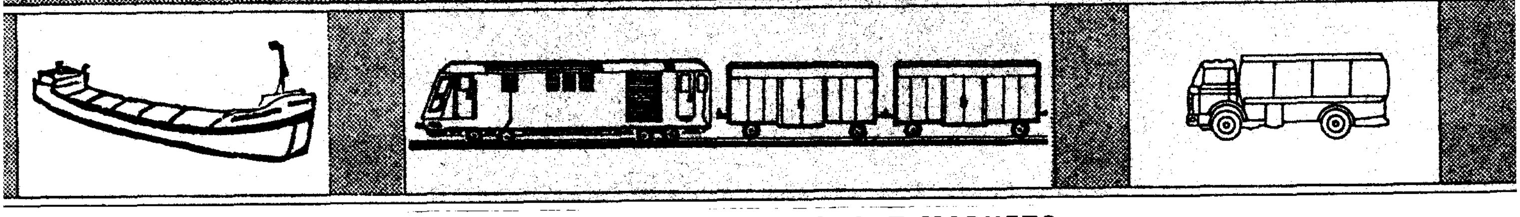
EUROPEAN COMMUNITIES

EUROPA TRANSPORT



OBSERVATION OF THE TRANSPORT MARKETS

MARKET DEVELOPMENTS

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MARKET DEVELOPMENTS

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PRESENTATION OF THE REPORT

The EUROPA TRANSPORT publications, which report the results of the observation of the transport market system, have been restructured for 1982. Under the umbrella title of EUROPA TRANSPORT, the following three reports are published:

- Analysis and Forecasts
- Annual Report
- Market Developments.

The contents of this report (Market Developments), which is published quarterly, cover the following subjects:

- recent developments in the goods transport market between Member States by road, rail and inland waterway;
- the results of quarterly opinion surveys carried out among international road hauliers;
- the results of quarterly opinion surveys among inland waterway operators on two international networks, i.e. the Rhine and the North-South (North-South being inland waterway flows between the Netherlands, Belgium and France but excluding traffic via the Rhine).

The opinion surveys are undertaken by:

(a) Road

B	Institut du Transport Routier
DK	Danmarks Statistik
D	IFO (Institut für Wirtschaftsforschung)
F	Centre de Productivité des Transports
GR	'Εθνική Στατιστική 'Υπηρεσία
IRL	Central Statistical Office
I	Centro Studi sui Sistemi di Trasporto
L	Service central de la Statistique et des Etudes Economiques
NL	Economisch Bureau voor het Weg - en Watervervoer
UK	Department of Transport.

(b) Inland Waterways

Rhine	:	Central Rhine Commission	
North-South	:	B	Institut pour le Transport par Batellerie
		NL	Economisch Bureau voor het Weg - en Watervervoer.

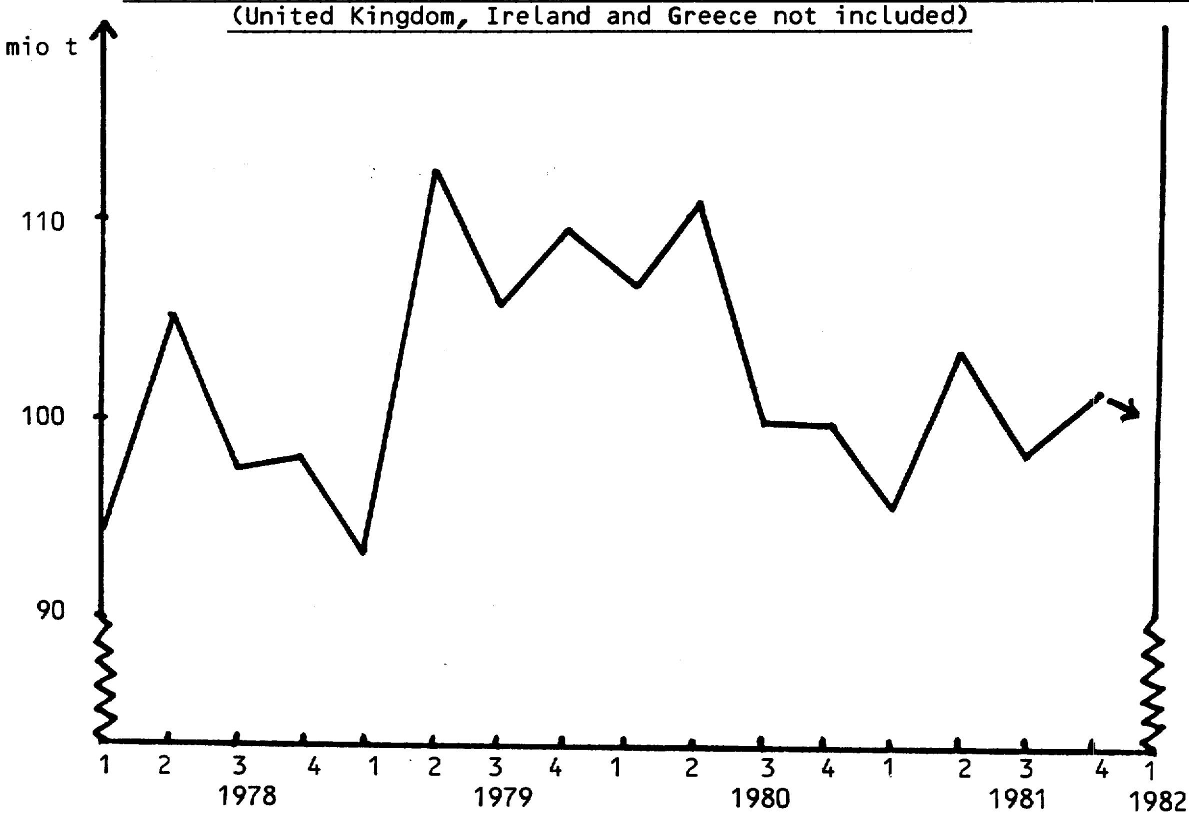
SECTION 1: GENERAL SUMMARY

The general recession in international;freight transport between Member States began in the third quarter 1980 and continued into the third quarter 1981. The gradual recovery noted in the third quarter was confirmed in the tonnage flows recorded in the fourth quarter. However, this recovery, while strong for road transport, was modest for waterway traffic.

The road transporter surveys indicate continuing concern regarding cash flow difficulties and a low level of investment for new capacity. The Rhine survey indicates certain concerns relating to the market situation confirmed by unwillingness to invest in new capacity. Similarly, on the North/South relationship, Belgian and Dutch transporters reported a lower demand for their services in the fourth quarter 1981 with that for the previous year.

In engaging the outlook, the trend is towards consolidation rather than towards a major expansion.

Figure 1.1: Total international inland tonnage between Member States: 3 modes (United Kingdom, Ireland and Greece not included)



SECTION 2: GENERAL MARKET ASSESSMENT

2.1. The gradual recovery in international transport movements between Member States continued during the last quarter of 1981. A comparison with the corresponding period of 1980 shows that total EUR-7 [1] tonnage increased by 1.2% and by mode that road and inland waterways increased by 4.2 and 0.8% respectively, while rail remained negative with a decrease of 4.6%. For all three modes of transport, the last quarter returned the best results of 1981 when each quarter is compared with the corresponding one of 1980.

2.1.1. Table 2.1 gives the quarterly growth rates for 1981 and clearly shows the steady improvement recorded throughout the year. It must be remembered, however, that the 1980 growth rates were in steep decline during the year, particularly during the second half, and therefore the results in Table 2.1 appear more rosy than the reality.

Table 2.1: 1981 Quarterly Growth Rates

Mode	Q181/Q180	Q281/Q280	Q381/Q380	Q481/Q480
Road	- 8.3	- 4.7	+ 2.0	+ 4.2
Rail	- 16.3	- 11.1	- 5.7	- 4.6
I.W.	- 9.9	- 7.1	- 3.0	+ 0.8
Total	- 10.5	- 7.0	- 1.6	+ 1.2

2.1.2. The modal split in percentage terms for 1981 was 38.4, 16.8 and 44.8 for road, rail and inland waterways. This means that road transport has achieved its highest market share yet, that rail has slipped back to its nadir of 1978 and that waterways has recorded its lowest ever market share. During the last quarter of 1981, road's market share reached 39.5, the quarter when it is traditionally strongest in modal share terms, whereas rail, traditionally weak during the last quarter, at 15.9% recorded its lowest ever quarterly figure. It is interesting to note that in terms of modal share performance on a quarterly basis over the last five years, road does best during the last quarter, rail during the first and inland waterways during the third.

