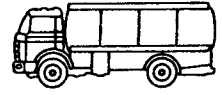


EUROPEAN COMMUNITIES

EUROPA TRANSPORT



OBSERVATION OF TRANSPORT MARKETS

ANALYSIS AND FORECASTS

1985



Published by the Directorate-General for Transport
Commission of the European Communities - 200, rue de la Loi, 1049 Brussels

Supplement to the "SCAD BULLETIN" - D/TRANS/EN

ANALYSIS AND FORECASTS

1985

Manuscript finished in January 1985

This publication is also available in the following languages:

DE ISBN 92-825-5147-4
FR ISBN 92-825-5149-0
IT ISBN 92-825-5150-4

Cataloguing data can be found at the end of this publication

Luxembourg: Office for Official Publications of the European Communities, 1985

ISBN 92-825-5148-2

Catalogue number: CB-43-85-240-EN-C

Reproduction authorized, in whole or in part, provided the source is acknowledged.

Printed in Belgium

CONTENTS

	<u>Page</u>
<u>Chapter I</u> : General trends in transport activity	5
<u>Chapter II</u> : Modal activity analysis	11
<u>Chapter III</u> : Geographical analysis	19
<u>Annex I</u> : NST classification	23
<u>Annex II</u> : Quantities of goods transported	24

Chapter I

General trends in transport activity

The Macro-economic environment

- 1.1. While the economy of the United States was growing in the second quarter of 1983, Europe had to wait until the last quarter of 1983 to see the first signs of an upswing. In 1984 internal demand in EUR-10 has grown at a lower rate (2.0 %) than exports (6.4 %) while GDP and imports were growing at about 5.4 % and 2.2 % respectively. This is partly the result of the increased U.S. imports. As far as internal demand is concerned (private and public), only limited progress (1.2 % and 0.6 %) took place, although investment (mainly industrial) has risen more rapidly.
- 1.2. Forecasts for 1985 (see table 1) show that in 1985 economic growth will not be much different from 1984. GDP will grow in volume at 2.3 % and inflation will come down to 4.1 %.

Table 1 : Demand, production, exports and imports CEE-10
(in volume - growth rates)

	1980	1981	1982	1983	1984	1985
private consumption	1.3	0.3	0.5	1.2	1.2	1.3
public consumption	2.0	1.6	0.8	1.7	0.6	0.4
investment	1.6	-4.5	-1.7	-0.1	3.2	3.6
stockbuilding	1.4	-0.1	0.5	0.7	1.1	1.3
exports	1.7	3.8	0.9	2.3	6.4	5.5
imports	2.1	-2.0	2.3	2.0	5.9	4.1
GDP	1.1	-0.3	0.5	0.9	2.2	2.3

- 1.3. The main elements on which this growth is based are:

- growth of internal demand (1.8%) which will be due to consumption and especially to investment in the private sector
- growth of public consumption will be restricted to 0.4%
- growth of world trade would reach 5.2% in 1985 which will be lower than the 9.4% in 1984
- external trade of the Community is expected to be somewhat lower than in 1984 (exports: +5.5% in volume; imports: +4.1%);
- uncertainties exist as far as the American economy is concerned in 1985, especially in the field of exchange rates and interest rates.

1.4. Explanatory variables

As explanatory variables for the changes that take place in total tonnage transported, a set of indicators that are easily and rapidly available are used.

The main explanatory variables are:

a) Gross Domestic Product (in volume)

Forecasts of GDP of each Member Country and the total Community (EUR-10) have been calculated on the basis of the work done at O.E.C.D. and the growth rates published by the Services of the Commission for the years '81 to '85 (see table 1a).

Table 1a: Gross Domestic Product of the EC-countries (1983-1985) at constant prices (growth rate)

	1983	1984	1985
D	1.0	2.5	2.5
F	0.8	1.4	1.7
I	- 1.1	2.8	2.3
NL	0.5	2.0	1.8
B	0.3	1.5	1.0
L	- 1.5	2.1	1.8
UK	3.4	2.0	3.0
IR	0.6	3.1	2.6
DK	2.5	3.8	2.9
GR	0.3	2.2	2.0
EC-10	0.9	2.2	2.3

b) Industrial Production (growth rates)

A summary of the estimates and forecasts from O.E.C.D. is given in table 2.

Table 2

	1983	1984	1985
D	0.8	3.8	3.0
F	0.7	1.5	3.0
I	- 5.3	2.3	4.0
NL	0.0	4.0	4.3
B	2.5	3.0	3.0
L	- 2.7	1.0	1.5
UK	1.8	4.3	4.0
IR	7.1	6.3	4.0
DK	4.1	5.8	5.5
GR	- 0.3	2.0	2.5

Transport forecast

1.5. Total freight tonnage between the ten Member States increased during 1984 by 7.1 %. The forecast for 1985 is for an increase of 6.0 %, induced by a continued but moderate economic upswing.

As it has been the case in previous years, there is a different impact on each of the three modes. However, in 1984 and 1985, some tendencies of the past have changed: although the growth rate of road transport is increasing further, the growth of rail and inland waterway activity is much stronger.

The changes in cross-border transport for 1984 (estimate) and 1985 (forecast) are based on respectively 2.1 and 2.3 % GDP-growth for the EUR-10.

In table 3 total transport activity (in growth rates and levels) is shown (intra EUR-10).

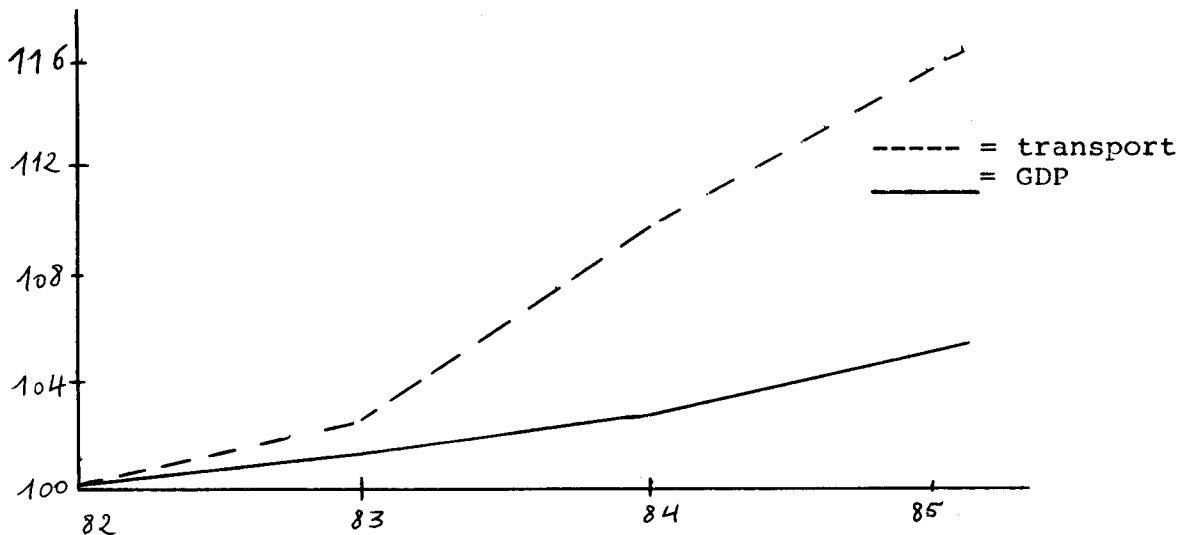
Table 3 : Total international transport activity (intra EUR-10)

	Annual growth rates	Total tonnage (mio.T)
1983	2.3 %	421.1
1984	7.1 %	451.2
1985	6.0 %	478.3

