

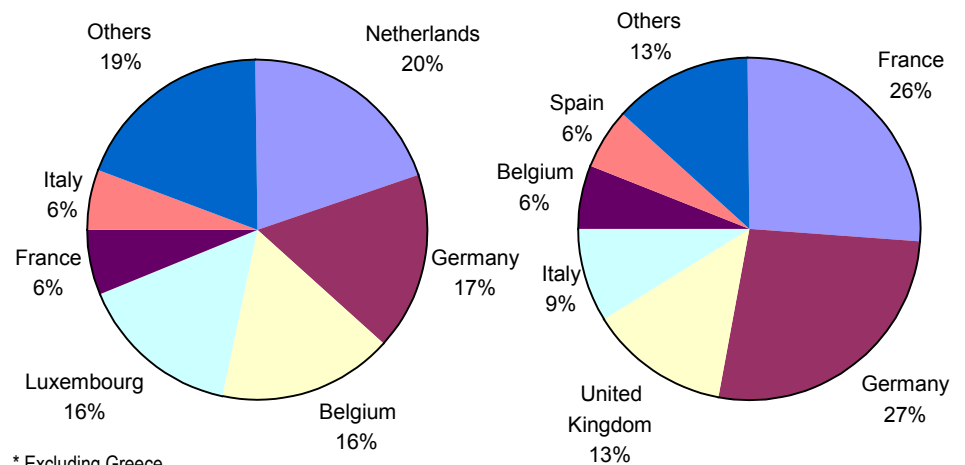
Road freight cabotage

1999-2001

French and German markets attract the most cabotage while the Belgian market is the most heavily penetrated

Josefine Oberhausen

Figure 1: The most active 'caboteurs'*and the most 'cabotaged' countries, 2001



Highlights

Road freight cabotage transport performed by hauliers registered in all EU Member States (except Greece) amounted to 10 billion tonne-kilometres (tkm) in 2001, a 16% increase compared to 2000.

At EU level, cabotage transport represents a share of 0.76% in total road freight transport. For road freight hauliers of smaller Member States with limited home markets or nearby foreign transport markets, cabotage transport can however be of considerable importance: in 2001 it represented (expressed in tkm) 18% of the total performance of Luxembourg registered hauliers, 4.4% of that of Irish and 3.1% of that of Belgian hauliers.

The Benelux hauliers continue to be the most active on the cabotage market, 52% of the total cabotage performance in 2001 being to the account of vehicles registered in these countries. German hauliers are also major 'caboteurs', taking a 17% share in the total.

France and Germany are the preferred Member States in which to undertake cabotage transport: each accounting for a share of over a quarter of the total. The United Kingdom is the third most 'cabotaged' country with 13%. The geographically peripheral countries of the EU like Ireland, Finland and Portugal have a share of well under 1%.

Although most cabotage transport (expressed in tkm performed) takes place in France and Germany, the cabotage penetration rate is relatively low: only 1.6% and 1.1% respectively of the total domestic transport is performed by foreign hauliers. In Belgium, a country whose hauliers are very active in cabotage themselves, the impact is much higher: 2.9% of the total Belgian domestic goods transport market is covered by non-resident hauliers.



Statistics in focus

TRANSPORT

THEME 7 – 7/2003

Contents

Highlights	1
Introduction	2
Cabotage performed by EU hauliers.....	2
Cabotage by country in which cabotage takes place	5



Introduction

Cabotage transport is defined as transport taking place on the territory of a country but performed by hauliers registered in another country.

Initially, the possibility of undertaking cabotage was outlined in Council Regulation (EEC) 3118/93 "laying down the conditions under which non-resident carriers may operate national road-haulage services within a Member State". This Regulation prescribed that record books should accompany cabotage authorisations. These books have provided the data for the compilation of statistics until 1998 and constituted the main source for the 'Statistics in Focus' N° 4/2001 (Road freight cabotage 1991-1999).

