9	14699.4	12792.6	4400.1	10041.8	4626.6	425.7			1026.0	159.8	61148.9
1983	12773.8	14281.8	12436.7	4040.1	10750.6	4064.6	489.9			1133.6	143.4	60114.5
1984	14104.3	13441.4	12642.5	4072.3	9885.3	3918.5	588.2			1351.3	162.8	60186.6

SOBEMAP SA - BRUSSELS

TABLE 1.11.3 - QUANTITIES OF GOODS TRANSPORTED

(IN 1000 TONNES)

MODE: INLAND WATERWAYS													NST/R CHAPTERS: 0 TO 9	
FROM	TO	BRD	FPA	ITA	NED	BEL	LUX	U-K	IRE	DAN	ELL	E.C.		
YEAR														
<b>ARD</b>														
1980		\$\$\$\$\$\$	2741.0	.....	31711.0	9642.0	354.0	.....	.....	.....	.....	.....	44448.0	
1981		\$\$\$\$\$\$	2367.2	.....	30992.7	9612.9	368.2	.....	.....	.....	.....	.....	42941.0	
1982		\$\$\$\$\$\$	2317.5	.....	27935.2	9372.8	364.2	.....	.....	.....	.....	.....	39989.7	
1983		\$\$\$\$\$\$	2459.5	.....	28519.6	9316.6	530.1	.....	.....	.....	.....	.....	40825.8	
1984		\$\$\$\$\$\$	2084.3	.....	29642.4	9081.1	543.3	.....	.....	.....	.....	.....	41351.1	
<b>FRA</b>														
1980	10967.0	\$\$\$\$\$\$	.....	.....	3686.0	3511.0	280.0	.....	.....	.....	.....	.....	18444.0	
1981	10508.3	\$\$\$\$\$\$	.....	.....	3428.0	3368.7	179.4	.....	.....	.....	.....	.....	17484.4	
1982	9875.1	\$\$\$\$\$\$	.....	.....	3725.9	2901.7	234.5	.....	.....	.....	.....	.....	16737.2	
1983	9685.6	\$\$\$\$\$\$	.....	.....	3673.5	2891.1	221.6	.....	.....	.....	.....	.....	16671.8	
1984	9378.2	\$\$\$\$\$\$	.....	.....	4506.3	2754.9	217.8	.....	.....	.....	.....	.....	16057.2	
<b>ITA</b>														
1980	.....	.....	.....	\$\$\$\$\$\$	.....	.....	.....	.....	.....	.....	.....	.....	\$\$\$\$\$\$	
1981	.....	.....	.....	\$\$\$\$\$\$	.....	.....	.....	.....	.....	.....	.....	.....	\$\$\$\$\$\$	
1982	.....	.....	.....	\$\$\$\$\$\$	.....	.....	.....	.....	.....	.....	.....	.....	\$\$\$\$\$\$	
1983	.....	.....	.....	\$\$\$\$\$\$	.....	.....	.....	.....	.....	.....	.....	.....	\$\$\$\$\$\$	
1984	.....	.....	.....	\$\$\$\$\$\$	.....	.....	.....	.....	.....	.....	.....	.....	\$\$\$\$\$\$	
<b>NED</b>														
1980	66686.0	5570.0	.....	.....	\$\$\$\$\$\$	26136.0	263.0	.....	.....	.....	.....	.....	98675.0	
1981	65274.1	4222.7	.....	.....	\$\$\$\$\$\$	26044.6	246.7	.....	.....	.....	.....	.....	95798.1	