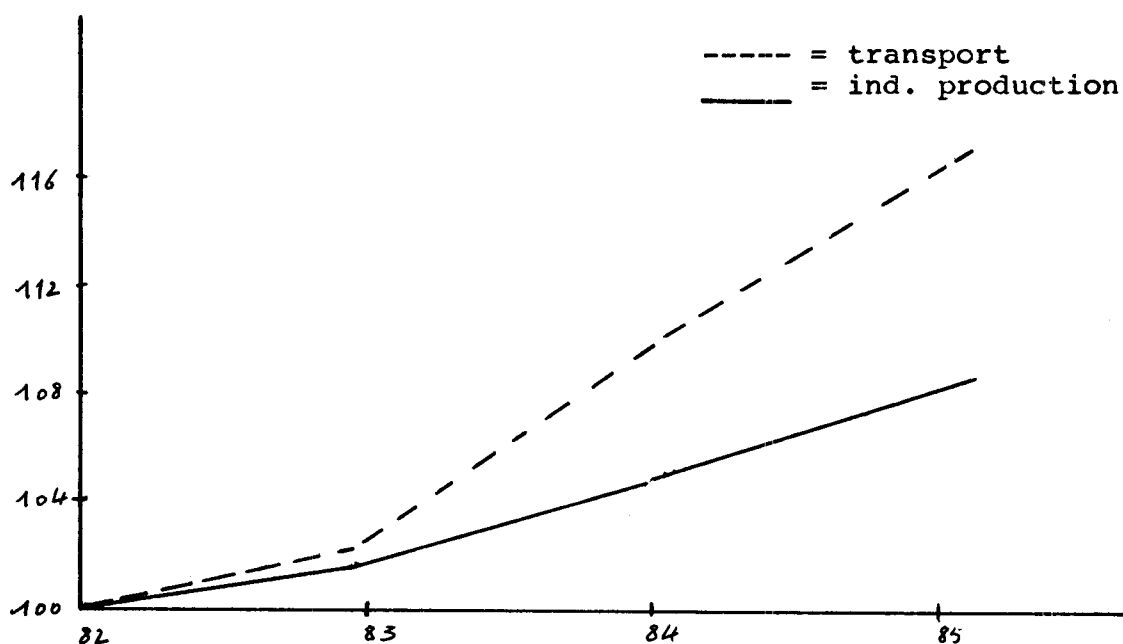
From 1983 onwards, the total growth rate of transport was positive (as well as the growth rates of road and inland waterway transport). From mid 1983 a dramatic push for rail transport took place.

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.

Graph 1 : GDP and transport



Graph 2 : Industrial production and transport



These graphs indicate that from 1983 to 1985 total tonnage transported increase at a higher rate than GDP and even at a higher rate than industrial production. This is exactly the opposite of what happened from 1980 to 1982. As usual the changes in industrial production are more closely related to transport demand than GDP (see table 4).

Table 4 : Growth and transport activity (in %)

Year	Tonnage transported	G.D.P.	Industrial production
1983	2.3	0.9	1.0
1984	7.1	2.1	3.3
1985	6.0	2.3	3.5

The increase in the level of transport demand in 1984 and 1985 reflects the overall economic situation, although it has to be kept in mind that transport demand (being a derived demand) is also affected by factors other than general economic conditions as expressed by indicators like GDP and industrial production. Since the changes in transport demand are measured in tonnage terms, changes in the steel-sector and the construction industry have major impact on certain parts of the transport sector. This feature will be analysed in more detail in chapter II

Goods - category analysis

1.6. Table 5 shows the relative shares of NST-categories.

Table 5 : Importance of NST-categories (mio Tonnes)

		1983	1984	1985
NST 0	Tonnage Share Growth	37 013.3 8.8%	38 591.2 8.5% + 4.3%	40 717.1 8.5% + 5.5%
NST 1	Tonnage Share Growth	45 090.4 10.7%	48 754.6 10.8% + 8.1%	51 986.5 10.9% + 6.6%
NST 2	Tonnage Share Growth	22 382.5 5.3%	26 151.5 5.8% +16.8%	27 780.7 10.9% + 6.2%
NST 3	Tonnage Share Growth	38 562.6 9.2%	43 064.7 9.5% +11.7%	49 262.9 10.3% +10.3%
NST 4	Tonnage Share Growth	43 051.9 10.2%	43 455.3 9.0% + 0.9%	42 648.0 8.9% - 1.9%
NST 5	Tonnage Share Growth	37 377.2 8.9%	40 187.2 8.1% + 7.5%	41 479.4 8.7% + 3.2%
NST 6	Tonnage Share Growth	84 880.2 20.1%	87 924.6 19.5% + 3.6%	91 080.2 18.9% + 3.6%
NST 7	Tonnage Share Growth	12 278.5 2.9%	14 232.9 3.2% +15.9%	16 051.1 3.4% +12.8%
NST 8	Tonnage Share Growth	39 210.7 9.3%	43 675.9 9.7% +11.4%	47 721.9 10.0% + 9.3%
NST 9	Tonnage Share Growth	61 297.4 14.6%	65 331.3 14.5% +10.7%	69 603.3 14.6% + 6.5%
TOTAL	Tonnage Growth	421 144.7 2.3%	451 369.2 7.1%	478 331.1 6.0%

The shares in total transport of goods categories NST 4 and NST 6 (ores and metal waste, building materials) show a tendency to a further decline.

On the other hand, a moderate increase in the share of NST 3 (oil products), NST 7 ((fertilisers) and NST 8 (chemicals) took place in 1984 and will be continued in 1985.

Chapter II

Modal Activity Analysis

2.1. Over recent years road transport has always shown the highest growth rate of the three modes. Analysis of the changes in the modal structure of transport indicates that a reversal of this trend is taking place.

Table 6 : Cross-border transport of goods in EUR-10 (mio.tonnes)

Year	Total Transport	Inland Waterways	Road	Rail
<u>Tonnage</u>				
1983	421.1	180.3	180.5	60.3
1984*	451.2	194.0	188.5	68.7
1985**	478.3	203.9	198.4	76.0
<u>Relative shares</u>				
1983	-	42.8	42.9	14.3
1984*	-	43.0	41.8	15.2
1985**	-	42.6	41.5	15.9
<u>Growth rates</u>				
1983	2.3	2.7	3.3	-1.5
1984*	7.1	7.6	4.4	14.0
1985**	6.0	5.1	5.3	10.6

* estimate

** forecast.

The figures quoted in table 7 indicate that the previous estimates for 1983 have been slightly too optimistic for road transport and too pessimistic for inland waterway transport. For 1984 with an estimate of 14.0 % against a forecast last year of 0.1 % in the case of railway transport and an estimate of 7.6 % for inland waterways against last year's forecast of 2.6 %, the revised figures show more optimism.

Table 7 : Total tonnages transported (annual growth rates)

	1983*	1983**	1984*	1984**
Road	4.8 %	3.3 %	6.5 %	4.4 %
Rail	-1.7 %	-1.5 %	0.1 %	14.0 %
Inland Waterways	1.5 %	2.7 %	2.6 %	7.6 %
Total	2.4 %	2.3 %	4.0 %	7.1 %

* estimates and forecasts (May 1984)

** statistics (1983) and estimates (1984) (January 1985).

2.2. Changes in total transport by mode

Analysis of the changes that are taking place in the modal structure of transport, makes it clear that the trend towards an increasing share for road transport has stopped. Although the relative share of road transport was larger than that of inland waterways during 1983, road has been pushed back to the second place in 1984 and is expected to remain there in 1985.

