



COMMISSION OF THE EUROPEAN COMMUNITIES

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REPORT FROM THE COMMISSION TO THE COUNCIL

on the Transit of Goods by Road through Austria

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1. INTRODUCTION

1.1 Basis for the Report

Protocol No. 9 of the Act of Accession of the Kingdom of Norway, the Republic of Austria, the Republic of Finland and the Kingdom of Sweden¹ covers road, rail and combined transport operation in Austria. Articles 10-15 of the protocol permit the operation of a regime in Austria to limit certain emissions from heavy goods vehicles transiting Austria. This regime shall have a maximum duration of until 31 December 2003.

However, the duration of the ecopoint system is subject to two reviews. Article 11(4) requires that "before 1 January 2001, the Commission, in co-operation with the European Environment Agency, shall make a scientific study of the degree to which the objective [of a 60% reduction of NOx emissions] has been achieved". If Commission concludes that this objective has been achieved on a sustainable basis then the ecopoint system shall cease to apply on 1 January 2001.

In addition, Article 11(3) of the protocol requires that "Before 1 January 1998, the Council, on the basis of a report from the Commission, shall review the operation of provisions concerning transit of goods by road through Austria". Furthermore, "Unless the Council, acting unanimously on a proposal from the Commission and after consulting the European Parliament, decides otherwise, the transitional period shall be extended to 1 January 2001".

In accordance with the obligations of Article 11(3) the Commission has thus drawn up this report on the transit of goods by road through Austria, which covers the operation of the ecopoint system since its inception.

1.2 History

The ecopoint system came into existence as a direct consequence of the geographic position (and geography) of Austria and the historical development of road transport in Western Europe.

Lying immediately between Italy and Germany and also on a major corridor to eastern Europe Austria is thus susceptible to transit traffic in both north-south and east-west directions.

¹ O.J. No. C241 of 29.08.1994, p. 361.

Furthermore, the geography of Austria's alpine areas both encourages north-south travel along alpine valleys and also means that the fragile environment is particularly susceptible to the negative effects of traffic pollution and noise.

The long-term growth in the transport of freight by road has been exacerbated in Austria by the policy of low weight limits for trucks in Switzerland which has resulted in considerable additional traffic being diverted via Austria.

The environmental concerns in Austria resulted in a desire for action to reverse the deteriorating environmental situation caused by transit traffic.

On 2 May 1992 an Agreement between the European Economic Community and the Republic of Austria on the Transit of Goods by Road and Rail² was signed. Article 15 of the Agreement stated that "the Parties agreed to reduce the emissions and noise generated by heavy goods vehicles crossing Austrian territory in transit. Such a reduction shall be achieved by cutting NO_x emissions"³. It went on to say that "total NO_x emissions from heavy goods vehicles with a laden weight of 7.5 tonnes registered in one Party [i.e. either in the Community of 12 or Austria] and crossing Austria by transit shall, starting in 1992, be reduced by 60% in the twelve year period until the end of 2003".

Thus an overall limit on total NO_x emissions was calculated for the year 1991 and this is reduced on a linear basis by a total of 60% until the end of 2003.

As a safeguard to ensure that technical progress in the development of cleaner engines does not make the ecopoint system ineffective Article 15(5)(2) of the Agreement also lays down a quantitative limit of 108% of the journeys made in 1991 (1 617 600 journeys). If this limit is exceeded then the number of ecopoints made available the following year is revised downwards by an agreed formula.

The distribution of ecopoints amongst the Member States was laid down in Council Regulation (EEC) No.3637/92⁴. Not only did this Regulation fix the proportion of each year's ecopoints that every country would get, it also created a "Community Reserve", whereby each Member States puts 3.34% of their national ecopoint allocation into a reserve which is then used to alleviate shortages.

In 1993 during preliminary meetings on accession Austria confirmed that they wished the ecopoint system to continue after their accession into the European Union. Therefore, on 1 January 1995 the ecopoint system was revised quantitatively to include Sweden and Finland for the first time and to take into account the revised status of Austria as a Member State - in particular, its obligations to contribute to - and possibility to benefit from - the Community Reserve of ecopoints.