This 'Statistics in Focus' presents the results of the statistical returns on cabotage transport obtained in the frame of Council Regulation 1172/98 for the period 1999-2001. These results are based on sample surveys carried out in the various Member States. The figures are therefore not comparable with those presented in the previous 'Statistics in Focus' on cabotage.

It should be stated that the overall influence of cabotage transport in total road freight transport remains rather small: when considering the total road freight transport performance expressed in tonne-kilometres (including national, international, cross-trade and cabotage transport), cabotage has a share of less than 1% (0.67% in 2000 and 0.76% in 2001).

However, cabotage transport can be of considerable importance for certain countries. In fact geographically small countries have more incentive to undertake cabotage mainly because their own national market is small and other national transport markets geographically close.

The following sections outline both the interest and relative importance of road freight cabotage from the point of view of those who perform road haulage in the individual countries as well the impact of cabotage on the national transport markets of the Member States.

Cabotage performed by EU hauliers

Table 1: Cabotage performed by hauliers from reporting countries, in 1000 tkm

	1999	2000	2001
Belgium	937 571	1 365 845	1 635 484
Denmark	101 504	248 394	186 862
Germany	1 532 768	1 407 873	1 688 306
Spain	271 475	245 667	350 247
France	756 388	814 535	607 043
Ireland	415 751	725 118	537 354
Italy	349 788	273 395	599 436
Luxembourg	1 039 332	1 229 934	1 555 918
Netherlands	1 631 633	1 696 800	2 002 437
Austria	221 521	345 499	449 349
Portugal	99 008	39 009	147 912
Finland	:	49 118	45 971
Sweden	:	119 216	163 524
United Kingdom	44 140	110 125	58 791
EU-15*	:	8 670 528	10 028 635

* EU-15: excluding Greece.

Table 2: Trend in cabotage, as a share of total transport *, by reporting country, in %

	1999	2000	2001
Belgium	2.51	2.68	3.08
Denmark	0.44	1.03	0.84
Germany	0.55	0.50	0.58
Spain	0.20	0.17	0.22
France	0.37	0.40	0.29
Ireland	4.07	5.91	4.36
Italy	0.20	0.15	0.32
Luxembourg	16.46	16.16	17.89
Netherlands	1.95	2.13	2.55
Austria	0.65	0.98	1.20
Portugal	0.38	0.14	0.44
Finland	:	0.15	0.15
Sweden	:	0.33	0.48
United Kingdom	0.03	0.07	0.04
EU-15**	:	0.67	0.76

* Total transport= cumulated performance of national, international, cross-trade and cabotage transport.

** EU-15: excluding Greece.

Cabotage transport by all hauliers from all Member States (except Greece) amounted to 10 billion tkm in 2001, an increase of 16% compared to 2000 and a similar growth rate as the year before (15%). Although figures for the individual Member States appear to fluctuate between years, hauliers from the Benelux countries and Germany appear to be, in absolute terms, the most active in the cabotage transport market throughout the period observed, all displaying over 1 billion tkm per year (see Table 1).

As mentioned earlier, the overall influence of cabotage transport remains small: Table 2 shows that in 2001, it accounted for less than 1% of the total transport

performance for 9 out of 14 Member States (Greek data not being available). The interest in performing cabotage is relatively high in the Benelux countries and in Ireland, and to a lesser degree also in Austria. With a small national transport market and French, German and Belgian markets at close distance, hauliers from Luxembourg are especially tempted by cabotage: in 2001, nearly 18% of their total transport performance consisted of cabotage.

Table 3 shows that those three nearby markets are the prime targets of Luxembourg transport operators: 87% of the total cabotage performance is in those three countries, Germany, with 718 million tkm, being the number 1 market.