[1] EUR-7 refers to Germany, France, Italy, the Netherlands, Denmark and the Belgian/Luxembourg Economic Union.

Table 2.2: 1981 Quarterly Modal Shares for flows between EUR-7

Quarter	Road	Rail	I.W.
1	37.7	18.1	44.2
2	38.1	17.1	44.8
3	38.2	16.3	45.5
4	39.5	15.9	44.6

Modal developments: last quarter 1981

Table 2.3: International EUR-7 in million tonnes

	Q4 1981	Q4 1980	% change	Modal Split Q4 1981
Road	39.89	38.29	+ 4.2	39.5
Rail	16.11	16.88	- 4.6	15.9
I.W.	45.06	44.71	+ 0.8	44.6
Total	101.06	99.88	+ 1.2	100

2.2. Road

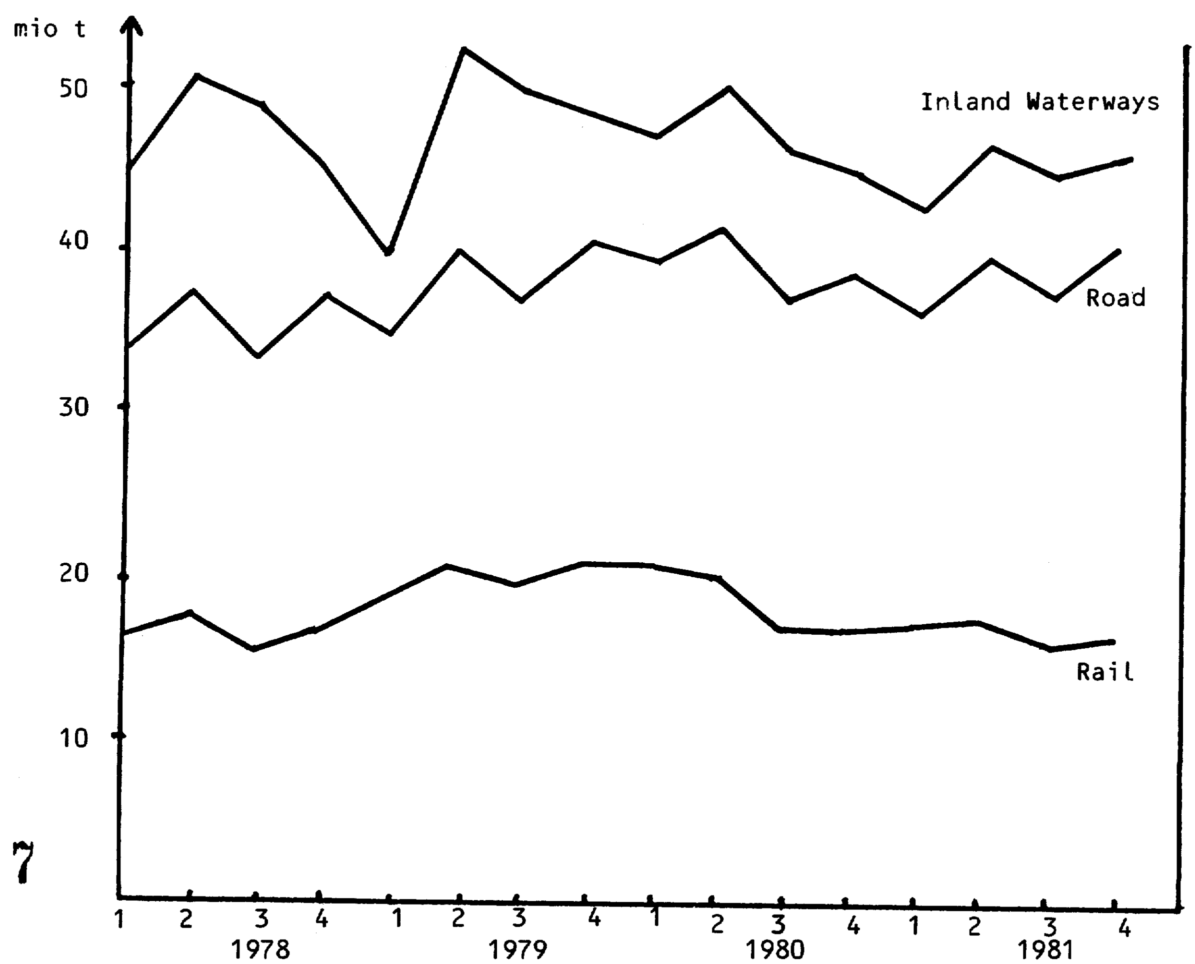
2.2.1. International EUR-7 road tonnage growth of 4.2% during Q4 1981 was its best quarterly growth figure since Q1 1980 and it would therefore appear that road haulage at least is out of the recession. As in the mid-1970s economic down turn road haulage compared with rail and inland waterways was last to feel the pinch, felt it less painfully and recovered first.

2.2.2. All EUR-7 bilateral flows recorded positive growth except inwards traffic to Germany from the Netherlands, France and Denmark. On the positive side, all flows to and from Denmark, with the exception of outwards to Germany, advanced strongly averaging an increase of 26%. All traffic flows into France (at 8.5%) and all out from Italy were above the average 4.2% growth.

2.2.3. At the individual relations level on the flows where there were increases in tonnage, the reasons were mostly market revival and increases in most goods categories were noted and in particular the NST categories which account for 70% of EUR-7 road traffic, i.e. 0, 1, 6 and 9 [2]. NST 5 (semi-finished metal products) als increased significantly on several relations, notably B+L ⟶ F, F ⟶ B+L, D ⟶ B+L, F ⟶ D and IT ⟶ D (where the NST 5 tonnage increased by over 60%).

2.2.4. Traffic flows from France, the Netherlands and Denmark were depressed. Sand and gravel (NST 6) was down on all three relations, while on the relation France to Germany declines were noted in general goods(NST 9) and processed foods, etc. (NST 1). Particular traffics from the Netherlands which in addition to NST 6 showed negative trends were basic agricultural products (NST 0), steel (NST 5), chemicals (NST 9) and general goods (NST 9).

Figure 2.1: Traffic between Member States by mode in million tonnes.
(United Kingdom, Ireland and Greece excluded)



[2] NST categories are given on page 14.

2.3. Rail

2.3.1. Although EUR-7 international rail traffic remained negative during the last quarter of 1981 at - 4.6%, there were as many positive flows as negative between individual Member States.

2.3.2. General patterns that are easily identifiable during Q4 1981 are:

(a) all outward tonnage flows from Belgium/Luxembourg increased;

(b) Danish inward flows were very good except from Italy and outward flows bad except to France;

(c) traffic in both directions between the Netherlands and Belgium/ Luxrmbourg were very good (+ 21%) and both directions between France and Germany very bad (- 16%).

2.3.3. During the first half of 1981 railway traffic was in recession, with the principal traffics coal, ores and steel (NST 2, 4 and 5) recording larger than average falls. However, the last quarter of 1981 showed some improvement in the situation. Coal and coke traffic improved between France and Germany and between Belgium/Luxembourg and France. Similarly, ore movements improved on the relations B+L ⟶ F and N ⟶ B+L. NST 5 traffic recovered between Belgium/Luxembourg and France (in both directions) and between Italy and France.

There was a drop of 240.000 t in the relation D ⟶ F, and this was entirely due to falls in coal and coke and semi-finished steel products (NST 2 and 5). There was also a fall in the opposite direction of 20% (equivalent to 245.000 t) and this is explained essentially by a decline in ore movements. Traffic between France and Belgium/Luxembourg showed an important decrease of 246.000 tonnes in ores from Lorraine and this amounted to a 27% fall in total tonnage.

With regard to NST 4 shipments on NL ⟶ D, which accounts for 65% of the total market on this relation, there was a decrease of 144.000 t.

2.4. Inland waterways

2.4.1. The situation for inland waterways improved during the last quarter of 1981 so that positive growth in terms of comparison between a quarter and the corresponding quarter of the previous year was achieved for the first time since Q1 1980. The growth at 0.8% was not spectacular and was essentially due to a large tonnage increase in traffic from the Netherlands to Germany. The importance of this increase on NL ⟶ D traffic is shown by the fact that only 4 of the possible 12 inland waterway flows between Member States recorded positive growth.

2.4.2. Generalizations that can be made about Q4 1981 inland waterway flows are

(a) all inward flows to the Netherlands decreased

(b) all inward flows to France decreased

(c) all inward flows to Germany increased.