² Published as Council Decision 92/577/EEC of 27 November 1992 in O.J. No. L373 of 21.12.1992, p. 4.

³ NO_x is a collective term for all the oxides of nitrogen.

⁴ O.J. No. L373 of 21.12.1992, p. 1.

Continuation of the ecopoint system with Austria, Finland and Sweden as Member States of the European Union was formalised in Protocol No. 9 of the Act of Accession, whilst As a consequence of Article 11(6) of Protocol No.9, Commission Regulation (EC) No. 3298/94⁵ replaced Council Regulation (EEC) No. 3637/92 in laying down detailed measures for the operation of the ecopoint system for fifteen Member States.

Since the accession of Austria Regulation 3298/94 has been amended by Commission Regulation (EC) No. 1524/96⁶. This Regulation provides for the introduction of an electronic telematics-based ecopoint system to largely replace the paper system. Its basis is Article 14 of the Act of Accession, which states that

“1. There shall be no controls at the borders between Austria and other Member States. However, in derogation from Regulations (EEC) No 4060/89 and (EEC) No 3912/92 and notwithstanding Article 153 of the Act of Accession, non-discriminatory physical controls requiring vehicles to halt in order solely to verify ecopoints may be retained until 31 December 1996. Such controls shall not unduly slow down the normal flow of traffic.

2. To the extent necessary, any control methods including electronic systems applicable after 31 December 1996 and relating to the implementation of Article 11 shall be decided in accordance with [the management committee for the ecopoint system]”.

1.3 Operation of the System since 1.1.1993

It should firstly be noted that the ecopoint system only applies to freight vehicles over 7.5 tonnes registered in the Community making transit journeys through Austria.⁷ Thus the following vehicles are exempted from having to use ecopoints:

- all vehicles with a gross vehicle weight of 7.5 tonnes or less;
- all passenger vehicles;
- all vehicles making bilateral journeys to/from Austria;
- all vehicles circulating locally within Austria;
- all vehicles using ECMT permits to transit Austria;

⁵ O.J. No. L341 of 30.12.1994, p. 20.

⁶ O.J. No. L190 of 31.07.1996, p. 13.

⁷ On the basis of bilateral agreements an analogous ecopoint system is applied independently by Norway and Slovenia for vehicles transiting Austria and it is planned that other countries shall also adopt the system for vehicles transiting Austria and that the EEA Agreement shall be amended to include the Ecopoint system. Norway and Slovenia neither contribute to- nor benefit from the Community Reserve of ecopoints.

Furthermore, there are a limited number of categories of freight vehicles over 7.5 tonnes that are exempt from paying ecopoints. These are listed in Annex C of Regulation 3298/94 and the list is analogous to types of transport exempted from ECMT permit requirements.

The ecopoint system operates by means of annually producing a number of ecopoints which is equivalent to the number of trips made in the base year (of 1991) multiplied by the NO_x target average for the year in question. Currently the ecopoints take the form of adhesive paper stamps but from 1998 an electronic equivalent will also be available.

The paper-based system works by requiring each heavy goods vehicle to “pay” a number of ecopoints for each transit journey through Austria, where one ecopoint corresponds to the emission of 1 g NO_x per kilowatt hour (kWh) of the vehicle making the journey. Thus, for example, a vehicle with an emission level of 8 grams NO_x /kWh would have to use 8 ecopoints to make a single transit journey across Austrian territory.

For vehicles built on or after 1 October 1990 the information on the vehicle's emissions level is known from the type-approval documentation (issued when the vehicle is manufactured). It is for each Member State, usually in co-operation with vehicle manufacturers or importers, to then issue a vehicle with a Conformity of Production (COP) Document which states the NO_x value and ecopoint liability. For trucks built before October 1990 (for which no recognised type-approval information on the vehicle's emissions exists) or when a vehicle has not been issued with a COP document (or when the driver does not present a COP document at the border) a “default” of 16 ecopoints must be paid for a transit journey. The possibility exists for a truck that receives a replacement engine cleaner than its original to get a new COP document.

