

EUROPEAN COAL AND STEEL COMMUNITY

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PRESS RELEASE

COMMUNITY'S INTERNAL TRANSPORT LOAD

Luxembourg, November 1958: A total tonnage of 405.7 million metric tons of coal, steel and other products subject to the European Coal and Steel Community (ECSC) were transported within the six-nation Common Market, by rail, inland waterway and sea, in 1957. Detailed inter-regional statistics just published by the High Authority show that this tonnage was divided as follows among the various groups of products:

coal and briquettes	43 %
lignite and lignite briquettes	6 %
coke and semi coke	12 %
iron ore and manganese ore	20 %
scrap	6 %
pig iron and crude steel	2 %
steel semi-products	3 %
steel rolled products	8 %

The High Authority's statistics divided the Community's territory into 42 production, consumption, and trans-shipment regions. By using a simplified nomenclature, limited to nine categories of product, they enable the main flows of traffic within the Common Market to be analyzed according to the means of transport employed.

Some characteristic trends are disclosed in inter-regional trade as compared with 1956. The Ruhr's supplies of iron ore are tending to come increasingly from outside the Community. Arrivals from the port of Emden, Germany, rose by 11 % and those through Rotterdam by 2 %, while arrivals of iron ore from Luxembourg, for example, fell by 28 % in the same period.

There was a general decline in shipments of coal from the Saar to Central and Southern Germany, while deliveries to France increased. Meanwhile deliveries of coal from Eastern France to Southern Germany, and French imports of steel semi-products and rolled products from Germany, Belgium and Luxembourg expanded generally.

Since Germany and the Netherlands are the only two Community countries which compile road transport statistics the High Authority asked its Statistics Division to make a special study, based on data available in Germany, of transport of pig iron, crude steel and semi-products, on the one hand, and rolled goods on the other hand. The results are given in an appendix to the general transport statistics. Although they cover the year 1955 and are difficult to compare with the other statistics, they still indicate the remarkable increase in the percentage of rolled goods transported by road.