

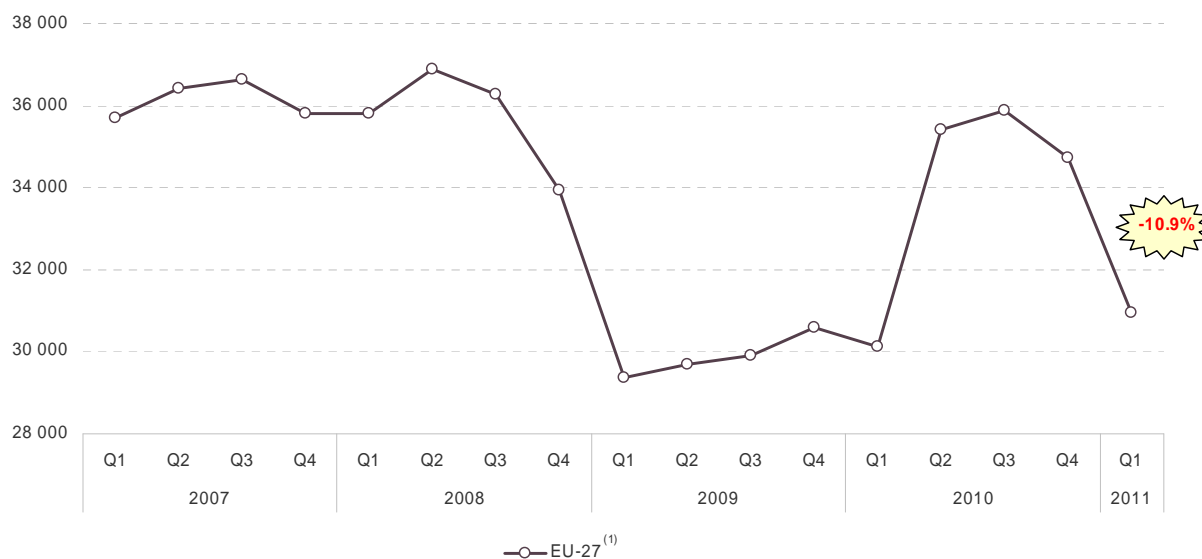
Inland waterways freight transport - quarterly and annual data

Strong recovery in Early 2010 of inland waterways transport but not confirmed later in the year.

In brief

- Recovery of total EU inland waterways transport in 2010.
- Renewed decline for total EU inland waterways transport in the first quarter 2011, almost reaching the level during the economic crisis.
- In 2010, EU total international transport was higher than total EU national transport.
- Container transport increased by more than 10% in the first quarter of 2011.
- Metal ores and other mining and quarrying products; peat; uranium and thorium' (NST2007 – goods group 03) account for the highest share in total goods transport in 2010.
- Transport performance of 'self-propelled barges' in the EU-27 higher than all other types of vessels put together.
- 'Non self-propelled barges' are mainly used for goods transport in eastern European countries.

Figure 1: Quarterly transport performance of goods in EU-27 - Mio TKm



(1) Transit transport reported by Bulgaria and Romania has been excluded to provide comparability over time for the series presented

Source: Eurostat (online data code: www.go.gnave)

Recovery of total EU inland waterways transport EU in 2010 - but growth rates fluctuating between countries

Table 1: Quarterly transport performance of goods by country - Mio TKm

		2008				2009				2010				2011
		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1
EU-27⁽¹⁾		35 827	36 903	36 275	33 952	30 379	30 678	31 500	32 174	32 713	38 012	38 706	37 639	33 610
Belgium	BE	2 243	2 284	2 203	2 016	1 804	1 669	1 708	1 906	2 056	2 302	2 204	1 647	2 323 ^{P e}
Bulgaria⁽¹⁾	BG	184	300	207	189	143	148	155	167	1 322	1 454	1 590	1 683	1 388
Czech Republic	CZ	8	9	5	5	8	13	6	7	6	12	13	11	10
Germany	DE	16 041	16 203	16 473	15 340	13 512	14 299	14 127	13 714	13 510	16 436	16 450	15 883	13 208
France	FR	2 230	2 228	2 273	2 179	2 083	2 167	2 197	2 263	2 348	2 385	2 317	2 424	2 051
Luxembourg	LU	92	100	103	72	65	67	72	74	88	94	95	80	94
Hungary	HU	557	603	568	521	460	383	474	514	488	626	689	589	524
Netherlands	NL	11 608	11 798	11 337	10 553	8 982	8 732	8 709	9 235	9 098	10 467	10 386	10 306	9 949 ^{P e}
Austria	AT	598	621	603	537	437	455	566	545	528	537	699	610	573
Poland	PL	35	80	80	83	13	59	72	58	3	29	44	54	5
Romania	RO	1 961	2 387	2 134	2 205	2 673	2 495	3 171	3 426	3 042	3 419	3 874	3 982	3 221
Slovakia	SK	270	290	290	250	199	192	241	266	224	251	344	370	262
Croatia⁽²⁾	HR	17	22	24	16	14	16	17	11	13	10	19	14	12