Ecopoints are affixed to a standardised form known as the ecocard, which replaced previous documentation necessary for transiting Austria. Ecocards are sold by the Austrian authorities (at a price of less than 0.2 ECU per ecocard) and this finances the operation of the paper-based ecopoint system.

The establishment of a Community reserve is laid down in Commission Regulation n° 3298/94 which has been adopted in accordance with Article 11(6) of Protocol n° 9 and which ensures that the factual situation for the Member States at the time of the Accession resulting from the Application of Council Regulation (EEC) n° 3637/92 and of the Administrative Arrangement signed on 23 December 1992 setting the date of entry into force and the procedures for the introduction of the ecopoints system referred to in the Transit Agreement, is maintained.

In addition to the mandatory 3.34% contribution of ecopoints each Member State makes into the Community Reserve each country is also obliged to return ecopoints that would be unused to the Community Reserve for redistribution as a solidarity measure to help countries with ecopoint shortages. The Commission formally holds the Community Reserve of ecopoints and distributes it subject to the approval of the management committee for the ecopoint system. The management committee for the ecopoint system was formally established by Article 16 of Protocol No 9.

2. ANALYSIS OF THE OPERATION OF THE ECOPOINT SYSTEM^{8,9}

Table 1 shows the distribution of ecopoints between the Member States, as well as the 3.34 percent Community Reserve which remains with the Commission. (The actual distribution of the Community Reserve for the years 1993 to 1996 is shown in Table 5).

Table 1 clearly shows how the number of ecopoints available for each Member State is fixed on a diminishing basis until the end of 2003. The distribution of ecopoints between Member States is fixed proportionally and is based on the number of transit journeys made in 1991 (based on statistics collected by the Austrian Ministry of Transport).

The only variation that is possible is in the total number of ecopoints available (and the 3.34% proportion designated for the Community Reserve) which can increase upon enlargement of the EU (as occurred in 1995), or if the EEA Agreement is amended to include the ecopoint system (which would have the effect of adding three countries - Norway, Iceland and Liechtenstein - to the system for the Member States).

⁸ The analysis of the workings of the ecopoint system shall deal solely with the Member States. Thus, the use of ecopoints by Austria prior to accession in 1995, as well as ecopoints used by Slovenia and Norway shall be excluded from this chapter.

⁹ Statistical note. In some of the tables and graphs statistics for Spain and Portugal have been corrupted with German trucks ("D" on the ecocard form) being misread as Portuguese (P) and similarly Italian trucks (I) misread as Spanish (E). Whilst the total numbers of misread ecocards is small the distorting effect on the statistics of countries like Spain and Portugal that make relatively few transit journeys is sufficiently great to seriously corrupt the national statistics. In such cases the corrupted data is replaced by the term n/a (= not accurate). However, it should be noted that the statistics for EUR 12/EUR 15 remain correct.

Table 2 shows the total number of trips made each year, by nationality. This shows that there was a considerable growth in transit trips through Austria in 1995. Several factors can be put forward for this growth - the end of the war in former Yugoslavia, the opening of the markets in Eastern Europe, an economic upturn in EU Member States, the reduction of the Austrian "Straßenverkehrsbeitrag" (road-user charge) to the level of the Eurovignette. However, it should be noted that on the one hand, the upper threshold of 1 617 600 journeys (108% of the 1991 coefficient) was not yet exceeded and, on the other hand, if this ceiling is reached it will trigger an automatic additional reduction in the number of ecopoints for the following year. The ecopoint system thus does give a guarantee to the population of Austria that in addition to the guaranteed reduction of emissions transit traffic by trucks cannot continue to grow indefinitely. Both guarantees are unique in the European Union.

Table 2 shows the breakdown of trucks transiting Austria by nationality. Trucks registered in Italy and Germany make the most transits, accounting for over two-thirds of all transit journeys. The third most-important country, as far as transit journeys through Austria is concerned, is Austria itself - Austrian trucks account for some ten percent of transit trips.