The changes in the modal structure of transport in recent years have been determined mainly by the structural changes that took place in the recent past (mainly due to events in the steel and coal industry). Now the pace at which these changes are taking place has slowed down, and this is reflected in the change of the modal structure.

The changes that took place in the modal structure are shown in graph 3.

Graph 3 : Modal split

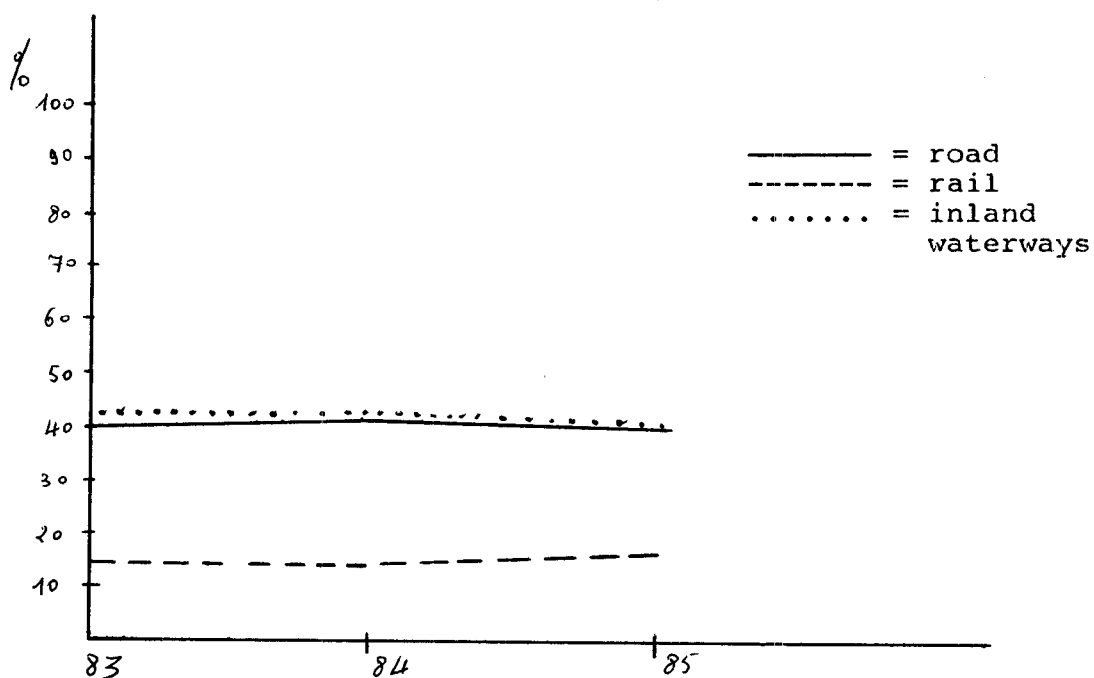


Table 8 shows the market shares of each of the three modes for different NST-categories, and although it shows only a three span, considerable changes in modal share may be noted.

The most significant change can be seen in the shares of rail, with substantial increases (+3.0 or more) in the rail shares of NST 2, 4 and 5 although it should be noted from the table below that 1983 was a low point in the share of rail in these NST-chapters.

The apparent good result for 1985 is still substantially below the 1980 share.

On the road side there were significant declines in NST-categories 5, 6 and 8.

It is too early to say whether the increase in the rail share of total transport is a recovery of part of the decline that took place in the period 1980 to 1983, or whether we are seeing a structural shift which will benefit the railways substantially.

Other studies on a longer term (to 1987) did indicate trends favouring rail and inland waterways rather than road but these indications are only tentative.

Table 8 : market shares of each of the three modes for different NST-groups (in %).

	Road	Rail	Inland Waterways
NST 0 1983	60.4	13.8	25.8
1984	61.1	13.7	25.2
1985	61.9	14.2	23.9
NST 1 1983	66.1	5.5	28.4
1984	66.2	5.9	27.9
1985	67.5	6.3	26.2
NST 2 1983	11.6	36.7	51.7
1984	12.2	41.0	46.8
1985	13.2	44.4	42.4
NST 3 1983	8.2	4.9	86.9
1984	7.6	4.7	87.7
1985	7.2	4.6	88.2
NST 4 1983	5.6	18.0	76.4
1984	5.2	19.7	75.1
1985	4.9	22.3	72.8
NST 5 1983	40.6	32.2	27.2
1984	38.3	33.9	27.8
1985	37.4	35.8	26.8
NST 6 1983	37.9	5.0	57.1
1984	35.9	5.0	59.1
1985	34.3	5.0	60.7
NST 7 1983	22.2	20.4	57.4
1984	22.3	21.9	55.8
1985	22.9	20.6	56.5
NST 8 1983	62.7	10.4	26.9
1984	59.7	11.5	28.8
1985	57.9	12.8	29.3
NST 9 1983	74.2	19.6	6.2
1984	73.1	20.1	6.8
1985	73.0	20.1	6.9

Dependence on coal and steel traffic in 1985 (NST2, 4 and 5) varies from 10.7 % for road to 48.3 % for rail and 26.5 % for inland waterways. Although still significant, the relative importance of these traffics has declined considerably:

	1980	1981	1982	1983	1984	1985
Rail	55.9%	53.8%	49.8%	46.5%	47.8%	48.3%
Inland Waterways	33.7%	34.3%	32.4%	30.3%	28.9%	26.5%

These traffics represent, for the three modes together, nearly one fourth of the total tonnage transported (24.4 % in 1983, 24.3 % in 1984, 23.4 % in 1985).

2.3. The relative importance of the different NST-categories is summarised in tables 9 a, b and c.

Table 9a: Relative importance of industrial branches for road transport

	1983	1984	1985
Steel 1000 T NST4+5 share growth rate	17 578.5 9.7%	17 640.4 9.4% 0.4%	17 567.3 8.8% - 0.4%
Energy 1000 T NST2+3 share growth rate	5 764.5 3.2%	6 446.4 3.4% 11.8%	7 212.9 3.6% 11.9%
Agriculture 1000 T NSTO+1 share growth rate	52 193.7 28.9%	55 885.7 29.6% 7.1%	60 282.7 30.4% 7.9%
Construction 1000 T NST6 share growth rate	32 169.5 17.8%	31 597.8 16.8% - 1.8%	31 265.7 15.7% - 1.1%
Chemicals 1000 T NST7+8 share growth rate	27 312.4 15.1%	29 227.2 15.5% 7.0%	31 298.1 15.8% 7.1%
Manufacturing 1000 T NST9 share growth rate	45 502.7 25.3%	47 796.9 25.3% 5.0%	50 779.7 25.7% 6.2%
TOTAL 1000 T share growth rate	180 521.3 100% 3.3%	188 594.4 100% 4.4%	198 406.4 100% 5.3%

Table 9b: Relative importance of industrial branches for rail transport

	1983	1984	1985
Steel 1000 T NST4+5 share growth rate	19 810.0 32.8%	22 159.8 32.2% 11.9%	24 345.0 32.0% 9.9%
Energy 1000 T NST2+3 share growth rate	10 110.1 16.8%	12 780.1 18.6% 26.4%	14 597.4 19.2% 14.2%
Agriculture 1000 T NST0+1 share growth rate	7 559.5 12.6%	8 179.4 11.9% 8.2%	9 053.7 11.9% 10.7%
Construction 1000 T NST6 share growth rate	4 245.7 7.0%	4 364.7 6.4% 2.8%	4 560.4 6.0% 4.5%
Chemicals 1000 T NST7+8 share growth rate	6 573.4 10.9%	8 159.4 11.8% 24.1%	9 421.2 12.5% 15.5%
Manufacturing 1000 T NST9 share growth rate	12 005.1 19.9%	13 123.4 19.1% 9.3%	14 006.8 18.4% 6.7%
TOTAL 1000 T share growth rate	60 303.8 100% - 1.5%	68 766.8 100% 14.0%	75 984.4 100% 10.6%