2.4.3. Coal traffic between Germany and the Netherlands decreased by over 500.000 tonnes. This halved the tonnage carried on this relation in the same quarter of the previous year. Coal traffic to France from both Germany and the Netherlands decreased by 10% and 36% respectively. However, coal and coke traffic from the Netherlands to Germany increased by 40% to over one million tonnes. Similarly, this traffic doubled between France and Germany. However, this volume remains modest.

2.4.4. Traffic on the Rhine between the Netherlands and Germany was very good in the direction NL ⟶ D, up around 13%, the equivalent of nearly 2 million t. The reason for this appears to have been a general market revival with all major goods categories recording growth and, in particular, NST 3 (petroleum products) which was up 25% on Q4 1980. In the other direction, i.e. D ⟶ NL, there was a fall of about 8% (600.000 t) but entirely due to NST 6 (sand and gravel) which accounts for 60% of the market and the already mentioned coal and coke traffic. Other categories of goods generally increased.

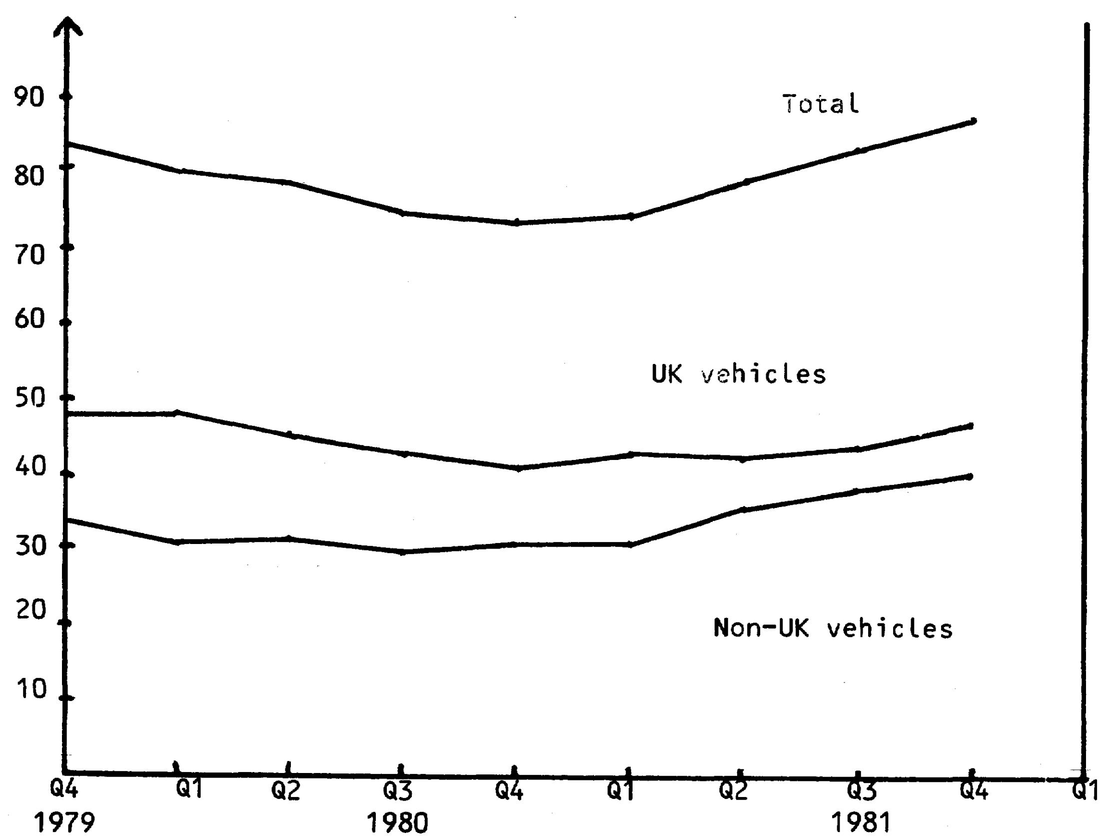
2.4.5. Traffic in both directions between the Netherlands and Belgium/ Luxembourg fell back due to the slump in the construction industry. Sand and gravel shipments decreased 20% on B+L ⟶ NL and 11% in the other direction.

Traffic involving the United Kingdom, Ireland and Greece

2.5. United Kingdom

2.5.1. In contrast to most of the Community and the economic situation in the United Kingdom, the last quarter of 1981 turned out to be very good in volume terms for hauliers transporting goods to and from the United Kingdom. The number of driver-accompanied vehicles (87.000) was up by more than 18% on Q4 1980 and nearly 4% higher than the highest previously recorded. International road haulage between the United Kingdom and the other Member States has staged a notable recovery since the middle of 1981, although it must be remembered that the figures refer to driver-accompanied vehicles and that there has been an increase in empty running.

Figure 2.2: UK ro/ro traffic (driver-accompanied) in '000s.



This strong recovery is also apparent in the Dover statistics where road haulage units were up 23% on Q4 1980 and tonnage up by 16%.

Statistics so far available for 1982 indicate the same pattern with increases of the order of 20% on the corresponding period of 1981.

With regard to cross-channel train-ferry traffic, 1981 maintained the one million tonnage level that was first achieved in 1979. However, this was only achieved through an increase in inwards traffic as outwards traffic was lower. This has led to a further distortion in the balance between flows so that 70% of the total tonnage is UK inwards traffic.

At the beginning of 1982, industrial activity by train drivers hit international services by around 50% and British Rail refused continental traffic rather than allow congestion.

Furthermore, these tonnage levels have only been maintained at a cost. Rates have failed to keep up with operating costs and British Rail has announced that it intends to close the Dunkirk/Harwich route and reduce the Harwich /Zeebrugge service to one daily sailing.

2.6. Ireland

The last quarter of 1981 was the busiest period of the year for Irish international hauliers with increased activity in both the perishable and non-perishable markets. However, compared to Q4 1980, the market was perceived as still substantially down, principally because the seasonal peak in meat exports was lower than for recent years.

With regard to good's categories, it appears that meat exports have fallen from around 70% of total Q4 1980 traffic to around 57% last year. Dry goods have taken up this fall.

The break-down of goods in percentage terms during Q4 1981 is estimated as in Table 2.1.

Contrary to the United Kingdom empty running by Irish hauliers is almost non-existant. Backloads from other Member States are readily available because of the relative scarcity of Irish hauliers on the continent and the unwillingness of continental hauliers to venture to Ireland knowing the difficulty of finding backloads to mainland Europe

Table 2.1.

Outwards	Meat	Other food	Dry goods	Total
Q4 1981	57.5%	2.0%	40.5%	100%
Inwards	Food	Beverages	Dry goods	Total
Q4 1981	46.3%	4.0%	49.7%	100%

2.7. Greece

Tables 2.2 and 2.3 show the development of traffic between Greece and the other Member States during 1981 by rail and road respectively, the first year of Greek Community membership.

Table 2.2 : Rail traffic between greece and the other Member States

in '000 t

	Inwards to Greece	% change 1981/1980	Outwards from Greece	% change 1981/1980
B	6.4	+137	0.1	-
D	82.1	+77	91.9	+12
DK	3.0	+600	0	-
F	13.0	+88	0.8	+33
IT	21.5	+4	4.8	-32
NL	3.8	+171	5.9	+4
TOTAL	129.8	+66%	103.5	+8%

N.B.: United Kingdom, Ireland, Luxembourg were either 0 or negligible.
Source: Greek official statistics.

The total tonnage at 233.000 tonnes was 34% up on the 1980 figure. As is immediately evident from Table 2.2, the Greek rail market is dominated by traffic to and from Germany and the extension of combined transport operations on this relation will probably mean this dominance will continue.

International road haulage between Greece and the rest of the Community increased by 26% in 1981 and surpassed 1 million tonnes for the first time.

Table 2.3: Road traffic between Greece and the other Member States

in '000 t

	Inwards to Greece	% change 1981/1980	Outwards from Greece	% change 1981/1980
B	30.3	+ 54	19.0	+ 17
D	260.4	+ 23	374.3	+ 14
DK	21.7	+ 23	16.2	+ 77
F	45.5	+ 45	73.0	+ 72
IT	101.4	+ 23	83.4	+ 25
NL	63.2	+ 65	52.7	+ 26
UK	24.2	+ 27	27.5	+ 31
TOTAL	546.7	+ 30	646.1	+ 23

NST CLASSIFICATION :

NST 0 - Agricultural products and live animals.
NST 1 - Foodstuffs and animal fodder
NST 2 - Solid mineral fuels.
NST 3 - Petroleum products.
NST 4 - Ores and metal waste.
NST 5 - Metal products.
NST 6 - Crude and manufactured minerals, building materials.
NST 7 - Fertilizers.
NST 8 - Chemicals.
NST 9 - Machinery, transport equipment, manufactured articles and miscellaneous articles.