Table 3 shows the average number of ecopoints used per transit trip. This has been calculated as the number of ecopoints used divided by the number of trips made.

From the table it can be seen that the EU average is reducing steadily and is lower than the theoretical EU target figure - the average figure that will guarantee the 1991 level of transit journeys. This means that the application of the ecopoint system has brought even greater reductions in vehicle emissions than expected.

There are considerable differences in the trends of the national averages. Two Member States (Denmark and Italy) have reduced their average ecopoint use per trip by over thirty percent in four years. In contrast, the Greek average has only improved by 3.3 percent over the same period.

The figures in Table 3 reflect not only the absolute performance of the vehicles but also the relative improvements. In some cases these are due to the efforts of the national administrations of Member States to optimise their ecopoint allocation, such as by granting only a fixed (low) number of ecopoints per trip to encourage hauliers to use the most environmentally-friendly vehicles.

The Accession of Austria, Sweden and Finland on 1.1.1995 added three fleets of trucks with low average ecopoint use. However, this does not seem to have had an impact on the statistics.

Table 4 shows the distribution of the EU fleet of trucks in terms of ecopoints used. It should be noted that trucks meeting Euro 1 standards have a maximum ecopoint requirement of 9 ecopoints per trip, whilst trucks meeting Euro 2 standards have a maximum ecopoint use of 7 ecopoints per trip.

It can be seen that the proportion of trucks paying the maximum 16 ecopoints per transit trip has gone down from over 51% in 1993 to under 18% in 1996. In contrast, the proportion of trucks paying 8 ecopoints has risen from under 20% in 1993 to over 41% in 1996, and the proportion of trucks meeting Euro 2 standards on NOx emissions has gone from virtually none in 1993 to almost 27% in 1996.

Table 5 shows the use of ecopoints by Member States. It also shows the total number of ecopoints that each Member State has received from - or given to the ecopoint reserve. Nine of the fifteen Member States have benefited from ecopoints from the reserve whilst six Member States (Belgium, Austria, the Netherlands, Ireland, Finland and Portugal) have contributed to the ecopoint reserve without benefiting from it.

The total ecopoint use by the 15 Member States can, from Table 5, be seen to have declined by 10% from 1995 to 1996. This represents an actual reduction in the pollution made by trucks in transit.

3. CONCLUSIONS AND RECOMMENDATIONS

The main conclusion that can be drawn from the first four years of the ecopoint system is that it has successfully reduced the average amount of pollution caused by EU trucks transiting Austria. The average NOx emissions from trucks has fallen by over 27% in four years - an improvement that exceeds the agreed target. Whilst there is no evidence to show that such an improvement is solely due to the ecopoint system the scale of the improvement has been such that it may be safely assumed that the ecopoint system has acted as an incentive.

Secondly, the creation of an EU reserve of ecopoints has proved to be an essential tool in managing the use of ecopoints. In addition to the 3.34% Community Reserve Member States have also shown considerable solidarity in returning unused ecopoints for the use of other Member States.

Thirdly, even allowing for differing age profiles of the national truck fleets prior to the introduction of the ecopoint system, the rate at which fleets have adapted to make the most efficient use of ecopoints varies considerably between Member States.

Fourthly, total emissions of transit traffic are now declining. The total number of ecopoints used in 1996 was significantly lower than in 1995 and, given that the number of ecopoints available in 1997 is less than the number used in 1996, a further reduction in total emissions is guaranteed.

The Commission concludes that the ecopoint system is both a fair and effective means of reducing pollution made by trucks transiting Austria. The Commission, therefore, is of the opinion that the ecopoint system continues in operation until the next review period of 1 January 2001.

Furthermore, the Commission is of the opinion that the ecopoint system is an efficient method of reducing pollution by trucks. However, full consideration should be given to developing other instruments to ultimately replace the ecopoint system in order that none of the environmental benefits accruing from the ecopoint system are lost, in view of the fact that any possible extension of such system could only be to 1.1.2003, in accordance with Article 11(4) of Protocol n° 9.