(1) Quarterly transit transport was provided by Bulgaria only from 2010

(2) Transit transport not provided

Source: Eurostat (online data code: [jww_go_qnave](#))

Compared to the global economic crisis in 2009 a strong recovery is observed in early 2010 for inland waterways transport performance of EU ports (transit transport in Bulgaria excluded) reaching almost the pre-crisis level

However, the fall of 3% in the fourth quarter 2010 and the slump of 11% in the first quarter of 2011,

due to extreme weather conditions in some countries in January 2011, suggest that the recovery of European port activity is fragile. With these two latest quarterly falls, transport performance in Q1 of 2011 comes close to the levels recorded during the year of the global economic crisis.

Table 2: Quarterly transport of goods by country - 1000 tonnes

		2008				2009				2010				2011
		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1
Belgium		33 299	34 721	32 757	29 573	27 648	26 536	26 249	27 810	38 098	39 585	40 748	23 844	43 454^{P e}
Bulgaria⁽¹⁾	BG	1 039	2 197	1 711	1 584	1 029	1 176	1 459	1 166	3 555	4 267	5 389	5 161	3 853
Czech Republic	CZ	228	230	152	141	176	245	176	208	125	231	256	220	183
Germany	DE	62 076	62 993	61 695	58 910	49 965	49 775	51 614	52 514	51 375	60 016	59 934	58 283	53 695
France	FR	17 466	18 729	18 706	17 906	15 789	17 456	17 097	17 659	17 228	18 689	17 961	18 869	15 914
Luxembourg	LU	2 769	3 002	3 054	2 159	1 936	1 956	2 121	2 162	2 614	2 763	2 748	2 358	2 768
Hungary	HU	2 158	2 281	2 179	2 211	2 157	1 681	1 769	2 139	2 149	2 717	2 755	2 331	2 012
Netherlands	NL	87 965	90 567	85 496	80 768	68 234	68 185	65 887	69 210	68 719	79 057	78 449	77 841	75 022 ^{P e}
Austria	AT	2 856	2 930	2 858	2 565	2 080	2 150	2 589	2 503	2 424	2 510	3 280	2 838	2 641
Poland	PL	802	1 788	1 828	1 700	352	928	1 087	1 006	114	816	1 019	871	190
Romania	RO	7 317	8 577	8 227	6 174	5 097	4 763	6 287	8 596	5 912	7 649	9 452	9 075	6 481
Slovakia	SK	2 030	2 137	2 239	1 965	1 624	1 619	2 221	2 359	2 075	2 193	2 899	2 937	2 286
Croatia⁽²⁾	HR	175	240	304	160	125	130	181	96	95	70	209	140	133

(1) Quarterly transit transport was provided only from 2010

(2) Transit transport not provided

Source: Eurostat (online data code: [jww_go_qnave](#))