SECTION 3 : ROAD HAULIER SURVEYS

3.1. The international market for the carriage of goods by road is marking time but there is no indication in this pause that the upswing in activity recorded earlier has been halted.

3.2. Activity indicators (Figure 3.1)

3.2.1. With regard to the activity of the road hauliers interviewed, the survey covering the first quarter of 1982 shows an overall balance of opinion of -7% (the percentage difference between replies indicating an increase (+) and replies indicating a decrease (-)), which represents a drop of 5 points compared with the fourth quarter of 1981.

3.2.2. Nevertheless, this slight falling-off in activity, which the road hauliers expected, should not be regarded as an alarm signal as there is generally a seasonal drop in activity in the first quarter of the year.

3.2.3. Although negative, the overall balance of opinion for the first quarter of 1982 (-7%) is better than that for the first quarter of 1981 (-16%). The Member States differed in their assessment of the situation so that we find that activity is increasing, stable or decreasing, depending on the Member State. The decreases in activity were bigger than the increases.

3.2.4. The effects of the drop in activity were more or less equally spread between the three categories of undertaking.

3.2.5. In most Member States road hauliers expect a clear upswing in activity in the second quarter of 1982. Two countries are more hesitant.
For the Community as a whole the trend could be positive but limited.
Small undertakings do not expect any improvement in the second quarter of 1982.

3.2.6. The percentage of hauliers who estimate that the rate of utilization of their vehicles is good decreased whilst the number considering that utilization was normal is increasing. The percentage of those dissatisfied has remained the same. As the rate of investment remains unchanged, assessments of the rate of utilization must be seen in the light of the drop in activity noted above.

Details for each country are given in Tables 3.1 and 3.2.

3.3. Economic indicators (Figure 3.2.)

3.3.1. There has been a slight increase in the overall percentage of hauliers indicating that they have recruited drivers. A breakdown by category of business shows that recruitment remains low (8%) and stable in small undertakings, that it has risen from 13 to 16% for medium-sized undertakings and that in big companies there has been an 8-point increase to 30% in the first quarter of 1982.

3.3.2. Conditions in the labour market are such that 82% of businesses (as compared with 75% in the fourth quarter of 1981) find that recruiting drivers is easy and/or normal.

3.3.3. Whereas in the second quarter of 1981 the total percentage of firms which stated that they were having liquidity problems was tending to decrease, in the first quarter of 1982 there is again an upward trend as the percentage (54%) is 3 points higher than the figure for the previous quarter. Whilst the situation has remained stable for big companies, this factor is mainly affecting small or, to a lesser extent, medium-sized businesses. It would seem that the problem is worst in Italy.
The seasonal drop in activity is not, on its own, a sufficient explanation of this uncertainty; the real cause more probably lies in the profitability of transport operations.

3.3.4. Whereas forecasts gave rise to the hope that investments would increase slightly, there has been no change compared with the fourth quarter of 1981.

Nevertheless, it should be mentioned that there has been a slight increase in investments on the part of medium-sized undertakings (+3 points). By contrast, small and big companies have invested less than in the fourth quarter of 1981 (-3 and -4 points respectively).

3.3.5. Most of the investments actually made are still going into replacing rolling stock (70%) whilst only about 20% of all investments represent the purchase of new vehicles. The remaining 10% account for other items.

Road hauliers in all categories of business expect a slight drop in investments in the second quarter of 1982. Nevertheless it should be noted that 70% of large Belgian businesses (as compared with 40% in the fourth quarter of 1981) have stated that they intend to invest.

Details for each country are given in Tables 3.3., 3.4 and 3.5.

Figure 3.1

INDICATORS OF ACTIVITY

Aggregate balance of opinions (inpercentage)