1982	63757.4	4003.8	.....	.....	\$\$\$\$\$\$	24291.1	322.7	.....	.....	.....	.....	.....	92375.0	
1983	63478.6	3548.6	.....	.....	\$\$\$\$\$\$	24086.3	260.7	.....	.....	.....	.....	.....	91414.2	
1984	65515.5	3922.0	.....	.....	\$\$\$\$\$\$	25068.1	294.3	.....	.....	.....	.....	.....	94199.9	
<b>BEL</b>														
1980	8666.0	3836.0	.....	.....	13972.0	\$\$\$\$\$\$	37.0	.....	.....	.....	.....	.....	26311.0	
1981	8761.9	3690.4	.....	.....	12910.9	\$\$\$\$\$\$	40.1	.....	.....	.....	.....	.....	25003.3	
1982	9823.0	4220.3	.....	.....	11993.7	\$\$\$\$\$\$	20.4	.....	.....	.....	.....	.....	25657.4	
1983	10919.9	4043.9	.....	.....	13454.3	\$\$\$\$\$\$	19.4	.....	.....	.....	.....	.....	28437.5	
1984	11399.2	4257.2	.....	.....	13681.5	\$\$\$\$\$\$	14.2	.....	.....	.....	.....	.....	29552.1	
<b>LUX</b>														
1980	769.0	16.0	.....	.....	185.0	34.0	\$\$\$\$\$\$	.....	.....	.....	.....	.....	1004.0	
1981	699.6	17.7	.....	.....	104.8	72.7	\$\$\$\$\$\$	.....	.....	.....	.....	.....	894.8	
1982	660.1	10.6	.....	.....	87.0	66.4	\$\$\$\$\$\$	.....	.....	.....	.....	.....	824.1	
1983	792.2	9.7	.....	.....	84.5	25.2	\$\$\$\$\$\$	.....	.....	.....	.....	.....	911.6	
1984	798.1	6.7	.....	.....	70.1	52.7	\$\$\$\$\$\$	.....	.....	.....	.....	.....	927.6	
<b>U-K</b>														
1980	.....	.....	.....	.....	.....	.....	.....	\$\$\$\$\$\$	.....	.....	.....	.....	\$\$\$\$\$\$	
1981	.....	.....	.....	.....	.....	.....	.....	\$\$\$\$\$\$	.....	.....	.....	.....	\$\$\$\$\$\$	
1982	.....	.....	.....	.....	.....	.....	.....	\$\$\$\$\$\$	.....	.....	.....	.....	\$\$\$\$\$\$	
1983	.....	.....	.....	.....	.....	.....	.....	\$\$\$\$\$\$	.....	.....	.....	.....	\$\$\$\$\$\$	
1984	.....	.....	.....	.....	.....	.....	.....	\$\$\$\$\$\$	.....	.....	.....	.....	\$\$\$\$\$\$	
<b>IRE</b>														
1980	.....	.....	.....	.....	.....	.....	.....	.....	\$\$\$\$\$\$	.....	.....	.....	\$\$\$\$\$\$	
1981	.....	.....	.....	.....	.....	.....	.....	.....	\$\$\$\$\$\$	.....	.....	.....	\$\$\$\$\$\$	
1982	.....	.....	.....	.....	.....	.....	.....	.....	\$\$\$\$\$\$	.....	.....	.....	\$\$\$\$\$\$	