Table 3: Cabotage performed inside the EU by hauliers registered in the Member States of the EU, 2001 – in 1000 tkm

Cabotage by hauliers from:	Cabotage performed in:															TOTAL Intra-EU
	B	DK	D	EL	E	F	IRL	I	L	NL	A	P	FIN	S	UK	
Belgium		c	284 875	-	55 447	924 866	c	40 932	8 816	190 978	c	-	-	c	85 719	1 602 082
Denmark	c		93 384	-	3 055	7 714	-	5 437	-	1 516	c	-	-	57 442	7 599	177 321
Germany	21 126	41 290		46 879	166 408	483 938	c	349 204	4 081	60 498	192 222	3 059	-	106 692	121 397	1 596 839
Greece	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
Spain	-	-	c	-		288 307	-	39 773	-	-	-	c	-	-	c	350 247
France	55 633	-	135 773	c	115 694		-	152 207	c	c	c	c	-	c	122 321	603 263
Ireland	-	-	c	-	c	14 948		c	-	c	-	-	-	c	508 139	532 781
Italy	c	-	227 199	c	91 688	146 769	-		-	-	c	c	-	-	c	532 685
Luxembourg	89 382	38 569	718 201	c	22 906	540 080	-	56 537		5 741	51 928	c	-	c	10 715	1 539 385
Netherlands	437 399	12 421	856 358	c	24 194	173 969	c	44 474	c		9 706	c	c	13 612	411 872	1 985 278
Austria	3 347	c	217 141	7 001	3 604	5 159	c	194 289	c	1 299		-	-	5 261	3 427	440 614
Portugal	-	-	-	-	113 140	34 772	-	-	-	-	-		-	-	-	147 912
Finland	-	c	c	-	-	-	-	c	-	-	-	-		30 011	-	33 335
Sweden	c	c	95 944	-	c	c	-	-	-	c	c	-	31 337		7 003	138 559
United Kingdom	2 741	-	5 747	-	-	33 619	10 168	2 559	-	3 956	-	-	-	-		58 791
Total	612 640	99 683	2 648 060	78 854	599 516	2 657 655	10 398	888 320	16 253	265 724	291 236	30 251	32 107	216 619	1 291 777	9 739 094

Note: 'c' : confidential; 'Total' excluding Greece.

Table 4: Cabotage performed outside the EU by hauliers registered in the Member States, 2001– in 1000 tkm

Cabotage by hauliers from:	Cabotage performed in:				Total Extra EU
	CH	NO	ACC *	Others **	
Belgium	c	-	c	10 962	33 402
Denmark	c	7 708	709	330	9 541
Germany	29 747	c	43 149	13 613	91 467
Greece	:	:	:	:	:
Spain	-	-	-	-	-
France	c	-	-	1 609	3 780
Ireland	-	-	2 361	2 212	4 573
Italy	c	-	17 428	32 008	66 751
Luxembourg	7 198	c	1 120	8 045	16 533
Netherlands	2 416	2 206	5 024	7 513	17 159
Austria	1 992	c	6 100	505	8 735
Portugal	-	-	-	-	-
Finland	-	c	15	1 280	12 636
Sweden	c	24 321	479	-	24 965
United Kingdom	-	-	-	-	-
Total	79 332	50 841	81 292	78 077	289 542

Note: 'c' = confidential; 'Total' excluding Greece.

* ACC = Acceding Countries, see Methodological notes.

** Others: for list of countries: see Methodological notes.

Dutch hauliers, the most active 'caboteurs' with regards to total performance, find their main markets in Germany, Belgium and the UK. For Belgian hauliers, France constitutes by far the main cabotage market (57% of Belgium's total cabotage). Figure 2 provides an overview of the main cabotage markets of the Benelux countries.