Table 9c: Relative importance of industrial branches for
Inland Waterway transport

	1983	1984	1985
Steel 1000 T NST4+5 share growth rate	43 040.6 23.8%	43 842.3 22.6% 1.9%	42 215.1 20.7% - 3.7%
Energy 1000 T NST2+3 share growth rate	45 070.5 25.0%	49 989.7 25.8% 10.9	55 233.3 27.1% 10.5%
Agriculture 1000 T NST0+1 share growth rate	22 350.5 26.9%	23 280.7 26.8% 4.2%	23 367.2 27.0% 0.4%
Construction 1000 T NST6 share growth rate	48 465.0 26.9%	51 962.1 26.8% 7.2%	55 254.1 27.0 6.3%
Chemicals 1000 T NST7+8 share growth rate	17 603.4 9.8%	20 522.2 10.6% 16.6%	23 053.8 11.3% 12.3%
Manufacturing 1000 T NST9 share growth rate	3 789.6 2.1%	4 411.0 2.3% 16.4%	4 816.8 2.4% 9.2%
TOTAL 1000 T share growth rate	180 319.6 100% 2.7%	194 008.0 100% 7.6%	203 940.3 100% 5.1%

Chapter III

Geographical Analysis

3.1. Table 10 summarises the estimated growth rates and tonnages in 1984 and table 11 the forecasted growth rates in 1985 for the inward and outward movements.

Table 10 : Traffic levels (Mio.tonnes) and growth rates by country in 1984

	Total tonnage	Share of EC volume	Growth rate
Germany inward	158.8	35.2	8.1
outward	114.0	25.3	10.0
France inward	63.2	14.0	3.5
outward	73.7	16.3	6.5
Italy inward	33.9	7.5	20.7
outward	21.5	4.8	9.6
Nether- inward	87.7	19.4	4.4
lands outward	137.3	30.4	4.3
Belgium inward	85.6	19.0	4.4
outward	86.7	19.2	8.2
Luxem- inward	9.2	2.0	21.9
bourg outward	7.0	1.6	10.5
United inward	6.3	1.4	10.0
Kingdom outward	3.6	0.8	1.8
Ireland inward	1.0	0.2	4.3
outward	1.0	0.2	2.8
Denmark inward	4.6	1.0	4.5
outward	5.5	1.2	5.4
Greece inward	1.0	0.2	17.5
outward	1.0	0.2	8.3
	451.2		

Table 11 : Traffic levels (Mio.tonnes) and growth rates by country in 1985.

	Total tonnage	Share of EC volume	Growth rate
Germany inward	172.3	36.0	8.5
Germany outward	120.7	25.2	5.9
France inward	65.4	13.7	3.5
France outward	79.5	16.6	7.8
Italy inward	39.5	8.3	16.6
Italy outward	24.8	5.2	15.3
Netherlands inward	91.3	19.1	4.1
Netherlands outward	143.5	30.0	4.5
Belgium inward	86.4	18.1	1.0
Belgium outward	90.5	18.9	4.4
Luxembourg inward	9.5	2.0	3.8
Luxembourg outward	7.6	1.6	8.0
United Kingdom inward	6.8	1.4	7.3
United Kingdom outward	3.8	0.8	0.6
Ireland inward	1.1	0.2	12.1
Ireland outward	1.0	0.2	3.2
Denmark inward	4.9	1.0	5.6
Denmark outward	6.0	1.3	9.1
Greece inward	1.2	0.3	12.5
Greece outward	1.3	0.3	25.8
	478.3		

3.2. Table 12 summarises the development in total transport flows between each of the EUR-10 Member States and the rest of the Community.

Table 12: International intra-EC goods traffic (annual growth rates)

From/to	1983	1984*	1985**
D - EC	1.8	10.0	5.9
F	3.8	6.5	7.8
I	12.7	9.6	15.3
NL	- 0.4	4.3	4.5
B	3.5	8.2	4.4
L	1.1	10.5	8.0
UK	6.1	1.8	0.6
IR	2.1	2.8	3.2
DK	9.1	5.4	9.1
GR	21.5	8.3	25.8
EC - D	3.3	8.1	8.5
F	- 1.2	3.9	3.5
I	6.8	20.7	16.6
NL	3.0	4.4	4.1
B	1.3	4.4	1.0
L	- 7.0	21.9	3.8
UK	14.8	10.0	7.3
IR	0.0	4.3	12.1
DK	4.4	4.5	5.6
GR	1.2	17.5	12.5
EC - EC	2.3	7.1	6.0

* estimate

** forecast.

3.3. The volume of outward bound traffic as well as inward bound traffic is expected to grow in all countries in 1984 and 1985.

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

Table 13 : Traffic shares in 1985 (%)

	D	F	I	NL	B	L	UK	IRL	DK	EL
Germany inward	-	16.0	6.4	55.2	16.5	2.7	0.5	0.0	2.4	0.3
Germany outward	-	16.1	12.0	44.9	19.2	3.7	1.0	0.1	2.6	0.4
France inward	29.6	-	13.5	11.5	41.9	1.3	1.3	0.1	0.6	0.2
France outward	34.5	-	20.5	9.9	30.6	1.1	2.6	0.1	0.5	0.2
Italy inward	36.6	41.1	-	11.2	7.8	0.4	0.9	0.0	0.6	1.4
Italy outward	44.3	35.6	-	7.0	7.7	0.3	3.1	0.0	1.0	1.0
Netherlands inward	59.4	8.6	1.9	-	28.9	0.3	0.3	0.0	0.5	0.1
Netherlands outward	66.4	5.2	3.1	-	24.2	0.2	0.4	0.0	0.4	0.1
Belgium inward	26.9	28.2	2.2	40.1	-	1.9	0.4	0.0	0.3	0.0
Belgium outward	31.6	30.3	3.4	29.1	-	4.2	0.8	0.1	0.4	0.1
Luxembourg inward	46.6	9.1	0.7	3.6	39.2	-	0.1	0.0	0.1	0.0
Luxembourg outward	60.8	11.2	1.9	3.8	21.8	-	0.2	0.1	0.2	0.0
United Kingdom inward	18.4	30.1	11.5	7.8	10.2	0.2	-	12.8	9.0	0.0
United Kingdom outward	22.4	23.0	9.7	6.3	8.9	0.1	-	23.9	4.7	1.1
Ireland inward	6.4	5.0	0.1	2.6	5.6	0.4	77.2	-	2.6	0.1
Ireland outward	4.5	4.0	0.9	1.8	2.3	0.1	84.7	-	0.8	0.9
Denmark inward	64.8	8.4	4.7	10.6	7.2	0.3	3.5	0.2	-	0.5
Denmark outward	67.7	6.1	4.1	7.0	3.9	0.1	10.2	0.5	-	0.4
Greece inward	38.6	11.8	20.5	15.9	6.6	0.2	3.4	0.8	2.2	-
Greece outward	34.9	10.1	43.5	8.2	1.3	0.0	0.1	0.1	1.8	-

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 cord, sugar-beet, other raw and vegetable materials.

NST 1. FOODSTUFFS AND ANIMAL FODDER

Sugars, beverages, stimulants and spices, perishable food-stuffs, 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 blast-furnace 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

Sands, gravel, clay and slagn 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.