Finally it should be noted that the issue of EU traffic being diverted via Austria because of transport policies in a Third Country (Switzerland) - with the consequent negative environmental effects for Europe as a whole - have yet to be resolved.

ANNEX

Statistical Tables

Table 1: Distribution of ecopoints 1991 - 2003

Table 2: Number of Transit Trips Through Austria, by Member State 1993-1996

Table 3: Average number of ecopoints used per trip, by Member State 1993-1996

Table 4: Ecopoints used per truck, 1993-1996

Table 5: Ecopoint use by Member State, 1993-1996.

TABLE 1: Distribution of ECO Points

Countries	Distribution Key (Journeys made in 1991)	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
I	510.000			6.810.560	6.159.721	5.555.371	5.036.250	4.579.113	4.245.946	4.021.252	3.858.542	3.757.817	3.471.138	3.099.231
D	487.500													
A	214.800					2.352.108	2.132.316	1.938.767	1.797.706	1.702.572	1.633.682	1.591.036	1.469.658	1.312.194
GR	60.500			807.919	730.712	659.020	597.438	543.209	503.686	477.031	457.729	445.780	411.772	367.654
B	32.500			434.006	392.531	354.019	320.938	291.806	270.575	256.256	245.888	239.469	221.200	197.500
S	7.500					82.127	74.452	67.694	62.769	59.447	57.042	55.553	51.315	45.817
LUX	5.000			66.770	60.389	54.464	49.375	44.893	41.627	39.424	37.829	36.841	34.031	30.385
E	1.200			16.025	14.493	13.071	11.850	10.774	9.990	9.462	9.079	8.842	8.167	7.292
P	400			5.342	4.831	4.357	3.950	3.591	3.330	3.154	3.026	2.947	2.722	2.431
96.66% Total	1.270.300			16.967.642	15.346.158	16.325.105	14.799.610	13.456.256	12.477.206	11.816.918	11.338.778	11.042.782	10.200.343	9.107.451
Total trips EU-12	1.314.560													
Total trips EU-15	1.497.800													
100% Total		20.770.048	19.192.323	17.554.685	15.877.104	16.889.810	15.311.543	13.921.726	12.908.809	12.225.678	11.730.998	11.424.767	10.553.187	9.422.488
NOx levels		100,0%	96,1%	87,9%	79,5%	71,7%	65,0%	59,1%	54,8%	51,9%	49,8%	48,5%	44,8%	40,0%
NOx values		15,80	14,60	13,35	12,08	10,89	9,88	8,98	8,33	7,88	7,57	7,37	6,81	6,08
COMMUNITY RESERVE														
34% of Total	43.960			587.043	530.946	564.705	511.933	465.470	431.603	408.760	392.220	381.985	352.844	315.037

Remarks .

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Table 2
No. of transit trips through Austria

	TRIPS MADE					PERCENTAGE CHANGE			
	1993	1994	1995	1996		94/93	95/94	96/95	96/93
I	435.447	501.820	535.540	570.775	I	15,2%	6,7%	6,6%	31,1%
D	379.968	421.592	493.330	505.781	D	11,0%	17,0%	2,5%	33,1%
A	---	---	147.974	155.462	A	---	---	5,1%	---
NL	63.267	67.419	100.783	105.731	NL	6,6%	49,5%	4,9%	67,1%
Eil	17.002	16.507	45.034	46.839	Eil	-2,9%	172,8%	4,0%	175,5%
DK	26.172	30.567	38.857	40.661	DK	16,8%	27,1%	4,6%	55,4%
B	15.414	15.476	20.207	23.624	B	0,4%	30,6%	16,9%	53,3%
UK	1.684	2.566	6.104	6.504	UK	52,4%	137,9%	6,6%	286,2%
S	---	---	9.817	7.054	S	---	---	-28,1%	---
F	3.373	4.835	6.343	4.440	F	43,3%	31,2%	-30,0%	31,6%
L	3.427	4.050	4.161	3.840	L	18,2%	2,7%	-7,7%	12,1%
Fin	---	---	2.493	4.494	Fin	---	---	80,3%	---
E	n/a	n/a	n/a	n/a	E	n/a	n/a	n/a	n/a
Irl	39	52	429	299	Irl	33,3%	725,0%	-30,3%	666,7%
P	n/a	n/a	n/a	n/a	P	n/a	n/a	n/a	n/a
TOTAL:					TOTAL:				
Eur 12	983.986	1.095.475	1.280.430	1.315.485	Eur 12	11,3%	16,9%	2,7%	33,7%
Eur 15	---	---	1.440.714	1.482.495	Eur 15	---	---	2,9%	---