International transport dominates inland waterways freight transport

Table 3: Transport performance of goods by type of transport - Mio TKm

		2007	2008	2009	2010			Growth rates 2009-2010				
		Total	Total	Total	National	Inter-national	Transit	Total	National	Inter-national	Transit	Total
EU-27⁽¹⁾⁽²⁾		144 962	145 287	129 805	33 356	75 774	38 051	147 181	+8.8%	+15.2%	+14.6%	+13.6%
Belgium	BE	9 006	8 746	7 087	3 508	4 133	569	8 210	+21.2%	+13.7%	+1.9%	+15.8% ^{P e}
Bulgaria ⁽³⁾	BG	1 011	2 890	5 436	42	540	5 465	6 048	-6.4%	-4.9%	+13.3%	+11.3%
Czech Republic	CZ	36	28	33	16	26	-	43	+31.2%	+26.1%	-	+28.0%
Germany	DE	64 711	64 056	55 652	10 811	36 784	14 684	62 278	+4.0%	+12.3%	+17.5%	+11.9%
France	FR	9 208	8 910	8 711	5 374	3 044	1 056	9 474	+5.7%	+15.3%	+6.9%	+8.8%
Italy	IT	93	64	54	:	-	-	:	:	-	-	:
Lithuania	LT	10	12	3	3	-	-	3	-3.6%	-	-	-3.6%
Luxembourg	LU	345	367	279	-	7	352	359	-	+51.6%	+28.4%	+28.7%
Hungary	HU	2 212	2 250	1 831	4	1 007	1 383	2 393	-6.0%	+34.0%	+28.6%	+30.7%
Netherlands	NL	45 995	45 296	35 656	9 937	23 165	7 184	40 286	+2.0%	+17.1%	+17.0%	+13.0% ^{P e}
Austria	AT	2 597	2 359	2 003	73	1 347	955	2 375	+16.4%	+25.1%	+10.6%	+18.6%
Poland	PL	277	277	202	70	60	0	130	-51.7%	+12.8%	-98.3%	-35.6%
Romania	RO	8 195	8 687	11 765	3 438	5 444	5 435	14 317	+56.4%	+24.0%	+5.0%	+21.7%
Slovakia	SK	1 004	1 101	899	4	218	967	1 189	+26.4%	+128.6%	+20.9%	+32.3%
Finland	FI	102	80	61	76	-	-	76	+24.2%	-	-	+24.2%
United Kingdom	UK	162	164	133	:	-	-	:	:	-	-	:
Croatia ⁽⁴⁾	HR	109	842	727	29	27	885	940	+2.7%	-11.9%	+32.3%	+29.3%

(1) EU-27 does not include data for Italy and the United Kingdom in 2010

(2) Growth rates for national and total have been calculated excluding data for Italy and the United Kingdom, as they are not available for 2010

(3) Annual transit transport was not provided in 2007 and only partially in 2008

(4) Transit transport was not provided in 2007

Source: Eurostat (online data code: www.go.actygo)

In 2010, transport on the EU inland waterways network increased for all types of transport (total, national and international) for both transport performance (Tkm) and transport volume (tonnes). Among the countries listed in table 3, only Poland and Lithuania did not contribute to the overall rise of the EU total transport performance between 2009 and 2010.

International transport volumes (tonnes) increased between 2009 and 2010, substantially faster than national transport. Bulgaria (+4.2% rise in international versus -23.1% fall in national), Hungary (+29.0% versus -29.6%) and Poland

(+10.6% versus -28.8%) stood out. For transport performance in Tkm, only Hungary (+34.0% versus -6.0%) and Poland (+12.8% versus -51.7%) showed the same pattern. With the exception of France and Poland, international transport is more important than national transport. Germany (62 Mio Tkm) is the country recording the highest transport performance, followed by the Netherlands (40 Mio Tkm), while in terms of transport volumes this ranking is inverted (about 304 Mio tonnes in the Netherlands and nearly 230 Mio tonnes in Germany), a reflection of the longer distances travelled in Germany.