TABLE 1.11.1 - QUANTITIES OF GOODS TRANSPORTED

(IN 1000 TONNES)

MODE: ROAD													NST/R CHAPTERS: 0 TO 9	
FROM	TO	BRD	FRA	ITA	NED	BEL	LUX	U-K	IRE	DAN	ELL	E. C.		
YEAR														
BRD														
1981	*****	8902.1	5129.8	16961.1	7101.1	893.5	889.3	35.1	1784.3	277.5	41973.8			
1982	*****	9154.3	5351.2	17304.9	7439.8	884.2	912.8	42.2	1958.3	306.5	43354.2			
1983	*****	8926.7	5612.3	18124.0	7856.6	917.6	971.2	46.0	2091.6	312.7	44858.7			
1984	*****	7601.4	6171.8	18259.4	8260.0	916.5	1095.3	54.0	2367.2	333.6	47059.2			
1985	*****	9971.5	7019.1	18705.6	8708.2	931.4	1135.5	70.7	2573.9	339.4	49455.3			
FRA														
1981	12841.9	*****	4955.6	2618.0	11941.5	328.5	1189.7	43.1	246.6	66.1	34231.0			
1982	11643.9	*****	5215.2	2734.3	12309.4	315.8	1300.6	41.7	293.3	77.6	33931.8			
1983	11638.9	*****	5960.6	3012.6	13445.6	344.9	1435.1	41.7	321.4	69.2	36270.0			
1984	11981.0	*****	6808.6	3178.1	14327.0	347.3	1674.7	45.0	344.5	89.4	38795.6			
1985	12058.7	*****	8101.3	3478.0	15420.9	378.1	1802.5	55.3	365.7	102.4	41762.9			
ITA														
1981	5633.7	4021.9	*****	663.2	787.3	41.4	25.7	.4	113.3	96.1	11383.0			
1982	5666.9	4265.5	*****	807.4	860.3	45.1	26.2	.4	126.5	133.5	11921.8			
1983	6340.0	5340.2	*****	837.3	897.2	47.1	30.4	.4	151.1	148.7	13792.4			
1984	7269.4	5838.8	*****	985.9	1020.7	50.6	36.7	.6	169.5	181.5	15553.7			
1985	8820.5	7001.8	*****	1193.4	1178.4	60.0	42.9	.8	200.9	222.5	18721.2			
NED														
1981	14102.1	3876.0	1018.3	*****	11846.5	98.4	458.2	13.5	410.3	49.6	31872.9			
1982	14584.9	4357.7	1245.4	*****	12321.1	113.1	479.7	15.5	442.6	89.6	33649.6			
1983	15429.5	3485.0	2056.2	*****	10819.0	99.7	498.7	19.3	489.9	102.7	33000.0			
1984	15871.0	3317.4	2374.1	*****	10526.5	98.6	512.7	21.3	507.0	141.4	33370.0			
1985	16621.7	2799.5	3357.1	*****	9424.9	96.4	501.2	28.4	509.6	179.4	33518.2			
BEL														
1981	7903.4	16155.2	1164.5	11265.0	*****	946.3	637.4	70.6	180.9	27.4	38350.7			
1982	7962.0	16504.7	1226.3	12152.6	*****	1048.4	575.9	70.6	238.6	37.4	39816.5			
1983	8831.9	16640.6	1363.9	10671.5	*****	1055.1	608.9	62.8	277.4	44.5	39556.6			
1984	9360.4	16699.1	1382.3	10804.6	*****	972.0	602.1	66.1	295.7	52.6	40234.9			
1985	10282.3	16440.4	1529.1	10329.4	*****	936.9	596.3	63.7	319.5	63.2	40560.8			
LUX														
1981	1405.0	952.7	61.4	108.4	712.6	*****	7.8	4.0	8.1	1.4	3261.4			
1982	1471.7	772.2	64.7	127.4	672.3	*****	7.7	4.0	10.2	1.9	3132.1			
1983	1591.6	773.4	71.4	111.7	699.1	*****	8.1	3.4	11.9	1.7	3272.3			
1984	1678.6	641.5	76.7	93.1	707.1	*****	8.4	3.3	13.7	2.1	3226.5			
1985	1797.7	550.9	87.8	85.9	725.7	*****	8.1	4.0	14.8	2.2	3277.1			
U-K														
1981	576.2	784.8	70.2	303.2	508.3	8.0	*****	693.2	94.8	20.2	3058.9			
1982	582.7	800.4	76.4	269.3	385.0	6.0	*****	757.1	112.3	29.9	3019.1			
1983	688.9	836.1	99.9	291.8	407.5	6.4	*****	749.1	137.0	31.8	3208.5			
1984	705.6	824.3	115.3	244.2	335.2	4.8	*****	774.5	152.4	34.0	3192.3			
1985	753.1	779.4	140.3	218.0	273.1	4.0	*****	855.8	168.3	39.1	3231.1			
IRE														
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	41.1	46.2	7.6	17.4	37.4	1.9	802.5	*****	7.0	4.5	965.6			
1984	42.0	41.9	7.5	16.7	26.2	1.2	844.5	*****	6.7	6.2	992.9			
1985	46.9	41.3	8.6	18.0	23.4	.9	868.4	*****	7.9	9.2	1024.6			
DAN														
1981	2737.2	259.1	203.6	243.6	180.3	5.0	401.0	18.4	*****	27.7	4075.9			
1982	2686.4	309.8	213.3	303.3	200.8	5.3	456.1	15.1	*****	31.3	4221.4			
1983	3099.1	290.1	219.1	323.6	202.2	5.3	521.0	23.7	*****	30.1	4714.2			
1984	3310.1	332.7	232.6	368.8	209.1	5.4	599.6	22.8	*****	29.1	5110.2			
1985	3733.9	356.8	238.1	414.4	220.2	5.3	609.4	28.2	*****	25.3	5631.6			
ELL														
1981	335.3	77.2	69.3	49.5	14.8	.8	26.3	.5	15.1	*****	588.8			
1982	360.3	95.1	87.4	71.0	15.5	.9	24.4	.3	17.9	*****	672.8			
1983	372.5	71.9	302.9	73.8	18.4	.8	25.7	.6	16.4	*****	883.0			
1984	394.4	107.9	321.0	80.9	16.4	.5	16.9	.4	20.7	*****	959.1			
1985	407.3	127.1	555.3	92.6	16.7	.2	1.7	.6	23.1	*****	1224.6			
E. C.														
1981	45578.8	35073.1	12679.5	32227.5	33132.5	2324.2	4385.6	878.8	2858.4	568.1	169706.5			
1982	44997.8	36306.1	13486.6	33786.7	34246.2	2421.2	4569.2	946.9	3203.7	711.0	174675.4			
1983	48033.5	36410.2	15693.9	33423.7	34383.0	2478.8	4901.6	947.0	3503.7	745.9	180521.3			
1984	50612.5	37405.0	17489.9	34033.7	35428.2	2396.9	5390.9	988.0	3877.4	871.9	188494.4			
1985	54522.1	38068.7	21036.7	34535.3	35991.5	2413.2	5566.0	1107.5	4183.7	982.7	198407.4			

BOBEMAP BA - BRUSSELS

TABLE 1.11.2 - QUANTITIES OF GOODS TRANSPORTED

(IN 1000 TONNES)