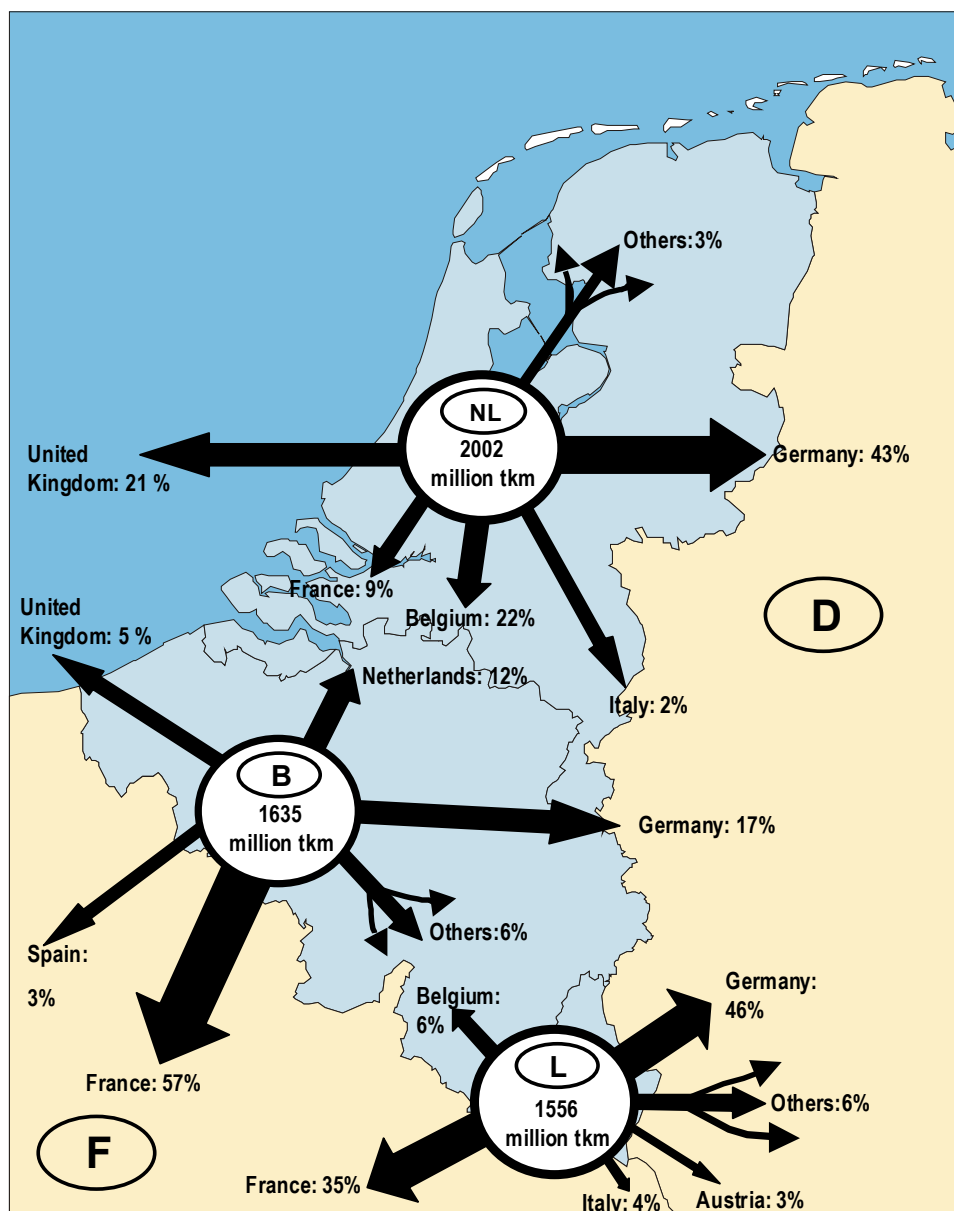
Table 5: Total cabotage performed by hauliers registered in the Member States, 2001

Cabotage by hauliers from:	Intra-EU		Extra-EU		Total cabotage
	1000 tkm	share in total (%)	1000 tkm	share in total (%)	
Belgium	1 602 082	98.0	33 402	2.0	1 635 484
Denmark	177 321	94.9	9 541	5.1	186 862
Germany	1 596 839	94.6	91 467	5.4	1 688 306
Greece	:	:	:	:	:
Spain	350 247	100.0	-	0.0	350 247
France	603 263	99.4	3 780	0.6	607 043
Ireland	532 781	99.1	4 573	0.9	537 354
Italy	532 685	88.9	66 751	11.1	599 436
Luxembourg	1 539 385	98.9	16 533	1.1	1 555 918
Netherlands	1 985 278	99.1	17 159	0.9	2 002 437
Austria	440 614	98.1	8 735	1.9	449 349
Portugal	147 912	100.0	-	0.0	147 912
Finland	33 335	72.5	12 636	27.5	45 971
Sweden	138 559	84.7	24 965	15.3	163 524
United Kingdom	58 791	100.0	-	0.0	58 791
Total	9 739 094	97.1	289 542	2.9	10 028 636

Note: 'Total' excluding Greece.