Table 4: Transport of goods by type of transport - 1 000 tonnes

		2007	2008	2009	2010			Growth rates 2009-2010				
		Total	Total	Total	National	Inter-national	Transit	Total	National	Inter-national	Transit	Total
EU-27⁽¹⁾⁽²⁾		525 805	514 180	425 151	241 344	233 638	-	474 982	+7.5%	+18.7%	-	+12.7%
Belgium	BE	134 647	130 350	108 243	42 829	91 908	7 539	142 276	+27.2%	+35.7%	+10.0%	+31.4% ^{P e}
Bulgaria ⁽³⁾	BG	6 622	10 956	17 104	1 434	3 089	13 849	18 372	-23.1%	+4.2%	+12.8%	+7.4%
Czech Republic	CZ	1 141	752	804	371	461	-	833	+10.7%	-1.7%	-	+3.5%
Germany	DE	248 966	245 674	203 868	53 054	154 142	22 411	229 607	+2.4%	+16.1%	+16.3%	+12.6%
France	FR	76 004	72 807	67 998	33 833	30 119	8 795	72 747	+1.2%	+15.4%	+3.9%	+7.0%
Italy	IT	695	498	443	:	-	-	:	:	-	-	:
Lithuania	LT	126	146	74	98	-	-	98	+33.2%	-	-	+33.2%
Luxembourg	LU	9 999	10 984	8 172	-	957	9 509	10 467	-	+25.4%	+28.4%	+28.1%
Hungary	HU	8 410	8 829	7 745	30	6 273	3 649	9 952	-29.6%	+29.0%	+28.6%	+28.5%
Netherlands	NL	352 615	344 797	271 497	92 546	170 068	41 684	304 298	+2.0%	+17.2%	+17.0%	+12.1% ^{P e}
Austria	AT	12 107	11 209	9 322	457	7 868	2 728	11 052	+38.6%	+20.5%	+10.6%	+18.6%
Poland	PL	6 444	6 101	3 374	1 548	1 271	1	2 820	-28.8%	+10.6%	-98.0%	-16.4%
Romania	RO	29 425	30 295	24 743	14 770	9 047	8 270	32 088	+50.1%	+41.8%	-2.9%	+29.7%
Slovakia	SK	8 013	8 371	7 823	71	4 410	5 622	10 103	+64.8%	+41.0%	+20.9%	+29.1%
Finland	FI	472	335	253	303	-	-	303	+19.7%	-	-	+19.7%
United Kingdom	UK	3 540	3 689	3 270	:	-	-	:	:	-	-	:
Croatia ⁽⁴⁾	HR	1 467	6 416	5 381	145	370	6 413	6 928	+14.5%	-8.9%	+32.3%	+28.7%

(1) EU-27 does not include data for Italy and the United Kingdom in 2010

(2) Growth rates for national and total have been calculated excluding data for Italy and the United Kingdom, as they are not available for 2010

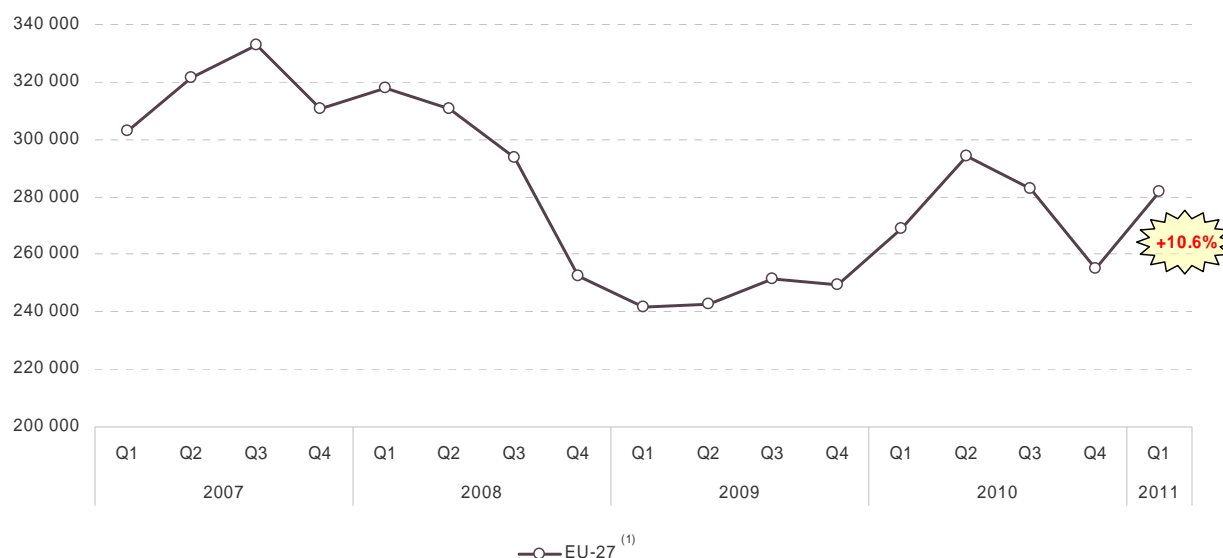
(3) Annual transit transport was not provided in 2007 and only partially in 2008

(4) Transit transport was not provided in 2007

Source: Eurostat (online data code: www.go.actygo)

Container transport develops better than total transport

Figure 2: Quarterly transport performance of containers in EU-27 - 1 000 TEU-Km



(1) Transit transport reported by Bulgaria has been excluded to provide comparability over time for the series presented

Source: Eurostat (online data code: [iww_go_gcnave](http://www.go.gcnave))

Movements in EU freight container transport followed a similar quarterly pattern to total transport up to the fourth quarter 2010. In the first quarter of 2011 freight container transport increased by 11% in contrast to the fall in total transport in the same quarter (see figure 1). However, the figure recorded in the first quarter of 2011 was around 15% down compared to the peak in the period before the economic crisis (third quarter of 2007).