MODE: RAILWAY												NBT/R CHAPTERS: 0 TO 9		
FROM	TO	BRD	FRA	ITA	NED	BEL	LUX	U-K	IRE	DAN	ELL	E. C.		
YEAR														
BRD														
1981	*****	7346.0	5244.0	2088.0	3761.0	1990.0	171.7	.....	.....	669.7	82.6	21553.0		
1982	*****	6675.5	4571.4	1817.5	2509.7	1843.8	129.5	.....	.....	836.0	102.6	18486.0		
1983	*****	6070.4	4484.7	1738.4	2888.0	1610.9	134.5	.....	.....	734.0	78.0	17738.9		
1984	*****	5966.1	6150.8	1867.5	2724.4	2307.1	136.4	.....	.....	602.2	98.5	19853.0		
1985	*****	6937.1	7428.8	2097.3	2742.9	2668.0	105.9	.....	.....	576.3	110.4	22666.7		
FRA														
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	160.6	155.0	.....	.....	79.0	20.9	16014.4		
1983	3588.3	*****	6138.3	512.2	5643.9	196.4	215.1	.....	.....	71.0	20.4	16385.6		
1984	3652.9	*****	7604.4	529.7	5681.3	243.9	200.0	.....	.....	50.4	27.3	17989.9		
1985	4394.3	*****	8149.3	589.3	6339.1	276.2	237.2	.....	.....	46.4	34.7	20066.5		
ITA														
1981	2343.0	2091.0	*****	548.0	819.0	4.0	60.5	.....	.....	58.8	21.6	5945.9		
1982	2087.8	1970.5	*****	481.8	785.2	5.1	61.3	.....	.....	54.0	24.4	5470.1		
1983	2189.1	1896.1	*****	549.2	718.6	1.8	380.7	.....	.....	59.0	25.0	5819.5		
1984	2165.5	1840.1	*****	550.4	850.1	3.1	475.5	.....	.....	36.7	21.3	5919.7		
1985	2190.4	1820.9	*****	546.3	720.2	2.3	734.9	.....	.....	26.1	16.3	6057.4		
NED														
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	3419.1	1132.6	485.1	*****	731.0	9.3	28.2	.....	.....	12.0	3.9	5821.2		
1984	3912.1	1455.2	866.3	*****	935.6	3.7	26.6	.....	.....	10.7	4.3	7214.5		
1985	4774.3	1845.7	1053.5	*****	647.3	-	23.3	.....	.....	8.9	6.1	8359.1		
BEL														
1981	2290.0	5198.0	1091.0	1610.0	*****	3013.0	37.3	.....	.....	27.0	6.5	13272.8		
1982	1974.7	4627.9	1126.4	1411.2	*****	2699.1	48.8	.....	.....	41.0	7.1	11936.2		
1983	2122.2	4798.6	1020.7	1328.9	*****	2184.2	58.6	.....	.....	34.0	7.5	11554.7		
1984	2521.8	5718.0	1468.2	1568.1	*****	3082.1	71.4	.....	.....	33.8	11.8	14475.2		
1985	2832.4	6421.2	1569.4	1642.0	*****	2848.9	94.2	.....	.....	29.3	14.1	15451.5		
LUX														
1981	1069.0	517.0	62.0	81.0	792.0	*****	.....	.....	.....	.....	.....	.....
1982	904.4	434.2	60.7	63.3	839.9	*****	1.0	.....	.....	.....	.....	.....
1983	942.0	339.1	44.4	82.4	702.0	*****	8.9	.....	.....	.....	.....	.....
1984	1111.2	311.3	62.9	95.8	824.5	*****	6.1	.....	.....	.....	.....	.....
1985	1285.2	291.9	59.1	107.4	840.1	*****	7.3	.....	.....	.....	.....	.....
U-K														
1981	118.2	40.9	161.9	6.9	21.5	-	*****	.....	.....	.....	.....	.....
1982	61.6	37.6	155.2	6.9	20.5	-	*****	.....	.....	.....	.....	.....
1983	56.6	32.4	171.1	6.3	28.8	.....	.....	.....	.....	.....	.....	.....
1984	64.5	43.3	221.7	8.2	37.3	.....	.....	.....	.....	.....	.....	.....
1985	52.0	45.1	208.5	7.2	44.5	.....	.....	.....	.....	.....	.....	.....
IRE														
1981	.....	.....	.....	.....	.....	.....	.....	.....	*****	.....	.....	.....
1982	.....	.....	.....	.....	.....	.....	.....	.....	*****	.....	.....	.....
1983	.....	.....	.....	.....	.....	.....	.....	.....	*****	.....	.....	.....
1984	.....	.....	.....	.....	.....	.....	.....	.....	*****	.....	.....	.....
1985	.....	.....	.....	.....	.....	.....	.....	.....	*****	.....	.....	.....
DAN														
1981	253.5	25.7	29.7	3.9	47.4	.....	.....	.....	.....	.....	.....	.....
1982	465.6	27.0	29.2	4.6	37.3	.....	.....	.....	.....	.....	.....	.....
1983	411.8	24.3	22.8	6.4	38.3	.....	.....	.....	.....	.....	.....	.....
1984	348.6	15.3	12.0	3.7	14.7	.....	.....	.....	.....	.....	.....	.....
1985	337.0	9.3	9.3	3.4	14.1	.....	.....	.....	.....	.....	.....	.....
ELL														
1981	91.3	.....	8.3	6.0	.....	.....	.....	.....	.....	.....	.....	.....
1982	87.9	.....	7.1	8.5	.....	.....	.....	.....	.....	.....	.....	.....
1983	44.7	.....	4.5	9.3	.....	.....	.....	.....	.....	.....	.....	.....
1984	45.8	.....	4.3	10.7	.....	.....	.....	.....	.....	.....	.....	.....
1985	41.2	.....	4.5	12.4	.....	.....	.....	.....	.....	.....	.....	.....
E. C.														
1981	15709.0	16192.2	14522.9	4840.8	12132.0	5214.1	442.8	.....	.....	836.7	127.9	70018.4		
1982	12976.9	14499.4	12792.6	4400.1	10041.8	4713.0	425.7	.....	.....	1026.0	159.8	61233.3		
1983	12773.8	14295.6	12371.6	4233.1	10730.6	4003.0	831.0	.....	.....	910.0	135.1	60303.8		
1984	13822.4	15351.6	16390.6	4634.1	11067.9	5640.4	917.6	.....	.....	733.8	163.4	68721.8		
1985	15906.8	17374.1	18482.4	5005.3	11348.2	5796.0	1202.8	.....	.....	687.0	181.8	75984.4		