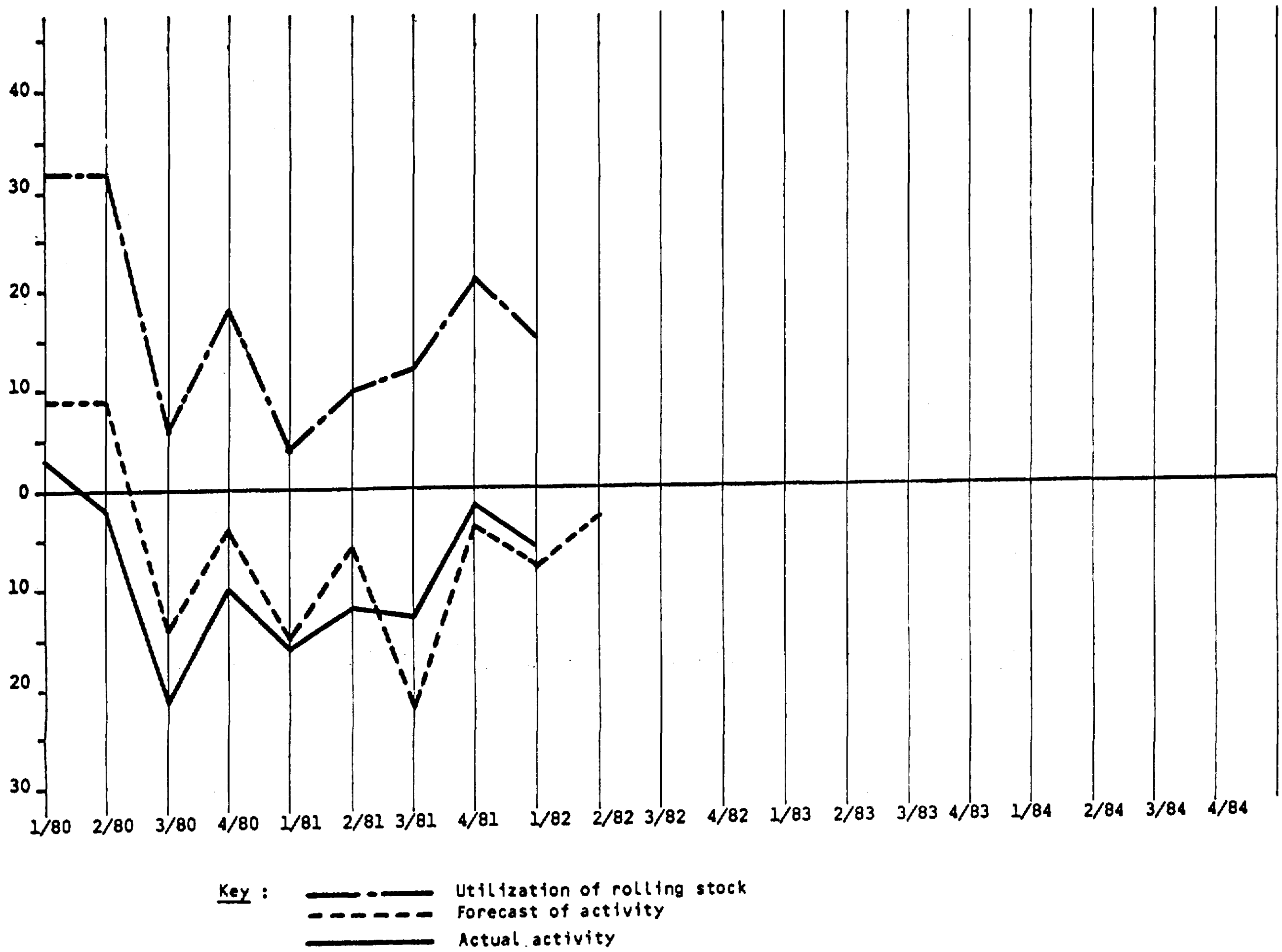


Figure 3.2

ECONOMIC INDICATORS

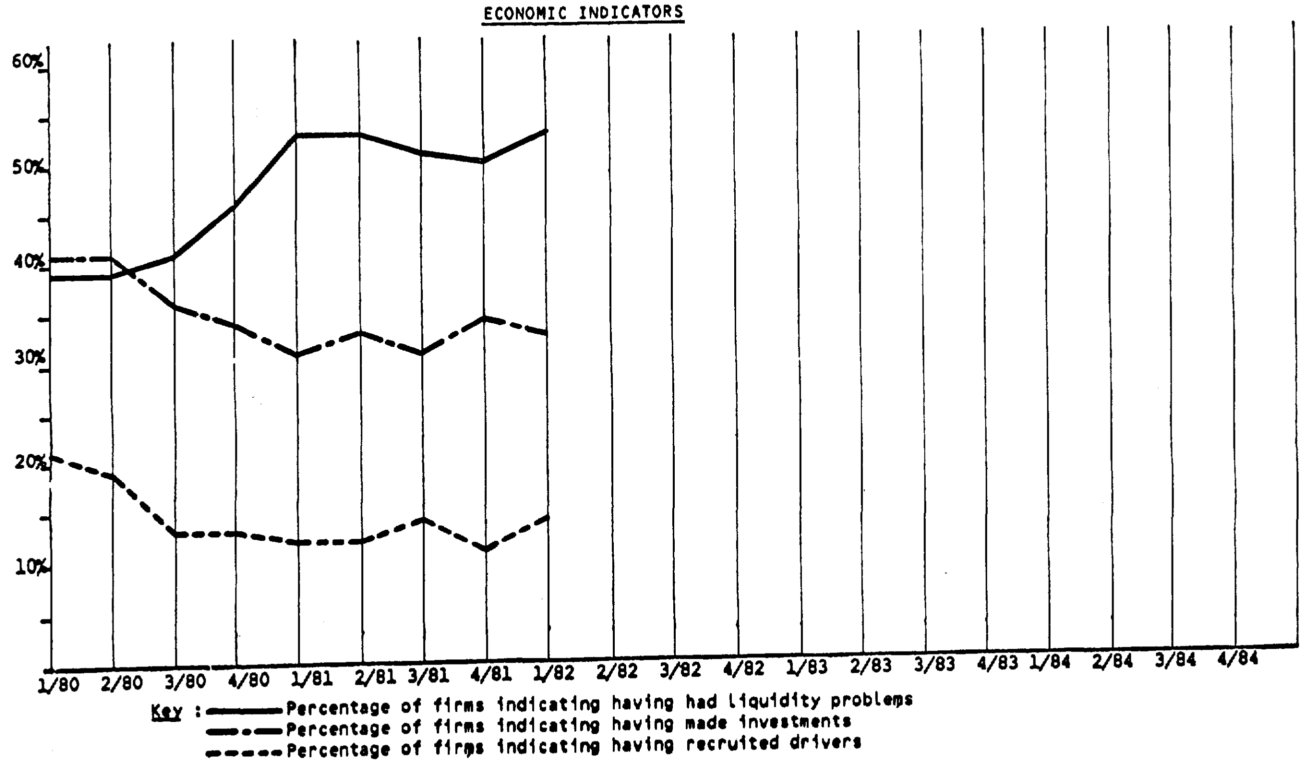


Table 3.1 INTERNATIONAL TRANSPORT BUSINESS ACTIVITY

		1980				1981				1982				1983				1984			
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
BELGIQUE-BELGIE	+	29	27	19	25	25	28	22	31	28											
	=	48	50	39	47	46	41	43	44	48	59										
	-	23	23	42	28	29	31	35	25	24											
	S	+6	+4	-23	-3	-4	-3	-13	+ 6	+4	+9										
DANMARK	+	34	27	19	26	24	20	21	24	26											
	=	58	57	53	57	57	65	61	60	64	73										
	-	8	16	28	17	19	15	18	16	10											
	S	+26	+11	-9	+9	+5	+5	+3	+ 8	+16	+15										
DEUTSCHLAND	+	20	18	15	16	20	18	19	20	22											
	=	56	54	45	51	46	54	48	49	49	75										
	-	24	28	40	33	34	28	33	31	29											
	S	-4	-10	-25	-17	-14	-10	-14	-11	-7	-5										
FRANCE	+	29	22	18	14	16	14	16	22	17											
	=	49	51	50	49	41	48	48	46	48	56										
	-	22	27	32	37	43	38	36	32	35											
	S	+7	-5	-14	-23	-27	-24	-20	-10	-18	-18										
ΕΛΛΑΔΑ	+								27	16											
	=								47	45	39										
	-								26	39											
	S								+ 1	-23	-27										
IRELAND	+			42	25	18	24	21	25	21											
	=			34	47	29	47	40	40	48	53										
	-			24	28	53	29	39	35	31											
	S			+18	-3	-34	-5	-18	-10	-10	-1										
ITALIA	+	20	25	16	14	15	15	17	18	15											
	=	53	45	44	41	41	44	43	53	49	60										
	-	27	30	40	45	44	41	40	29	36											
	S	-7	-5	-24	-31	-29	-26	-23	-11	-21	+12										
LUXEMBOURG	+	23	21	13	26	25	26	12	25	28											
	=	61	66	44	44	46	51	51	62	48	70										
	-	16	13	43	30	29	23	37	13	24											
	S	+7	+8	-30	-4	-4	+3	-25	+12	+4	+4										
NEDERLAND	+	31	23	13	34	30	20	25	26	34											
	=	39	55	44	45	41	65	49	52	43	63										
	-	30	22	43	21	29	15	26	22	23											
	S	+1	+1	-30	+13	+1	+5	-1	+ 4	+11	+15										
UNITED KINGDOM	+				29	23	21	24	28	28											
	=				45	49	53	56	59	60	68										
	-				26	28	26	20	13	12											
	S				+3	-5	-5	+4	+15	+16	+22										
EEC	+	26	23	17	21	20	19	20	24	22											
	=	51	52	45	48	44	50	47	50	50	61										
	-	23	25	38	31	36	31	33	26	28											
	S	+3	-2	-21	-10	-16	-12	-13	- 2	-6	-3										

Forecast

Key :

\+ : Percentage of firms indicating an increase in traffic

= : Percentage of firms indicating traffic stable

\- : Percentage of firms indicating a decrease in traffic

S : Balance (difference between + and -)

Table 3.2

UTILIZATION OF ROLLING STOCK

+ : Percentage of firms indicating a very good and/or good utilization

= : Percentage of firms indicating a normal utilization

- : Percentage of firms indicating a bad utilization

		1980				1981				1982				1983				1984			
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
BELGIQUE-BELGIE	+	51	52	31	32	28	33	31	40	41											
	=	36	37	41	47	48	46	51	46	43											
	-	13	11	28	21	24	21	18	14	16											
DANMARK	+	64	55	33	49	42	40	41	46	49											
	=	33	39	50	43	45	49	47	41	43											
	-	3	6	17	8	13	11	12	13	8											
DEUTSCHLAND	+	39	33	27	30	25	28	21	30	33											
	=	45	53	47	52	51	53	53	46	49											
	-	16	14	26	18	24	19	26	24	18											
FRANCE	+	28	49	35	43	36	37	44	46	29											
	=	54	29	34	23	20	26	25	25	34											
	-	18	22	31	34	44	37	31	29	37											
ΕΛΛΑΔΑ	+								23	18											
	=								56	53											
	-								21	29											
IRELAND	+			57	63	28	30	31	36	34											
	=			33	22	40	40	38	35	37											
	-			10	15	32	30	31	29	29											
ITALIA	+	27	27	22	20	14	14	18	17	15											
	=	55	52	56	47	48	55	59	62	64											
	-	18	21	22	33	38	31	23	21	21											
LUXEMBOURG	+	59	58	45	40	28	37	28	28	18											
	=	39	36	45	58	58	56	58	65	75											
	-	2	6	10	2	14	7	14	7	7											
NEDERLAND	+	59	57	30	44	49	46	47	52	51											
	=	34	38	39	37	32	42	36	38	37											
	-	7	5	31	19	19	12	17	10	12											
UNITED KINGDOM	+				49	43	44	48	68	65											
	=				28	32	35	37	25	26											
	-				23	25	21	15	7	9											
EEC	+	44	45	31	39	32	33	34	39	36											
	=	44	42	44	40	40	44	44	41	43											
	-	12	13	25	21	28	23	22	20	21											

Table 3.3

RECRUITMENT OF DRIVERS

Percentage of firms indicating having recruited drivers

	1980				1981				1982				1983				1984			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
BELGIQUE-BELGIE	26	19	12	17	17	18	19	10	21											
DANMARK	21	19	14	13	12	8	17	7	14											
DEUTSCHLAND	13	7	5	3	5	3	4	2	5											
FRANCE	8	6	4	3	4	3	4	4	5											
ΕΛΛΑΔΑ								40	36											
IRELAND			14	19	24	12	12	24	17											
ITALIA	32	32	27	26	22	29	28	22	21											
LUXEMBOURG	50	42	34	21	35	30	14	27	21											
NEDERLAND	36	32	16	19	15	19	14	11	18											
UNITED KINGDOM				17	12	10	19	25	21											
EEC	21	19	13	13	12	12	14	11	14											