Compared to 2009, EU freight container transport performance (expressed as TEU-km) in 2010 rose

16.0% for loaded and 18.7% for empty containers giving a 16.7% rise in the total. Germany is the only country where growth rates are higher than EU growth rates for both loaded (17.3%) and empty (30.4%) containers. But in 2010, absolute values for total container transport performance reached the levels before the economic crisis in Germany, France, Romania and Slovakia. In contrast to total inland waterways transport, EU container transport shows in general a trend towards transport over longer distances, especially for empty containers in Bulgaria and Romania.

Table 5: Container transport performance - 1 000 TEU-KM

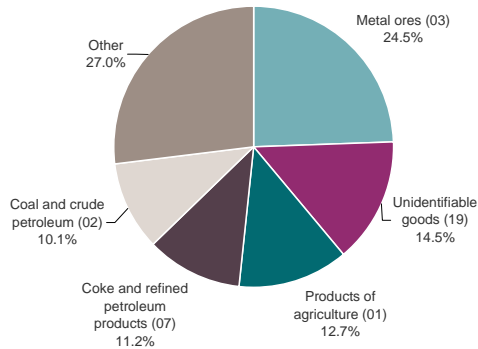
Container status		2007		2008			2009			2010			Growth rates 2009-2010		
		Total	Total	Loaded	Empty	Total	Loaded	Empty	Total	Loaded	Empty	Total			
EU-27		1 268 850	1 174 884	710 565	276 547	987 112	823 989	328 298	1 152 287	+16.0%	+18.7%	+16.7%			
Belgium	BE	73 742	61 417	44 260	10 776	55 036	41 473	11 599	53 071	-6.3%	+7.6%	-3.6% ^{P e}			
Bulgaria ⁽¹⁾	BG	2	23	1 050	633	1 683	1 086	897	1 983	+3.4%	+41.7%	+17.8%			
Czech Republic	CZ	4	0	-	-	-	-	-	-	-	-	-			
Germany	DE	644 301	615 684	425 601	106 373	531 975	499 160	138 715	637 876	+17.3%	+30.4%	+19.9%			
France	FR	73 765	62 128	58 287	17 764	76 051	61 908	22 391	84 299	+6.2%	+26.0%	+10.8%			
Luxembourg	LU	-	-	-	-	-	-	-	-	-	-	-			
Hungary	HU	-	-	-	-	-	1	358	359	-	-	-			
Netherlands	NL	471 679	429 533	178 837	138 718	317 555	217 985	152 007	369 992	+21.9%	+9.6%	+16.5% ^{P e}			
Austria	AT	1 125	1 240	7	1 056	1 063	-	420	420	-	-60.3%	-60.5%			
Poland	PL	3	0	-	-	-	-	-	-	-	-	-			
Romania	RO	4 200	4 559	2 524	1 138	3 662	2 376	1 864	4 240	-5.8%	+63.8%	+15.8%			
Slovakia	SK	30	301	-	88	88	-	48	48	-	-46.0%	-46.0%			
Croatia	HR	-	-	-	-	-	0	111	111	-	-	-			

(1) Annual transit transport was not provided in 2007 and only partially in 2008

Source: Eurostat (online data code: [iww_go_actygo](http://www.go.actygo))

'Metal ores' is the most important individual goods category transported

Figure 3: EU-27⁽¹⁾ transport performance by type of goods in 2010 - % in TKm

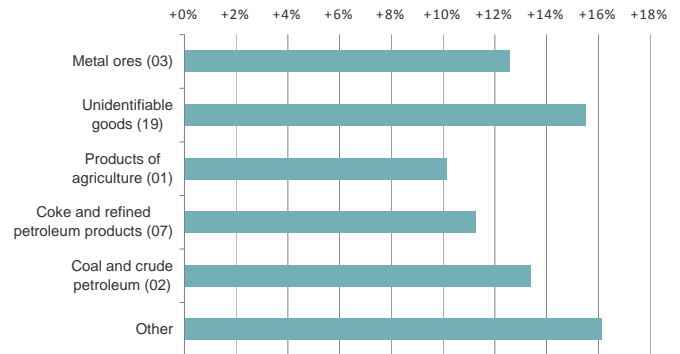


(1) EU-27 does not include data for Italy and the United Kingdom

Source: Eurostat (online data code: [iww_go_atygo](#))