BOBEMAP 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	FRA	ITA	NED	BEL	LUX	U-K	IRE	DAN	ELL	E. C.		
YEAR														
BRD														
1981	*****	2367.2	.....	.....	30592.7	9612.9	368.2	.....	.....	.....	.....	.....	.....	42941.0
1982	*****	2317.5	.....	.....	27935.2	9372.8	364.2	.....	.....	.....	.....	.....	.....	39989.7
1983	*****	2459.5	.....	.....	28548.2	9494.5	532.2	.....	.....	.....	.....	.....	.....	41034.4
1984	*****	2706.9	.....	.....	31765.9	11933.4	652.3	.....	.....	.....	.....	.....	.....	47058.5
1985	*****	2473.8	.....	.....	33456.4	11772.4	838.6	.....	.....	.....	.....	.....	.....	48541.2
FRA														
1981	10508.3	*****	.....	.....	3428.0	3368.7	179.4	.....	.....	.....	.....	.....	.....	17484.4
1982	9875.1	*****	.....	.....	3725.9	2901.7	234.5	.....	.....	.....	.....	.....	.....	16737.2
1983	9795.1	*****	.....	.....	3689.8	2854.1	220.7	.....	.....	.....	.....	.....	.....	16559.7
1984	10459.7	*****	.....	.....	3532.5	2726.8	201.1	.....	.....	.....	.....	.....	.....	16920.1
1985	11046.7	*****	.....	.....	3815.0	2575.3	217.1	.....	.....	.....	.....	.....	.....	17654.1
ITA														
1981	.....	.....	.....	*****	.....	.....	.....	.....	.....	.....	.....	.....	.....	*****
1982	.....	.....	.....	*****	.....	.....	.....	.....	.....	.....	.....	.....	.....	*****
1983	.....	.....	.....	*****	.....	.....	.....	.....	.....	.....	.....	.....	.....	*****
1984	.....	.....	.....	*****	.....	.....	.....	.....	.....	.....	.....	.....	.....	*****
1985	.....	.....	.....	*****	.....	.....	.....	.....	.....	.....	.....	.....	.....	*****
NED														
1981	65274.1	4232.7	.....	.....	*****	26044.6	246.7	.....	.....	.....	.....	.....	.....	95798.1
1982	63757.4	4003.8	.....	.....	*****	24291.1	322.7	.....	.....	.....	.....	.....	.....	92375.0
1983	64458.3	3588.6	.....	.....	*****	24483.0	260.4	.....	.....	.....	.....	.....	.....	92790.3
1984	68798.9	3278.2	.....	.....	*****	24354.7	257.0	.....	.....	.....	.....	.....	.....	96688.8
1985	73833.2	2875.4	.....	.....	*****	24633.8	241.5	.....	.....	.....	.....	.....	.....	101583.9
BEL														
1981	8761.9	3690.4	.....	.....	12510.9	*****	40.1	.....	.....	.....	.....	.....	.....	25003.3
1982	9823.0	4220.3	.....	.....	11593.7	*****	20.4	.....	.....	.....	.....	.....	.....	25657.4
1983	10923.4	4043.9	.....	.....	14006.2	*****	19.4	.....	.....	.....	.....	.....	.....	28992.9
1984	13886.8	4421.9	.....	.....	13657.2	*****	15.1	.....	.....	.....	.....	.....	.....	31981.0
1985	15506.1	4591.1	.....	.....	14368.1	*****	8.0	.....	.....	.....	.....	.....	.....	34473.3
LUX														
1981	699.6	17.7	.....	.....	104.8	72.7	*****	.....	.....	.....	.....	.....	.....	894.8
1982	660.1	10.6	.....	.....	87.0	66.4	*****	.....	.....	.....	.....	.....	.....	824.1
1983	815.6	9.7	.....	.....	92.3	24.7	*****	.....	.....	.....	.....	.....	.....	942.3
1984	1181.0	9.3	.....	.....	96.0	73.3	*****	.....	.....	.....	.....	.....	.....	1359.6
1985	1501.5	4.8	.....	.....	97.2	84.3	*****	.....	.....	.....	.....	.....	.....	1687.8
U-K														
1981	.....	.....	.....	.....	.....	.....	.....	*****	.....	.....	.....	.....	.....	*****
1982	.....	.....	.....	.....	.....	.....	.....	*****	.....	.....	.....	.....	.....	*****
1983	.....	.....	.....	.....	.....	.....	.....	*****	.....	.....	.....	.....	.....	*****
1984	.....	.....	.....	.....	.....	.....	.....	*****	.....	.....	.....	.....	.....	*****
1985	.....	.....	.....	.....	.....	.....	.....	*****	.....	.....	.....	.....	.....	*****
IRE														
1981	.....	.....	.....	.....	.....	.....	.....	.....	*****	.....	.....	.....	.....	*****
1982	.....	.....	.....	.....	.....	.....	.....	.....	*****	.....	.....	.....	.....	*****
1983	.....	.....	.....	.....	.....	.....	.....	.....	*****	.....	.....	.....	.....	*****
1984	.....	.....	.....	.....	.....	.....	.....	.....	*****	.....	.....	.....	.....	*****
1985	.....	.....	.....	.....	.....	.....	.....	.....	*****	.....	.....	.....	.....	*****
DAN														
1981	.....	.....	.....	.....	.....	.....	.....	.....	.....	*****	.....	.....	.....	*****
1982	.....	.....	.....	.....	.....	.....	.....	.....	.....	*****	.....	.....	.....	*****
1983	.....	.....	.....	.....	.....	.....	.....	.....	.....	*****	.....	.....	.....	*****
1984	.....	.....	.....	.....	.....	.....	.....	.....	.....	*****	.....	.....	.....	*****
1985	.....	.....	.....	.....	.....	.....	.....	.....	.....	*****	.....	.....	.....	*****
ELL														
1981	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	*****	*****	*****
1982	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	*****	*****	*****
1983	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	*****	*****	*****
1984	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	*****	*****	*****
1985	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	*****	*****	*****
E. C.														
1981	85243.9	10308.0	*****	.....	46636.4	39098.9	834.4	*****	*****	*****	*****	*****	*****	182121.6
1982	84115.6	10552.2	*****	.....	43341.8	36632.0	941.8	*****	*****	*****	*****	*****	*****	175582.4
1983	89992.4	10101.7	*****	.....	46336.5	36856.3	1032.7	*****	*****	*****	*****	*****	*****	180319.6
1984	94326.4	10416.3	*****	.....	49051.6	39088.2	1125.5	*****	*****	*****	*****	*****	*****	194008.0
1985	101887.5	9945.1	*****	.....	51736.7	39065.8	1309.2	*****	*****	*****	*****	*****	*****	203940.3