1983	.....	.....	.....	.....	.....	.....	.....	.....	\$\$\$\$\$\$	.....	.....	.....	\$\$\$\$\$\$	
1984	.....	.....	.....	.....	.....	.....	.....	.....	\$\$\$\$\$\$	.....	.....	.....	\$\$\$\$\$\$	
<b>DAN</b>														
1980	.....	.....	.....	.....	.....	.....	.....	.....	.....	\$\$\$\$\$\$	.....	.....	\$\$\$\$\$\$	
1981	.....	.....	.....	.....	.....	.....	.....	.....	.....	\$\$\$\$\$\$	.....	.....	\$\$\$\$\$\$	
1982	.....	.....	.....	.....	.....	.....	.....	.....	.....	\$\$\$\$\$\$	.....	.....	\$\$\$\$\$\$	
1983	.....	.....	.....	.....	.....	.....	.....	.....	.....	\$\$\$\$\$\$	.....	.....	\$\$\$\$\$\$	
1984	.....	.....	.....	.....	.....	.....	.....	.....	.....	\$\$\$\$\$\$	.....	.....	\$\$\$\$\$\$	
<b>ELL</b>														
1980	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	\$\$\$\$\$\$	.....	\$\$\$\$\$\$	
1981	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	\$\$\$\$\$\$	.....	\$\$\$\$\$\$	
1982	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	\$\$\$\$\$\$	.....	\$\$\$\$\$\$	
1983	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	\$\$\$\$\$\$	.....	\$\$\$\$\$\$	
1984	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	\$\$\$\$\$\$	.....	\$\$\$\$\$\$	
<b>E.C.</b>														
1980	87288.0	17163.0	\$\$\$\$\$\$	.....	49154.0	39323.0	954.0	\$\$\$\$\$\$	\$\$\$\$\$\$	\$\$\$\$\$\$	\$\$\$\$\$\$	\$\$\$\$\$\$	188882.0	
1981	85243.9	10306.0	\$\$\$\$\$\$	.....	46636.4	39098.9	834.4	\$\$\$\$\$\$	\$\$\$\$\$\$	\$\$\$\$\$\$	\$\$\$\$\$\$	\$\$\$\$\$\$	182121.6	
1982	84115.6	10582.2	\$\$\$\$\$\$	.....	43241.8	36632.0	941.8	\$\$\$\$\$\$	\$\$\$\$\$\$	\$\$\$\$\$\$	\$\$\$\$\$\$	\$\$\$\$\$\$	175983.4	
1983	84876.3	10101.7	\$\$\$\$\$\$	.....	48931.9	36319.2	1031.8	\$\$\$\$\$\$	\$\$\$\$\$\$	\$\$\$\$\$\$	\$\$\$\$\$\$	\$\$\$\$\$\$	178260.9	
1984	87091.0	9670.2	\$\$\$\$\$\$	.....	48100.3	36956.8	1069.6	\$\$\$\$\$\$	\$\$\$\$\$\$	\$\$\$\$\$\$	\$\$\$\$\$\$	\$\$\$\$\$\$	182887.9	

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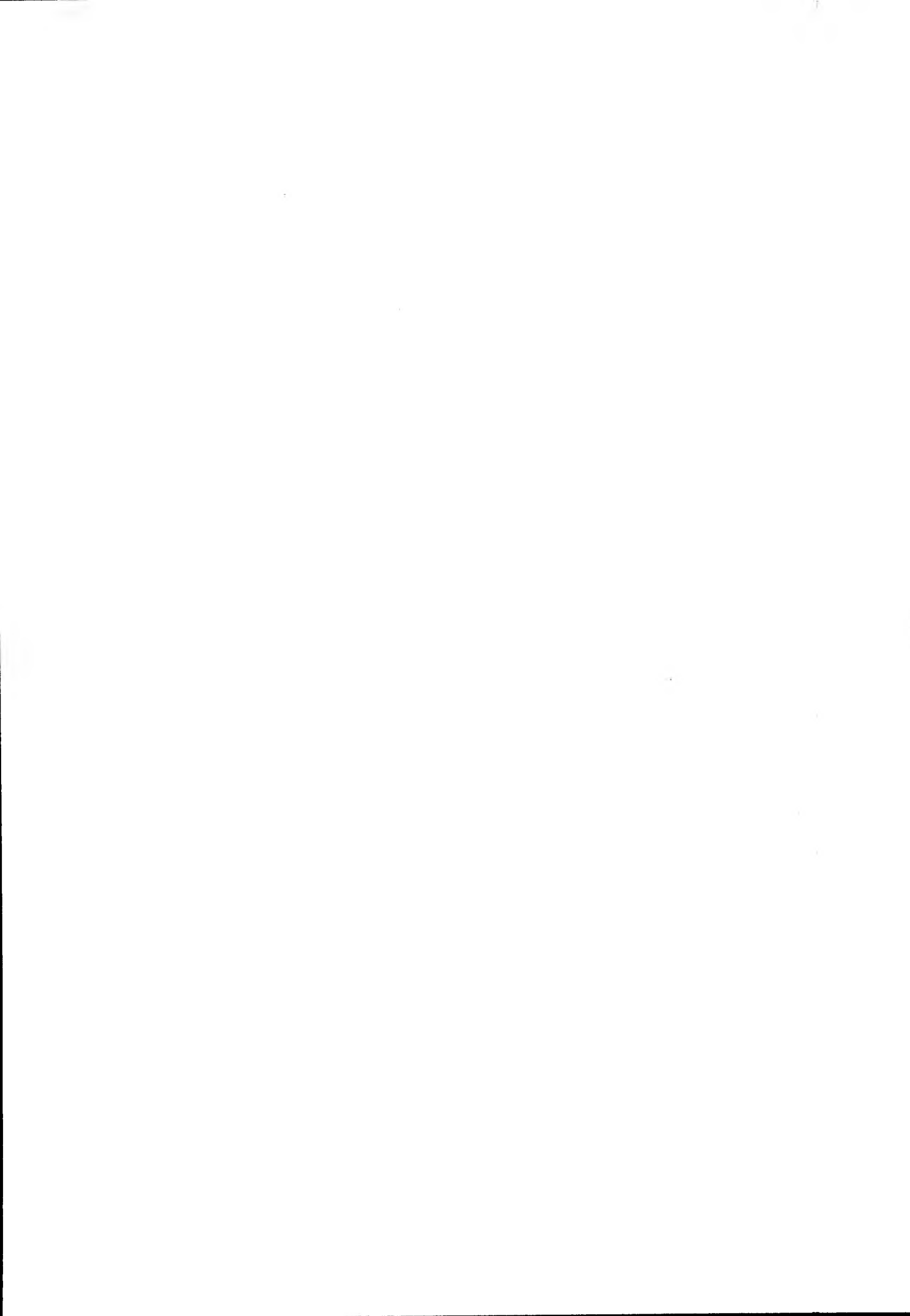
TABLE 1.11.4 - QUANTITIES OF GOODS TRANSPORTED

(IN 1000 TONNES)

ALL 3 MODES OF TRANSPORT												NST/R CHAPTERS: 0 TO 9		
FROM	TO	BRD	FRA	ITA	NED	BEL	LUX	U-K	IRE	DAN	ELL	E.C.		