At the EU level, the main types of goods (according to NST2007) transported are the categories 'other' and 'metal ores'. Together they account for more than half of all goods transport on EU inland waterways in 2010. Between 2009 and 2010 all main goods categories recorded a rise in transport performance. Apart from the categories 'other' (20) and 'unidentifiable goods' (19), the largest increases were registered for 'coal and crude

Figure 4: 2009-2010 growth rates of the main types of goods in the EU-27⁽¹⁾ - % in TKm



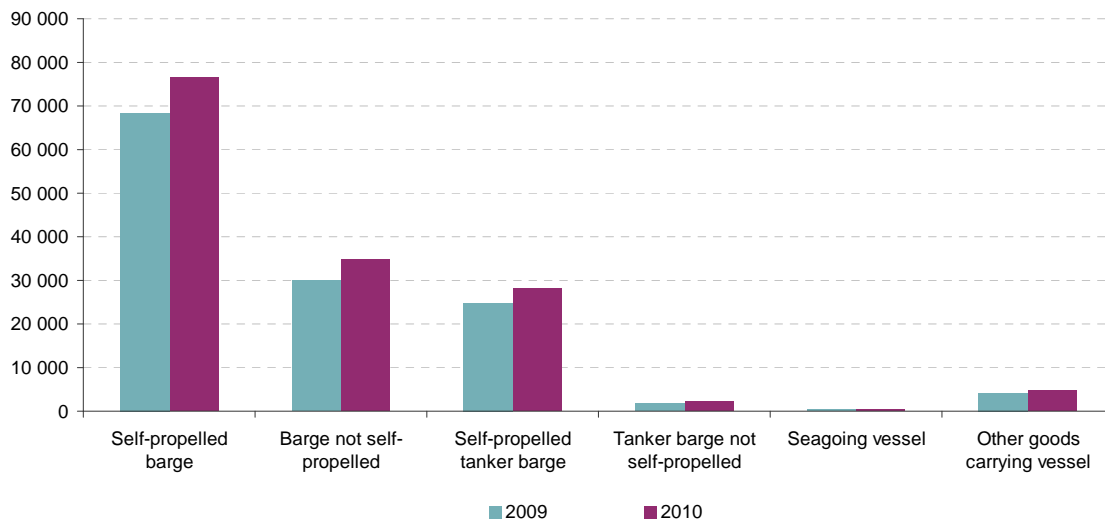
(1) EU-27 does not include data for Italy and the United Kingdom

Source: Eurostat (online data code: [iww_go_atygo](#))

petroleum (02) with more than 13% and 'metal ores' (03) with almost 13%. However, the shares of 'coal and lignite', 'metal ores', agricultural products' (01) and 'coke and refined petroleum products' (07) in total goods transport decreased from 2009 to 2010 by a little under 0.5 percentage points. These falls were mainly compensated by the category 'other', which showed an increase of its already high share by 0.6 percentage points.

Increasing transport performance for all types of vessels in the EU from 2009 to 2010

Figure 5: EU-27 transport performance by type of vessel in 2009 and 2010 - Mio TKm