SOBENAP SA - BRUSSELS

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														

BRD														
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	3092.2	1042.3	42.2	2794.3	409.1	101829.9			
1983	*****	17456.6	10097.0	48410.6	20239.1	3060.7	1105.7	46.0	2825.6	390.7	103632.0			
1984	*****	18274.4	12322.6	51892.8	22917.8	3875.9	1231.7	54.0	2969.4	432.1	113970.7			
1985	*****	19382.4	14447.9	54259.3	23223.5	4438.0	1241.4	70.7	3150.2	449.8	120663.2			
FRA														
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	710.9	1455.6	41.7	372.3	98.5	66683.4			
1983	25022.3	*****	12098.9	7214.6	21943.6	762.0	1650.2	41.7	392.4	89.6	69215.3			
1984	26093.6	*****	14413.0	7240.3	22735.1	792.3	1874.7	45.0	394.9	116.7	73705.6			
1985	27499.7	*****	16250.6	7882.3	24335.3	871.4	2039.7	55.3	412.1	137.1	79483.5			
ITA														
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	50.2	87.5	.4	180.5	157.9	17401.9			
1983	8529.1	7236.3	*****	1386.5	1615.8	48.9	411.1	.4	210.1	173.7	19611.9			
1984	9434.9	7678.9	*****	1536.3	1870.8	53.7	512.2	.6	206.2	202.8	21496.4			
1985	11010.9	8822.7	*****	1739.7	1898.6	62.3	777.8	.8	227.0	238.8	24778.6			
NED														
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	83306.9	8206.2	2541.3	*****	36033.0	369.4	526.9	19.3	501.9	106.6	131611.5			
1984	88582.0	8050.8	3240.4	*****	35816.8	359.3	539.3	21.3	517.7	145.7	137273.3			
1985	95229.2	7520.6	4410.6	*****	34706.0	337.9	524.5	28.4	518.5	185.5	143461.2			
BEL														
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	*****	3767.9	624.7	70.6	279.6	44.5	77410.1			
1983	21877.5	25483.1	2384.6	26006.6	*****	3258.7	667.5	62.8	311.4	52.0	80104.2			
1984	25769.0	26839.0	2850.5	26029.9	*****	4069.2	673.5	66.1	329.5	64.4	86691.1			
1985	28620.8	27452.7	3098.5	26339.5	*****	3793.8	690.5	63.7	348.8	77.3	90485.6			
LUX														
1981	3173.6	1487.4	123.4	294.2	1577.3	*****	8.5	4.0	8.1	1.5	6678.0			
1982	3038.2	1217.0	125.4	277.7	1578.6	*****	8.7	4.0	10.2	2.0	6261.8			
1983	3349.2	1122.2	115.8	286.4	1425.8	*****	17.0	3.4	11.9	1.7	6333.4			
1984	3970.8	962.1	139.6	286.9	1604.9	*****	14.5	3.3	13.7	2.1	6997.9			
1985	4584.4	847.6	146.9	290.5	1650.1	*****	15.4	4.0	14.8	2.2	7555.9			
U-K														
1981	694.4	825.7	232.1	310.1	529.8	8.0	*****	693.2	94.8	20.2	3408.3			
1982	644.3	838.0	231.6	276.2	405.5	6.0	*****	757.1	112.3	30.1	3301.1			
1983	745.5	868.5	271.0	258.1	436.3	6.7	*****	749.1	137.0	31.8	3504.0			
1984	770.1	867.6	337.0	252.4	372.5	5.2	*****	774.5	152.4	36.0	3567.7			
1985	805.1	824.5	348.8	225.2	317.6	4.5	*****	855.8	168.3	39.1	3588.9			
IRE														
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	41.1	46.2	7.6	17.4	37.4	1.9	802.5	*****	7.0	4.5	965.6			
1984	42.0	41.9	7.5	16.7	26.2	1.2	844.5	*****	6.7	6.2	992.9			
1985	46.9	41.3	8.6	18.0	23.4	.9	868.4	*****	7.9	9.2	1024.6			
DAN														
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	3510.9	314.4	241.9	330.0	240.5	5.4	526.0	23.7	*****	30.4	5223.2			
1984	3658.7	348.0	244.6	372.5	223.8	5.5	601.2	22.8	*****	29.3	5506.4			
1985	4070.9	366.1	247.4	417.8	234.3	5.4	609.4	28.2	*****	25.5	6005.0			
ELL														
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	417.2	74.0	307.4	83.1	18.4	.8	25.7	.6	16.4	*****	943.6			
1984	440.2	110.2	325.3	91.6	16.4	.5	16.9	.4	20.7	*****	1022.2			
1985	448.5	130.0	559.8	105.0	16.7	.2	1.7	.6	23.1	*****	1285.6			

E. C.														
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	61557.7	26279.2	81528.6	80920.0	8076.0	4994.9	946.9	4229.7	870.8	411494.1			
1983	146799.7	60807.5	28065.5	83993.3	81989.9	7514.5	5732.6	947.0	4413.7	881.0	421144.7			
1984	158761.3	63172.9	33880.5	87719.4	85584.3	9162.8	6308.5	988.0	4611.2	1035.3	451224.2			
1985	172316.4	65387.9	39519.1	91277.3	86405.5	9514.4	6768.8	1107.5	4870.7	1164.5	478332.1			

SOBEMAP SA - BRUSSELS

**Salg og abonnement · Verkauf und Abonnement · Πωλήσεις και συνδρομές · Sales and subscriptions
Vente et abonnements · Vendita e abbonamenti · Verkoop en abonnementen**

BELGIQUE / BELGIË

Moniteur belge / Belgisch Staatsblad
Rue de Louvain 40-42 / Leuvenestraat 40-42
1000 Bruxelles / 1000 Brussel
Tél. 512 00 26
CCP/Postrekening 000-2005502-27

Sous-dépôts / Agentschappen:

**Librairie européenne /
Europese Boekhandel**
Rue de la Loi 244 / Wetstraat 244
1040 Bruxelles / 1040 Brussel

CREDOC

Rue de la Montagne 34 / Bergstraat 34
Bte 11 / Bus 11
1000 Bruxelles / 1000 Brussel

DANMARK

Schultz Forlag
Møntergade 21
1116 København K
Tlf: (01) 12 11 95
Girokonto 200 11 95

BR DEUTSCHLAND

Verlag Bundesanzeiger
Breite Straße
Postfach 10 80 06
5000 Köln 1
Tel. (02 21) 20 29-0
Fernschreiber:
ANZEIGER BONN 8 882 595

GREECE

G.C. Eleftheroudakis SA

International Bookstore
4 Nikis Street
Athens (126)
Tel. 322 63 23
Telex 219410 ELEF

Sub-agent for Northern Greece:

Molho's Bookstore

The Business Bookshop
10 Tsimiski Street
Thessaloniki
Tel. 275 271
Telex 412885 LIMO

FRANCE

**Service de vente en France des publications
des Communautés européennes**

Journal officiel
26, rue Desaix
75732 Paris Cedex 15
Tél. (1) 578 61 39

IRELAND

Government Publications Sales Office

Sun Alliance House
Molesworth Street
Dublin 2
Tel. 71 03 09

or by post

Stationery Office

St Martin's House
Waterloo Road
Dublin 4
Tel. 78 96 44

ITALIA

Licosa Spa

Via Lamarmora, 45
Casella postale 552
50 121 Firenze
Tel. 57 97 51
Telex 570466 LICOSA I
CCP 343 509

Subagente:

Libreria scientifica Lucio de Biasio - AEIOU

Via Meravigli, 16
20 123 Milano
Tel. 80 76 79

GRAND-DUCHÉ DE LUXEMBOURG

**Office des publications officielles
des Communautés européennes**

5, rue du Commerce
L-2985 Luxembourg
Tél. 49 00 81 - 49 01 91
Télex PUBLOF - Lu 1322
CCP 19190-81
CC bancaire BIL 8-109/6003/200

NEDERLAND

Staatsdrukkerij- en uitgeverijbedrijf

Christoffel Plantijnstraat
Postbus 20014
2500 EA 's-Gravenhage
Tel. (070) 78 99 11

UNITED KINGDOM

HM Stationery Office

HMSO Publications Centre
51 Nine Elms Lane
London SW8 5DR
Tel. 01-211 3935

Sub-agent:

Alan Armstrong & Associates

European Bookshop
London Business School
Sussex Place
London NW1 4SA
Tel. 01-723 3902

ESPAÑA

Mundi-Prensa Libros, S.A.

Castelló 37
Madrid 1
Tel. (91) 275 46 55
Telex 49370-MPLI-E

PORTUGAL

Livraria Bertrand, s.a.r.l.

Rua João de Deus
Venda Nova
Amadora
Tél. 97 45 71
Telex 12709-LITRAN-P

SCHWEIZ / SUISSE / SVIZZERA

Librairie Payot

6, rue Grenus
1211 Genève
Tél. 31 89 50
CCP 12-236

UNITED STATES OF AMERICA

**European Community Information
Service**

2100 M Street, NW
Suite 707
Washington, DC 20037
Tel. (202) 862 9500

CANADA

Renouf Publishing Co., Ltd


2182 St Catherine Street West
Montreal
Quebec H3H 1M7
Tel. (514) 937 3519

JAPAN

Kinokuniya Company Ltd

17-7 Shinjuku 3-Chome
Shinjuku-ku
Tokyo 160-91
Tel. (03) 354 0131

Price (excluding VAT) in Luxembourg
ECU 2,24 BFR 100 IRL 1.60 UKL 1.40 USD 2

 OFFICE FOR OFFICIAL PUBLICATIONS
OF THE EUROPEAN COMMUNITIES

L-2985 Luxembourg

ISBN 92-825-5148-2



9 789282 551486