Due to their geographical position, it is not surprising that 95% of cabotage transport by Irish hauliers takes place in the UK. The situation is similar for Portuguese hauliers, performing three-quarters of their cabotage in Spain.

Figure 2: Cabotage by Benelux hauliers; share by country in which cabotage takes place, 2001



Austria's geographical position largely determines the cabotage markets of hauliers registered in that country: north of the Alps it is the German transport market that is primarily targeted with 48% of the total cabotage, south of the Alps it is the Italian market with 43%.

German road transport operators display the second highest cabotage performance in absolute terms with 1 688 million tkm performed. Although France and Italy are the prime markets (with 29% and 21% of the total cabotage respectively), German hauliers are also active in Austria (11%), Spain (10%) and the UK (7%).

Table 4 and Table 5 outline the importance of intra-EU cabotage: The 14 declaring Member States performed 97.1% (9 739 million tkm) of their total cumulated cabotage performance within the EU. Three countries display an intra- EU share of 100%, six countries display a share of over 98%.

Road transport hauliers from Finland, Sweden and Italy are those which perform noticeable cabotage outside the EU, with an extra-EU share of 27%, 15% and 11% respectively. Swedish hauliers perform cabotage mainly in Norway. Data confidentiality rules do not allow a similar analysis for Finland and Italy.

At a higher level in absolute terms, German hauliers perform cabotage notably in Switzerland and the acceding countries. Germany's extra-EU share is fourth highest with 5.4%. Denmark's extra-EU cabotage is mainly performed in Norway.

The last row of Table 4 furthermore suggests that cabotage performed by EU-registered hauliers in the 10 acceding countries is low in absolute terms: 81 million tkm performed in total is not significantly more than the cumulated cabotage performance in Switzerland alone (79 million tkm).

Cabotage by country in which cabotage takes place

The following paragraphs attempt to describe road freight cabotage from the point of view of the countries where cabotage operations take place; in other words: what is the impact of cabotage on each country's national road transport market?

Looking at road freight cabotage this way, it becomes very obvious that throughout the period observed, a number of countries are clearly preferred: with 2.6 billion tkm each in 2001, France and Germany each account for more than a quarter of the cumulated cabotage performance of EU-registered hauliers. Those centrally located countries, both featuring a national road transport market of a considerable size, are clearly the preferred territories for foreign transport operators. The United Kingdom follows with close to 1.3 billion tkm (13% of the entire cabotage). Not only does the UK offer a substantial market for national transport; its insular location makes journeys more expensive (ferry/tunnel costs) and hauliers obviously try to optimize transport efficiency by obtaining freight haulage jobs within the UK.

Italy follows the UK at a considerable distance. With 0.9 billion tkm performed, Italy takes a share of nearly 9% in total cabotage. The north-south extension of the country often implies large distances to be covered by lorries - an incentive to look for freight in national transport that will at least minimize empty journeys.

The remaining EU countries with a noticeable share in total cabotage in 2001 were Belgium and Spain with 6.1% and 6.0% respectively.

Belgium, a country whose hauliers are themselves very active on foreign markets, is thus also subject to substantial cabotage by foreign hauliers, although this relation remains largely positive for the Belgian hauliers as they performed, in 2001, 2.7 times more cabotage abroad than their foreign counterparts performed in Belgium.

Looking at the two countries where cabotage transport is performed most in 2001 - France and Germany - the relation is negative, as more cabotage is performed in those countries than their hauliers perform abroad: 4.4 times more cabotage is performed in France (2 657 million tkm) than French hauliers perform abroad (607 million tkm). The equivalent figure for Germany is 1.6.