NOTES:

n/a = See footnote 8 in text

Table 3
Average number of ecopoints used per transit trip

	ECOPOINTS PER TRIP					PERCENTAGE CHANGE			
	1993	1994	1995	1996		94/93	95/94	96/95	96/93
I	13,26	11,86	10,33	9,02	I	-10,6%	-12,9%	-12,7%	-32,0%
D	12,69	11,67	10,77	9,43	D	-8,0%	-7,7%	-12,4%	-25,7%
A	---	---	10,07	8,99	A	---	---	-10,7%	---
NL	12,97	12,46	11,68	10,17	NL	-3,9%	-6,3%	-12,9%	-21,6%
Eil	15,65	15,60	15,54	15,13	Eil	-0,3%	-0,4%	-2,6%	-3,3%
DK	13,40	12,24	10,78	8,82	DK	-8,7%	-11,9%	-18,2%	-34,2%
B	13,81	12,84	12,20	10,09	B	-7,0%	-5,0%	-17,3%	-26,9%
UK	15,60	15,74	14,92	12,14	UK	0,9%	-5,2%	-18,6%	-22,2%
S	---	---	11,67	9,83	S	---	---	-15,8%	---
F	13,89	12,94	11,88	10,71	F	-6,8%	-8,2%	-9,8%	-22,9%
L	10,93	10,30	9,68	8,08	L	-5,8%	-6,0%	-16,5%	-26,1%
Fin	---	---	9,29	8,28	Fin	---	---	-10,9%	---
E	n/a	n/a	n/a	n/a	E	n/a	n/a	n/a	n/a
Irl	15,28	15,42	15,22	12,18	Irl	0,9%	-1,3%	-20,0%	-20,3%
P	n/a	n/a	n/a	n/a	P	n/a	n/a	n/a	n/a
EU Average	13,08	11,92	10,81	9,47	EU Average	-8,9%	-9,3%	-12,4%	-27,6%
EU target	13,35	12,08	10,89	9,88					
% Better than target	2,0%	1,3%	0,7%	4,1%					

NOTES:

n/a = See footnote 8 in text

Table 4
Ecopoints used per truck

Ecopoints used	NUMBER OF TRIPS MADE				Ecopoints used	Proportion of trips			
	1993	1994	1995	1996		1993	1994	1995	1996
< = 5	628	1280	2346	2313	< = 5	0,1%	0,1%	0,2%	0,2%
6	443	875	6718	47971	6	0,0%	0,1%	0,5%	3,2%
7	1521	16540	128680	345704	7	0,2%	1,5%	8,9%	23,3%
8	189440	354347	578304	614316	8	19,3%	32,3%	40,1%	41,4%
9	79403	121422	140771	111274	9	8,1%	11,1%	9,8%	7,5%
10	46208	14020	21596	16607	10	4,7%	1,3%	1,0%	1,5%
11	10093	12201	12157	7164	11	1,0%	1,1%	0,8%	0,5%
12	66668	71968	67913	38399	12	6,8%	6,6%	4,7%	2,6%
13	25477	24781	20653	11117	13	2,6%	2,3%	1,4%	0,7%
14	50234	47355	40678	23305	14	5,1%	4,3%	2,8%	1,6%
15	7772	8101	7100	4707	15	0,8%	0,7%	0,5%	0,3%
16	506099	422585	413798	259618	16	51,4%	38,6%	28,7%	17,5%
total trips	983986	1095475	1440714	1482495					