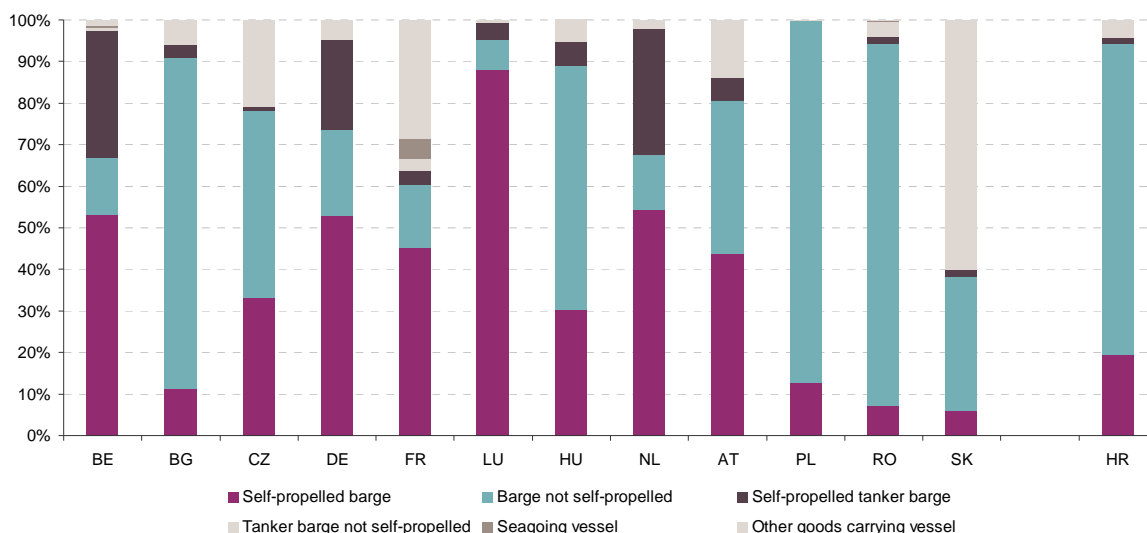


Source: Eurostat (online data code: [iww_go_atyve](#))

In 2010, either ‘self-propelled barge’ or ‘barge not self-propelled’ were the predominant types of vessel used for goods transport on EU inland waterways. Out of the 13 countries, for which data are available, one of these two vessel categories transported the largest volumes in 6 countries each. ‘Self-propelled barges’ reached shares of more than 50% in total transport in the Benelux states and

Germany, while ‘barges not self-propelled’ were the dominant element in most eastern European countries, with especially high shares in Poland and Romania (each more than 85%). The only exception was Slovakia where ‘other goods carrying vessels’ accounted for almost 54% of total goods transport.

Figure 6: Share by type of vessel in total transport in 2010 - % in tonnes



Source: Eurostat (online data code: [iww_go_atyve](#))

METHODOLOGICAL NOTES

All figures presented in this publication have been extracted from the Eurostat online inland waterways transport database. The related datasets are collected according to the Regulation on statistics of goods transport by inland waterways of the European Parliament and the Council (EC) [No 1365/2006](#) implemented by the Commission Regulation [No 425/2007](#) and amended by the Commission Regulation (EC) [No 1304/2007](#).

Data coverage

13 Member States are obliged to deliver data: Belgium (BE), Bulgaria (BG), Czech Republic (CZ), Germany (DE), France (FR), Luxembourg (LU), Hungary (HU), the Netherlands (NL), Austria (AT), Poland (PL), Romania (RO), Slovakia (SK) and the United Kingdom (UK). Following the requirements of the Regulation No 1365/2006 (article 2 point 3), the United Kingdom is delivering only a reduced annual dataset E1 (annex E of the Regulation 1365/2006).

On a voluntary basis, Italy (IT), Lithuania (LT) and Finland (FI) provide the reduced dataset E1 (annex E of the Regulation 1365/2006).

The candidate country Croatia (HR) is providing data according to the Regulation requirements.

Definitions

EU-27:

- When presenting quarterly data (Figures 1, 2 and tables 1, 2), EU-27 includes only Member States obliged to provide data with the exception of the United Kingdom.
- When presenting annual transport of goods (Tables 3, 4 and figures 3 and 4), EU-27 includes data for all Member States providing data.
- When presenting annual container data (Figure 2 and table 5), EU-27 includes only Member States obliged to provide data with the exception of the United Kingdom.
- When presenting annual data by type of vessel (Figures 5 and 6), EU-27 includes only Member States obliged to provide data with the exception of the United Kingdom.

Calculation of EU-27 aggregates: In Table 4, the EU-27 international and total goods transport in **tonnes** is calculated excluding double counting. The EU-27 total international transport is calculated by adding the international loadings plus the international unloading for which the loading country is not in the EU-27. Then, the EU-27 total transport is calculated by adding the national transport and the total international transport.

National inland waterways transport: inland waterways transport between two ports of a national territory irrespective of the nationality of vessel.

International inland waterways transport: inland waterways transport between two ports located in different national territories.