YEAR														
<b>BRD</b>														
1980		#####	20597.7	10672.5	51798.7	20083.7	3700.8	1019.0	28.0	2135.6	282.5	110318.5		
1981		#####	18815.3	10373.8	49641.8	20475.0	3251.7	1061.0	35.1	2454.0	360.1	106467.8		
1982		#####	18147.3	9922.6	47057.6	19322.3	3081.8	1042.3	42.2	2794.3	409.1	101819.5		
1983		#####	17880.5	10114.8	47991.5	19837.4	3010.2	1099.0	43.0	3098.2	379.4	103454.0		
1984		#####	18006.3	10976.4	50025.0	19568.9	3092.6	1209.0	48.3	3575.3	420.3	106922.1		
<b>FRA</b>														
1980		29496.2	#####	13536.5	7093.1	19679.7	847.0	1173.4	36.0	341.3	48.9	72252.1		
1981		28540.2	#####	12396.6	6543.0	20090.2	696.9	1331.6	43.1	316.8	79.1	70037.5		
1982		25714.0	#####	11532.4	7066.5	19691.5	682.2	1455.6	41.7	372.3	98.5	66654.7		
1983		24945.4	#####	11548.8	7428.0	22234.2	733.4	1688.1	45.8	386.1	99.9	69109.7		
1984		24445.0	#####	11739.9	8339.2	22660.4	692.3	2025.3	49.0	405.5	122.3	70478.9		
<b>ITA</b>														
1980		7685.6	6006.5	#####	1155.7	1507.9	40.8	71.7	.2	173.8	110.0	16752.2		
1981		7976.7	6112.9	#####	1211.2	1606.3	45.4	86.2	.4	172.1	117.7	17328.9		
1982		7754.7	6236.0	#####	1289.2	1645.5	50.0	87.5	.4	180.5	157.9	17401.7		
1983		8519.0	7141.1	#####	1391.0	1632.9	50.0	89.3	.5	214.2	183.3	19220.3		
1984		9152.4	7224.2	#####	1502.0	1706.6	53.1	115.4	.6	215.0	214.0	20183.3		
<b>NED</b>														
1980		86481.6	10666.6	1688.6	#####	39893.9	423.0	504.4	11.0	398.2	44.4	140111.7		
1981		83730.2	8881.7	1503.3	#####	39802.1	363.1	485.6	13.5	421.3	53.4	135254.2		
1982		81540.2	9288.1	1770.8	#####	37980.9	440.1	507.1	15.5	458.6	93.9	132095.2		
1983		82359.7	8928.0	1737.6	#####	36485.3	376.6	509.3	16.9	484.8	108.7	131016.9		
1984		85764.1	9243.6	1978.9	#####	38002.5	413.6	575.9	19.9	555.4	165.8	136719.7		
<b>BEL</b>														
1980		18817.0	24550.6	2458.3	26913.1	#####	4764.0	686.1	49.6	202.5	27.4	78468.6		
1981		18955.3	25043.6	2255.5	25385.9	#####	3999.4	674.7	70.6	207.9	33.9	76626.8		
1982		19759.7	25352.9	2352.7	25157.5	#####	3720.8	624.7	70.6	279.6	44.5	77363.0		
1983		21842.3	26798.5	2137.0	26662.1	#####	3286.6	537.6	76.0	318.3	44.3	81702.7		
1984		23158.3	27868.1	2107.2	28271.7	#####	3162.2	457.3	83.3	356.7	54.0	85518.8		
<b>LUX</b>														
1980		3432.3	1891.0	153.7	426.0	1763.0	#####	12.4	2.8	7.9	1.3	7690.4		