Table 3.4

LIQUIDITY PROBLEMS

Percentage of firms indicating having had liquidity problems

	1980				1981				1982				1983				1984			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
BELGIQUE-BELGIE	26	25	27	29	27	39	28	32	32											
DANMARK	14	14	24	19	26	23	31	29	32											
DEUTSCHLAND	29	29	32	34	43	44	39	42	40											
FRANCE	52	54	53	61	67	66	64	61	64											
ΕΛΛΑΔΑ								63	54											
IRELAND			57	62	79	59	53	51	58											
ITALIA	49	57	53	64	65	72	70	70	72											
LUXEMBOURG	26	20	34	21	63	15	43	27	57											
NEDERLAND	20	16	23	17	19	16	18	15	18											
UNITED KINGDOM				58	64	57	57	51	56											
EEC	39	39	41	46	53	53	51	50	53											

Table 3.5

INVESTMENTS

Percentage of firms indicating having made investments

	1980				1981				1982				1983				1984			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
BELGIQUE-BELGIE	39	38	35	34	30	36	30	29	30											
DANMARK	57	49	43	32	35	39	44	40	43											
DEUTSCHLAND	42	45	35	34	32	28	32	30	27											
FRANCE	39	39	35	30	31	30	27	34	34											
ΕΛΛΑΔΑ								46	33											
IRELAND			38	46	28	27	30	29	25											
ITALIA	33	39	35	34	26	29	26	27	26											
LUXEMBOURG	50	42	32	26	17	22	21	33	26											
NEDERLAND	52	41	41	40	38	44	36	47	46											
UNITED KINGDOM				57	30	52	50	49	53											
EEC	41	41	36	34	31	33	31	34	33											

SECTION 4 : WATERWAY SURVEYS

4.1. Rhine traffic

4.1.1. Rhine shipping surveys are carried out by the Central Rhine Commission in cooperation with the Rhine Shipping Consortium and the Commission of the European Communities and is based on a sample of some 25 shipping companies which account for almost 50% of traditional Rhine traffic.

4.2. Activity and changes in the amount of available carrying capacity

4.2.1. The results of the survey covering the fourth quarter of 1981 indicate that, as in the previous quarter, the level of activity remains unsatisfactory and that there are rarely any signs of an upswing.

4.2.2. Figure 4.1. shows that the trend towards an increase in activity detected in the second quarter of 1981 has again been reversed. The opinion of the transport operators interviewed is reflected in Figure 4.4. and indicates that the level of activity in the fourth quarter of 1981 was lower than in the fourth quarter of 1980.

4.2.3. The expected upturn in activity in the second quarter of 1982 (Figure 4.5.) and the trend indicated in the forecasts (Figure 4.1) leads me to hope that there will be some improvement.

4.2.4. After indicating an upward trend in the adjustment of carrying capacity in the third quarter of 1980 (Figure 4.1) - a process interrupted by a period of recession - the forecasts now show a slight upswing for the fourth quarter of 1981. However, the transport operators interviewed feel that this will not continue during the first and second quarters of 1982. There will be no change in the amount of carrying capacity available between the first and second quarters of 1982. In the fourth quarter of 1981 there was a drop in capacity compared with the same quarter in 1980.

4.2.5. In spite of a slight increase in traffic in coal for export overseas during the fourth quarter of 1981, activity in this area has remained unsatisfactory. Compared with the fourth quarter of 1980, there has been a drop in these operations. The transport operators interviewed do not expect a significant improvement in the first and second quarters of 1982 (Figure 4.2.).

4.2.6. The level of ore traffic continued to give cause for anxiety during the fourth quarter of 1981. According to the specialist press, the volume of ore arrivals leaves something to be desired and there is surplus pusher capacity. The transport operators interviewed expect an upswing in the first quarter of 1982 followed by a drop in activity in the second quarter of 1982 (Figure 4.2). Opposed to this, the press indicates that ore traffic did not increase during the first quarter of 1982.

4.2.7. Where the transport of building materials is concerned the situation in the fourth quarter of 1981 is also deceptive. The upswing in the building industry on which so many hopes were pinned has not come about. The transport operators interviewed think that the deterioration will continue during the first quarter of 1982 and that there will be a slight improvement in the second quarter (Figure 4.2). According to the specialist press, there was room for improvement in this activity in the fourth quarter of 1981 and the first quarter of 1982; there has been hardly any improvement in downstream traffic of building materials. Unable to find loads, many units are returning unladen to the ports at the mouth of the Rhine thereby adding to the available capacity.

4.2.8. With regard to oil products the transport operators interviewed expect traffic to remain stable during the fourth quarter of 1981 and the first of 1982. They expect a slight improvement in the second quarter of 1982 (Figure 4.2). The specialist press indicates that the situation fluctuated appreciably in the fourth quarter of 1981. Following a fairly satisfactory situation, owing mainly to considerable arrivals of gas oil and petrol at the beginning of the quarter, traffic then fell off to such an extent that 50% of carrying capacity was unused.

At the end of the fourth quarter of 1981 and the beginning of the first quarter of 1982 there seemed to be some signs of activity picking up as a result of fuel oil arrivals. The main reason for the disastrous situation in this market is the drop in fuel oil and petrol traffic. Continuing doubts about prices for oil products on the free market do not encourage any hope that there will be a significant improvement in the immediate future.

4.3. Freight rates

4.3.1. In the opinion of the transport operators interviewed the upward trend in average freight rates which set in in the second quarter of 1981 is continuing in the fourth quarter (Figure 4.4).

4.3.2. Operators also indicate that, taking seasonal variations into account, freight rates in the fourth quarter of 1981 are slightly higher than in previous quarters. Compared with the fourth quarter of 1981, average freight rates are slightly lower (Figure 4.3).

4.3.3. Although a drop in traffic and freight rates is forecast for the first quarter of 1982, the forecast indicates a considerable increase in traffic in the second quarter whilst freight rates, which will begin dropping in the first quarter of 1982, will continue to decrease (Figure 4.5).

4.4. Nort-south traffic

4.4.1. The surveys on north-south traffic are carried out by the "Economisch Bureau voor het Weg- en Watervervoer" (EBW) and the "Institut pour le transport par Batellerie" (ITB) in collaboration with the Commission of the European Communities, using sample of shippers.

4.5. Activity

4.5.1. Belgian shippers report that the level of activity remained stable in the first quarter of 1982. There has been an increase in traffic originating in France.

4.5.2. The Dutch shippers interviewed reported that the level of activity dropped during the first quarter of 1982. On the other hand, traffic on the link between France and the Netherlands has increased slightly.

4.5.3. Both Belgian and Dutch shippers consider that there has been a decrease in trip offers compared with the fourth quarter of 1981.

4.6. Waiting time

4.6.1. The average number of waiting days, as reported by Belgian shippers, was 6.5 in the first quarter of 1982. For vessels under 450 t the average waiting time was 7 days.

4.6.2. For vessels in the category between 451 and over 2 550 t the average waiting time was 5.75 days instead of the 5.1 of the fourth quarter of 1981.

4.6.3. Dutch shippers report that the average waiting time was 5.2 days in the first quarter of 1982 as compared with 4 in the previous quarter. The biggest increase was for vessels between 200 and 1 150 t. The average waiting time for vessels from 200 to 450 t was 12.1 days, that for vessels from 450 to 750 t was 6.5 days and that for vessels from 750 to 1 150 t was 3.6 days in the first quarter of 1982 as compared with 6, 2.5 and 3 days respectively in the fourth quarter of 1981.

4.6.4. On the traffic link between the Netherlands and France waiting time increased considerably during the first quarter of 1982.

4.7. Border crossings

4.7.1. In the first quarter of 1982 Dutch shippers made an average of 7.3 border crossings. Vessels between 1 150 and 2 550 t made an average of 8.4 to 14.4 border crossings. Crossings by smaller vessels were less than average.

4.7.2 Belgian shippers made an average of four border crossings. Vessels in the categories 200 to 450 t, 750 to 1 150 t, 1 150 to 2 550 t and over 2 550 t made an average 5, 6, 9 to 10 and 6 crossings respectively.

4.8. Forecast of activity

4.8.1. Belgian shippers expect a decrease in the amount of freight on offer in the second quarter of 1982.

4.8.2. Dutch shippers are less pessimistic. They expect the decrease to be smaller. The specialist press indicates shorter waiting times at the beginning of the second quarter of 1982 on the traffic link between the Netherlands and France. On the other hand, on the traffic link between the Netherlands and Belgium it would seem that waiting times will again be longer.