Inland waterways transit: inland waterways transport through a national territory between two ports both located in another national territory or national territories provided that in the total journey within the national territory there is no transshipment.

Container: transport equipment of a permanent nature, strong enough for suitable repeated use, specially designed to facilitate carriage of goods by one or more modes of transport, fitted with devices permitting its ready handling, to be easy to fill and empty of a length of 20 feet or more.

TKm (Tonne-kilometer): Unit of measurement of goods transport which represents the transport of one tonne of goods over a distance of one kilometer.

TEU (Twenty-foot Equivalent Unit): A statistical unit based on an ISO container of 20 foot length (6.10 m) to provide a standardized measure of containers of various capacities and for describing the capacity of container ships or terminals. One 20 foot ISO container equals 1 TEU.

TEU-Km (TEU-kilometer): Unit of measurement representing the movement of one TEU over one kilometer.

Symbols

“.” not available

“-” not applicable or real zero

“0” less than half of the unit used and thus rounded to zero

“p” provisional data

“e” estimated data

Country specific notes

Belgium: 2010 and 2011 data are estimated and provisional.

Bulgaria: Quarterly transit transport is available from 2010. Annual transit transport is available from 2008 but in 2009 the country implemented a new methodology for the collection of this kind of traffic. To allow comparability, transit traffic has been used for the calculation of 2009-2010 quarterly growth rates

Italy: Data are delivered on a voluntary basis. 2010 data are not yet available. Only a simplified annual dataset is provided.

Lithuania: Data are delivered on a voluntary basis. Only a simplified annual dataset is provided.

The Netherlands: 2010 and 2011 data are estimated and provisional.

Romania: From 2010 (quarterly data), and 2009 (annual data) the country has implemented a new methodology for the collection of transit data.

Finland: Data are delivered on voluntary basis. Only a simplified annual dataset is provided.

United Kingdom: 2010 data are not yet available. Following the requirements of Regulation No 1365/2006 (article 2 point 3), a simplified annual dataset is provided.

Croatia: Quarterly transit transport is not available. Annual transit transport is available starting from 2008.

Breakdown by group of goods

The NST 2007 classification consists of the following 20 goods divisions:

- 01 Products of agriculture, hunting, and forestry; fish and other fishing products.
- 02 Coal and lignite; crude petroleum and natural gas.
- 03 Metal ores and other mining and quarrying products; peat; uranium and thorium.
- 04 Food products, beverages and tobacco.
- 05 Textiles and textile products; leather and leather products.
- 06 Wood and products of wood and cork (except furniture); articles of straw and plaiting materials; pulp, paper and paper products; printed matter and recorded media.
- 07 Coke and refined petroleum products.
- 08 Chemicals, chemical products, and man-made fibers; rubber and plastic products; nuclear fuel.
- 09 Other non-metallic mineral products.
- 10 Basic metals; fabricated metal products, except machinery and equipment.
- 11 Machinery and equipment n.e.c.; office machinery and computers; electrical machinery and apparatus n.e.c.; radio, television and communication equipment and apparatus; medical, precision and optical instruments; watches and clocks.
- 12 Transport equipment.
- 13 Furniture; other manufactured goods n.e.c.
- 14 Secondary raw materials; municipal wastes and other wastes.
- 15 Mail, parcels.
- 16 Equipment and material utilised in the transport of goods.
- 17 Goods moved in the course of household and office removals; baggage transported separately from passengers; motor vehicles being moved for repair; other non-market goods n.e.c.
- 18 Grouped goods: a mixture of types of goods, which are transported together.
- 19 Unidentifiable goods: goods, which for any reason cannot be identified and therefore cannot be assigned to groups 01–16.
- 20 Other goods n.e.c.

This publication was produced with the assistance of Volker Stabernak and Manuel Da Silva.

Further information

Eurostat Website: <http://ec.europa.eu/eurostat>

Data on 'Transport statistics'

<http://epp.eurostat.ec.europa.eu/portal/page/portal/transport/data/database>

Select 'Inland waterways transport'

Further information about 'Transport statistics'

<http://epp.eurostat.ec.europa.eu/portal/page/portal/transport/introduction>

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European Statistical Data Support:

With the members of the 'European statistical system', Eurostat has set up a network of support centres in nearly every Member State and in some EFTA countries.

Their role is to provide help and guidance to Internet users of European statistics.

Contact details for this support network can be found on the Eurostat website at:

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