Table 6: Cabotage performed by hauliers from all EU reporting countries (exc. Greece), by country in which cabotage takes place, in 1000 tkm

Cabotage performed in:	1999	2000	2001	2001 - share in total (%)
Belgium	419 130	466 708	612 640	6.1
Denmark	40 310	51 646	99 683	1.0
Germany	2 516 477	2 571 367	2 648 060	26.4
Greece	7 314	64 373	78 854	0.8
Spain	536 766	409 620	599 516	6.0
France	1 487 600	2 073 999	2 657 655	26.5
Ireland	4 716	24 560	10 398	0.1
Italy	933 250	714 467	888 320	8.9
Luxembourg	11 258	9 322	16 253	0.2
Netherlands	170 542	224 748	265 724	2.6
Austria	142 356	217 240	291 236	2.9
Portugal	30 180	42 082	30 251	0.3
Finland	62	2 215	32 107	0.3
Sweden	222 558	210 169	216 619	2.2
United Kingdom	711 529	1 325 222	1 291 777	12.9
Switzerland	43 615	50 040	79 332	0.8
Norway	9 803	50 453	50 841	0.5
ACC and Others*	113 415	162 296	159 369	1.6
Total	7 400 880	8 670 528	10 028 635	100.0

Note: 1999-2001: excluding Greece.

1999: without cabotage performed by Swedish and Finnish hauliers.

* Acceding countries and 'Others' (see Methodological notes).

Switzerland and Norway are those non-EU countries where hauliers from certain Member States perform a significant amount of road freight cabotage. Especially in Switzerland, cabotage transport has grown considerably since 2000, total cabotage transport in 2001 being equivalent to the volume performed in Greece. However, only 0.8% of the total cabotage performed by all reporting Member States was carried out on Swiss territory and only 0.5% in Norway.

The real impact of cabotage on the transport market of a country is best expressed as the so-called cabotage penetration rate: this rate expresses how much of the total market for the haulage of goods within the territory of a given country is covered by cabotage. In other words: to what degree do foreign hauliers find themselves transport journeys in a country that without the introduction of the right to undertake cabotage transport, would be performed by domestic hauliers.

Looking at cabotage this way reveals some interesting insights: the two countries where cabotage transport is performed most, i.e. France and Germany, are far less influenced as the share in Table 6 suggests. In fact, although more than a quarter of the total cabotage is undertaken in those countries in 2001, only 1.6% (France) and 1.1% (Germany) of the total transport market is 'lost' to foreign hauliers (see Table 7).

The countries where foreign hauliers take the highest share of the national transport market throughout the period observed are definitely Luxembourg and Belgium, where in 2001, 3.2% and 2.9% respectively of the total national transport (expressed in tkm) was undertaken by non-resident hauliers.

Hauliers from those two countries are not only very active on foreign transport markets (as outlined in Figure 1 and Table 1), they also have to face 'competition' from foreign hauliers at home, even if, in the case of Luxembourg, the national road freight transport market is quite limited due to the size of the country.

Austrian hauliers, far less active in cabotage transport, see 2.3% of their total national transport volume performed by foreign hauliers.

Despite the fact that Dutch hauliers can be considered as 'top-caboteurs' throughout the period observed, the Dutch market, with a cabotage penetration rate of 0.85%, is not particularly aimed at by foreign hauliers, an indicator of the efficiency and competitiveness of Dutch hauliers.

As for the Netherlands, all other EU countries display a cabotage penetration rate of well under 1%, the lowest rates being registered for Finland and Ireland, whose geographical positions very likely do not offer an incentive for foreign hauliers to become active on those territories.