TABLE 5
Ecopoint Use by Member State

BELGIUM	1993	1994	1995	1996	LUXEMBOURG	1993	1994	1995	1996
National allocation	434.006	392.531	354.019	320.938	National allocation	66.770	60.389	54.464	49.375
Additional ecopoints received	-110.000	-100.000	-30.000	-10.000	Additional ecopoints received	0	0	5.000	0
Ecopoints used	212.830	198.738	246.550	238.470	Ecopoints used	37.465	41.711	40.280	31.016
DENMARK	1993	1994	1995	1996	NETHERLANDS	1993	1994	1995	1996
National allocation	540.839	489.154	441.162	399.938	National allocation	1.649.224	1.491.619	1.345.271	1.219.563
Additional ecopoints received	-50.578	0	15.000	20.000	Additional ecopoints received	-300.000	-115.000	-20.000	-10.000
Ecopoints used	350.793	374.094	418.808	358.690	Ecopoints used	820.631	839.705	1.177.033	1.075.147
GERMANY	1993	1994	1995	1996	AUSTRIA	1993	1994	1995	1996
National allocation	6.443.324	5.827.579	5.255.817	4.764.688	National allocation			2.352.108	2.132.316
Additional ecopoints received	-663.658	-200.000	331.000	100.000	Additional ecopoints received			-180.574	-266.000
Ecopoints used	4.821.539	4.919.037	5.314.623	4.767.712	Ecopoints used			1.489.931	1.398.163
GREECE	1993	1994	1995	1996	PORTUGAL	1993	1994	1995	1996
National allocation	807.919	730.712	659.020	597.438	National allocation	5.342	4.831	4.357	3.950
Additional ecopoints received	-202.781	-235.615	142.574	186.683	Additional ecopoints received	-3.774	-1.405	0	0
Ecopoints used	266.007	257.542	699.928	708.886	Ecopoints used	n/a	n/a	n/a	n/a
SPAIN	1993	1994	1995	1996	FINLAND	1993	1994	1995	1996
National allocation	16.025	14.993	13.071	11.850	National allocation			50.371	45.664
Additional ecopoints received	0	0	10.000	8.500	Additional ecopoints received			-6.000	0
Ecopoints used	n/a	n/a	n/a	n/a	Ecopoints used			23.164	37.211
FRANCE	1993	1994	1995	1996	SWEDEN	1993	1994	1995	1996
National allocation	66.770	60.389	54.464	49.375	National allocation			82.127	74.452
Additional ecopoints received	-17.000	0	25.705	8.000	Additional ecopoints received			30.000	10.000
Ecopoints used	46.861	62.575	75.379	47.544	Ecopoints used			114.528	69.634
IRELAND	1993	1994	1995	1996	UNITED KINGDOM	1993	1994	1995	1996
National allocation	13.354	12.078	10.893	9.875	National allocation	113.509	102.662	9.590	83.938
Additional ecopoints received	-12.700	-10.000	-1.600	-4.500	Additional ecopoints received	-62.407	-25.000	20.000	5.000
Ecopoints used	596	802	6.531	3.641	Ecopoints used	26.270	40.385	91.076	78.935
ITALY	1993	1994	1995	1996	E.U.15			1995	1996
National allocation	6.810.560	6.159.721	5.555.371	5.036.250	National allocation			16.325.105	14.799.610
Additional ecopoints received	-97.194	306.755	251.000	266.552	Ecopoints returned to EU Reserve			238.174	290.500
Ecopoints used	5.775.582	5.949.522	5.533.606	5.145.608	Ecopoints distributed from EU Reserve			830.279	608.800
					Ecopoints used			15.576.061	14.036.529

NOTES:

n/a = See footnote 8 in text

Negative values in the table denotes the number of ecopoints returned to the EU Reserve.

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