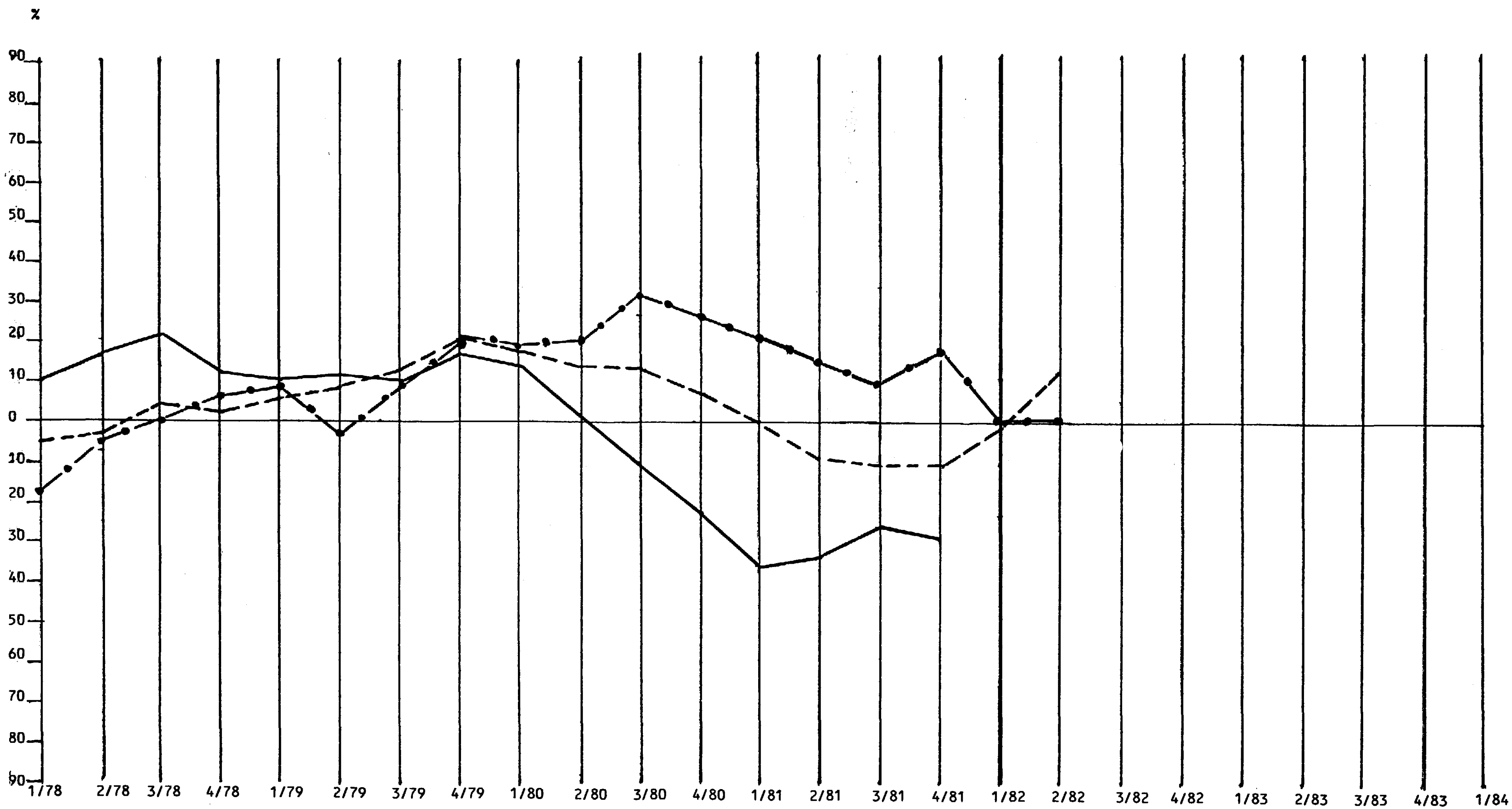
4.8.3. Belgian and Dutch shippers consider that the freight rates charged in north-south inland waterway traffic will be lower than in the fourth quarter of 1981. They expect a decrease in the second quarter of 1982.

4.9. Investments

4.9.1. Most of the Belgian and Dutch shippers interviewed have no plans to invest; compared with the previous quarter when most investments went into relatively major improvements there has therefore been hardly any change in the situation.

FIGURE 4.1 RHINE : INDICATORS OF ACTIVITY (MOVING AVERAGES) AND FORECAST UTILIZATION OF CAPACITY

Aggregate balance of opinions (in percentage)



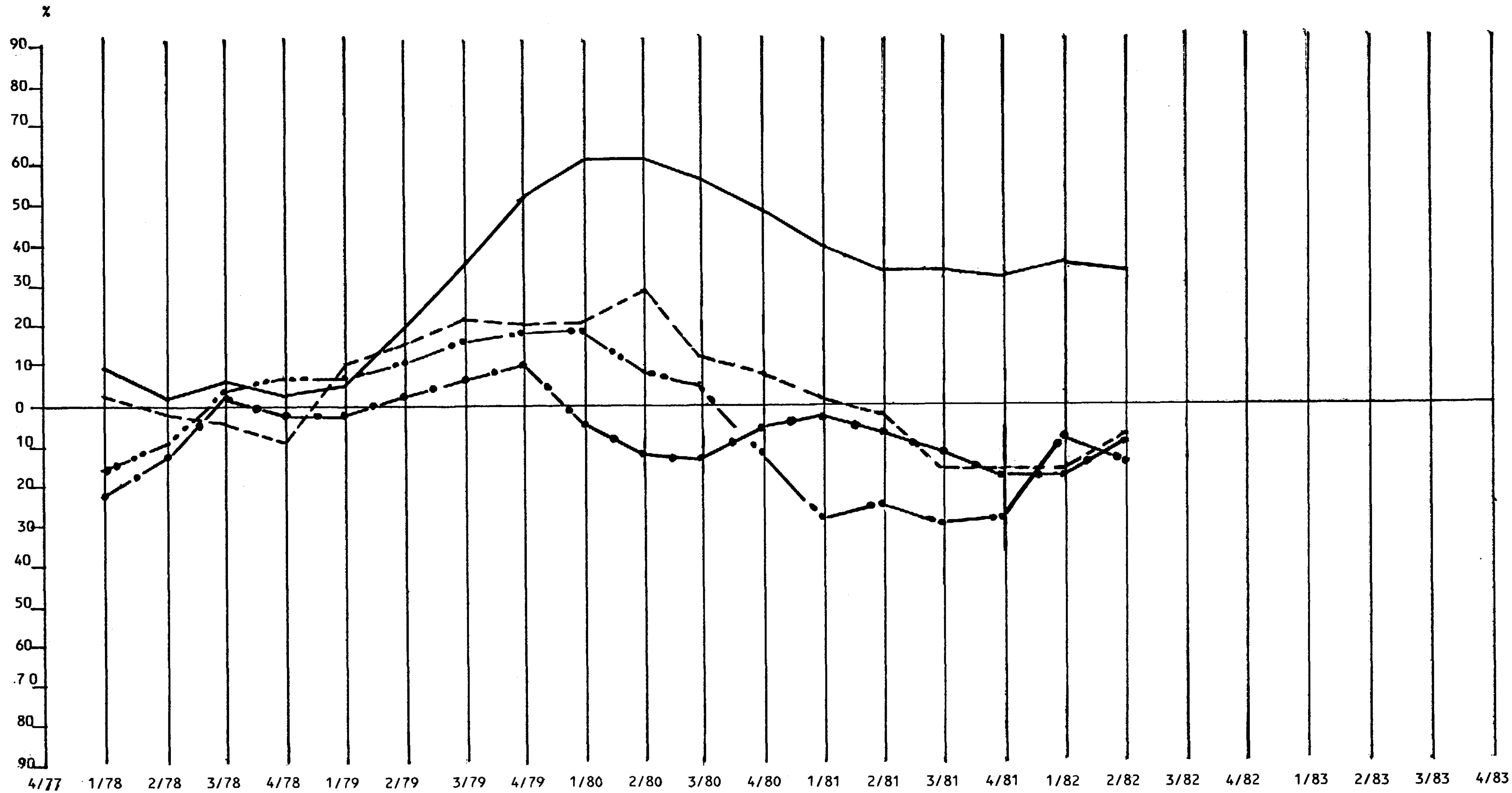
Key : ——— 4 quarter moving average actual activity

------- 4 quarter moving average forecast activity

•—•—•—• Forecast utilization of capacity

FIGURE 4.2 RHINE : INDICATORS OF FORECAST FOR 4 IMPORTANT NST-GROUPS (MOVING AVERAGES)

Aggregate balance of opinions (in percentage)