1981		3173.6	1487.4	123.4	294.2	1577.3	#####	8.5	4.0	8.1	1.5	6678.0		
1982		3038.2	1212.0	125.4	277.7	1573.6	#####	8.7	4.0	10.2	2.0	6251.8		
1983		3312.8	1183.4	110.4	246.2	1396.9	#####	7.9	4.1	11.9	1.9	6275.5		
1984		3693.0	1046.6	112.9	233.2	1395.9	#####	8.3	4.6	15.0	2.5	6512.0		
<b>U-K</b>														
1980		816.4	878.0	343.4	326.9	630.9	10.0	#####	649.1	93.0	22.0	3769.7		
1981		694.4	825.7	232.1	310.1	529.8	8.0	#####	693.2	94.8	20.2	3408.3		
1982		644.3	938.0	231.6	276.2	405.5	6.0	#####	757.1	112.3	30.1	3301.1		
1983		729.3	895.9	252.3	263.1	472.8	7.1	#####	786.0	137.3	30.0	3573.8		
1984		779.4	998.6	231.2	277.1	420.2	6.3	#####	881.5	167.0	39.0	3800.3		
<b>IRF</b>														
1980		46.0	55.0	6.8	18.0	70.4	3.8	702.8	#####	4.5	1.7	909.0		
1981		44.0	44.1	6.8	15.5	40.1	2.3	750.2	#####	5.0	2.1	910.1		
1982		39.0	46.4	6.7	16.5	42.0	2.4	785.8	#####	4.0	3.3	946.1		
1983		42.8	54.5	6.4	17.0	31.5	1.6	802.6	#####	6.8	3.9	967.1		
1984		44.0	51.7	6.0	17.3	21.5	1.1	855.8	#####	6.8	5.5	1009.7		
<b>DAN</b>														
1980		3026.1	273.7	232.5	243.0	234.7	4.9	366.9	16.9	#####	25.3	4424.0		
1981		2990.7	284.8	233.3	247.5	227.7	5.1	404.3	18.4	#####	28.0	4439.8		
1982		3152.0	336.8	242.5	307.9	238.1	5.4	458.8	15.1	#####	31.5	4788.1		
1983		3577.7	354.0	222.4	339.7	243.2	5.5	491.4	12.4	#####	31.4	5277.7		
1984		4011.6	410.9	232.2	421.9	244.2	6.1	609.5	9.5	#####	34.4	5980.3		
<b>ELL</b>														
1980		422.2	50.8	103.5	66.1	21.2	1.2	27.7	.3	12.9	#####	705.9		
1981		426.6	77.8	77.6	55.5	14.9	.8	26.3	.5	15.1	#####	695.1		
1982		448.2	95.2	94.5	79.5	15.6	.9	24.4	.3	17.9	#####	776.5		
1983		426.3	120.7	81.0	72.4	15.6	.9	17.9	.3	16.9	#####	752.0		
1984		472.4	160.5	88.2	83.3	14.5	.8	12.1	.2	21.4	#####	853.4		
<b>E.C.</b>														
1980		150223.4	64969.9	29195.8	88040.6	83885.4	9795.5	4564.4	793.9	3369.7	563.5	435402.1		
1981		146531.7	61573.3	27202.4	83704.7	84363.4	8372.7	4828.4	878.8	3695.1	696.0	421846.5		
1982		142090.3	61552.7	26279.2	81528.6	80915.0	7989.6	4994.9	946.9	4229.7	870.8	411397.7		
1983		145764.3	63356.6	26210.7	84411.0	82349.8	7471.9	5243.1	985.0	4674.5	882.8	421349.7		
1984		151520.2	65010.5	27472.9	89170.7	84034.7	7428.1	5868.6	1096.9	5319.1	1057.8	437978.5		

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