Key : 4 quarter moving average forecast activity : ——— coal etc. (NST 2) ; - - - - - oil etc. (NST 3)

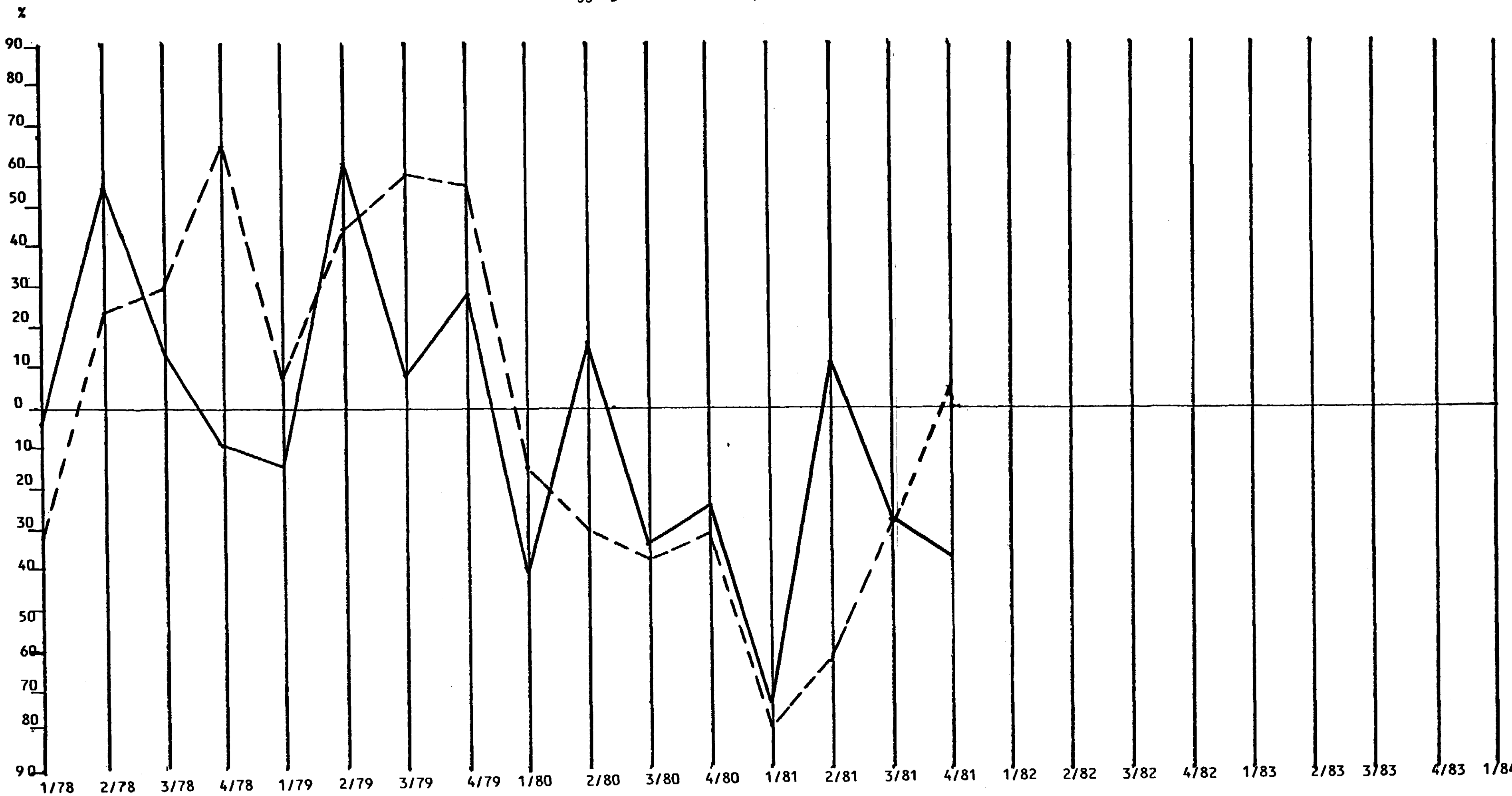
•—•—• sand/gravel etc. (NST 6) ; ••—••—•• ore etc. (NST 4)

FIGURE 4.3 **RHINE : DEVELOPMENTS IN FREIGHT RATES**

Aggregate balance of opinions (in percentage)

Figure 4.4 RHINE : INDICATORS OF ACTIVITY AND FREIGHT RATES

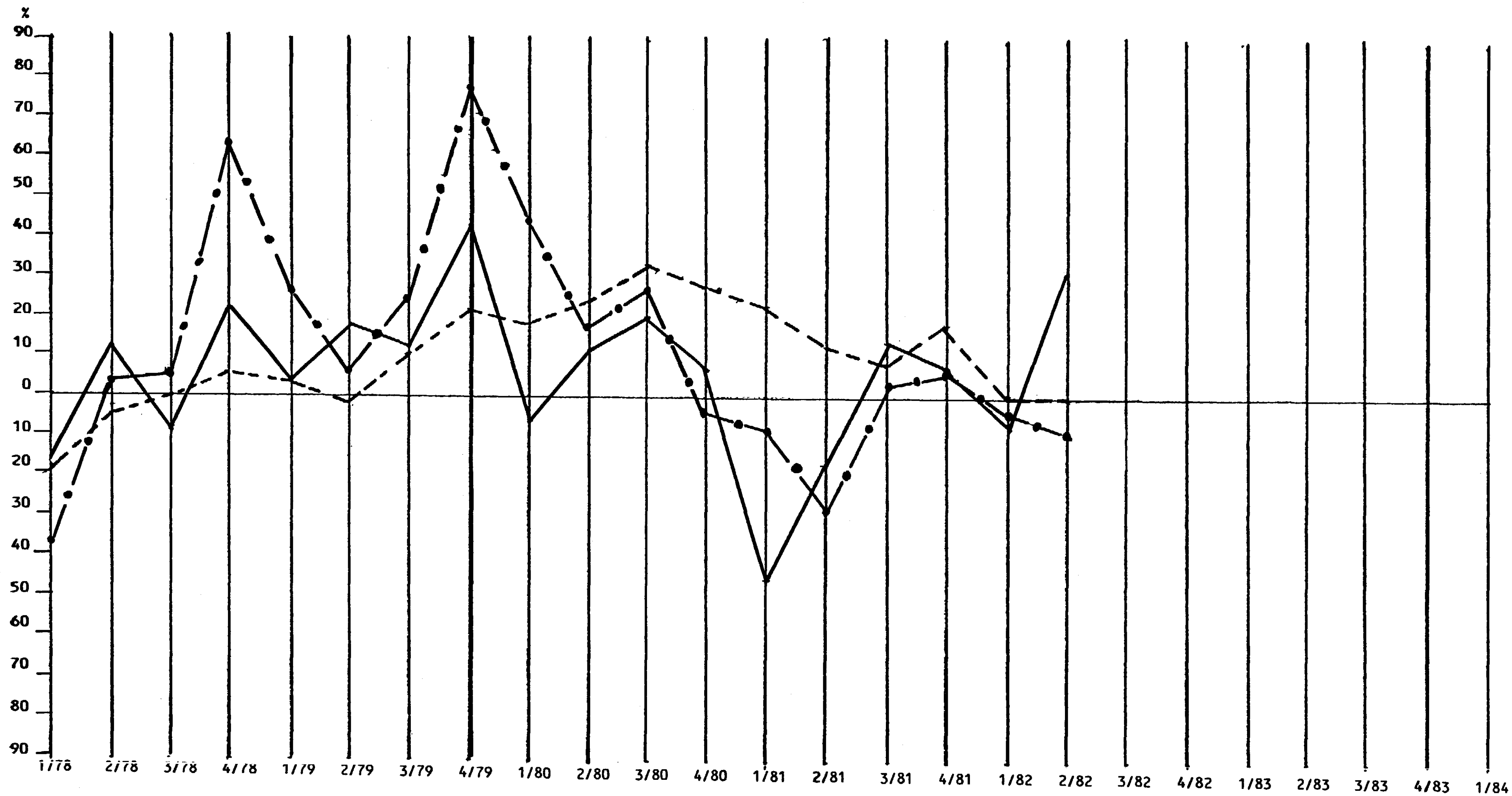
Aggregate balance of opinions (in percentage)



Key : Actual activity
Freight rates

Figure 4.5 RHINE : FORECASTS : ACTUAL ACTIVITY, UTILIZATION OF CAPACITY AND FREIGHT RATES

Aggregate balance of opinions (in percentage)



Key : ——— Forecast actual activity
— — — Forecast utilization of capacity
•—•—•• Forecast freight rates

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