Table 7: Cabotage penetration rate*, by country, based on tonne-kilometres performed

	1999	2000	2001
Belgium	2.59	2.31	2.89
Denmark	0.39	0.47	0.91
Germany	1.10	1.12	1.14
Spain	0.54	0.38	0.52
France	0.93	1.26	1.55
Ireland	0.06	0.29	0.11
Italy	0.61	0.45	0.57
Luxembourg	2.90	2.20	3.23
Netherlands	0.52	0.71	0.85
Austria	1.15	1.72	2.29
Portugal	0.21	0.27	0.15
Finland	:	0.01	0.12
Sweden	:	0.66	0.72
United Kingdom	0.48	0.87	0.86
EU-15**	:	0.86	0.98

* Penetration rate: share of cabotage in total national transport (where total national transport is national plus cabotage transport).

** Excluding Greece.

The last row of Table 7 shows the EU cabotage penetration rate, established at close to 1% in 2001. It should however be noted that this average expresses the average of the individual rates of the EU Member States (except Greece), since road freight cabotage refers to transport taking place on a national territory only. In other words: on average, each Member State sees 1% of its national transport activities being undertaken by foreign hauliers.

While one percent out of a large total may not seem much, the 10 billion tonne-kilometres performed in this way made their contribution to increasing both the efficiency and the competitiveness of European road freight transport and to the reduction of its impact on the environment.

➤ ESSENTIAL INFORMATION – METHODOLOGICAL NOTES

Definition and history

Cabotage is declared by Member States for hauliers registered in their country that performed transport on the national territory of another country. From the point of view of the reporting country, it is considered as international transport, from the point of view of the movements of goods, it could be considered as national transport.

With the aim of increasing transport efficiency and reducing the number of empty journeys, cabotage transport was gradually introduced in 1990 through authorization quotas (quantitative restrictions) and completely liberalized in 1998. The cabotage regime was extended to the EFTA states (except Switzerland) following the creation of the EEA (European Economic Area). Intra-Benelux cabotage was completely liberalised in 1992.

Cabotage data as presented in this publication have been derived from the journey-related variables, as specified in Council Regulation 1172/98 of 25 May 1998 on statistical returns in respect of carriage of goods by road.

Data reliability

As road cabotage transport represents only a small percentage of total road transport and the data are collected on the basis of sample surveys, the importance of cabotage could sometimes either be over- or underestimated. Furthermore, variability in cabotage transport performance often occurs due to 'haulage contracts' that have a limited validity. A haulier might thus perform cabotage transport operations in one year and lose this market to a transport operator registered in a different country the next year. These elements should be kept in mind when reading this publication.

Related publication

This "Statistics in Focus" on Road freight cabotage is thematically linked to the publication "Trends in road freight transport 1990-2001", a "Statistics in Focus" – publication published earlier this year. The latter publication did not cover road freight cabotage transport.

Confidential figures

Totals appearing in Tables 3 and 4 are 'real' totals, i.e. including values that cannot be presented in a disaggregated way according to Commission Regulation (EC) 6/2003 concerning dissemination of statistics on the carriage of goods by road.

Portugal

For 2000 and 2001, Portugal has not declared road freight transport (incl. cabotage) performed for 'own account'. In

fact, cabotage transport for 'own account' in general is very limited. On the basis of the 1999 declarations of Portugal, 'own account' transport was responsible for approximately 1% of the total cabotage transport performance of Portuguese hauliers.

The term "hauliers"

used in this publication refers to transport operators that perform road transport for "hire or reward" as well as those that perform transport for "own account".

Acceding countries

The Acceding countries (ACC) are:

- ❖ Czech Republic
- ❖ Estonia
- ❖ Cyprus
- ❖ Latvia
- ❖ Lithuania
- ❖ Hungary
- ❖ Malta
- ❖ Poland
- ❖ Slovenia
- ❖ Slovak Republic

Obviously, cabotage transport performed in Cyprus and Malta should be extremely limited if not inexistant.

Other countries

In Table 4 and Table 6, "others" regroup the following countries: Andorra, Albania, Bosnia and Herzegovina, Belarus, Algeria, Liechtenstein, Republic of Moldova, Former Yugoslav Republic of Macedonia, San Marino, Tunisia and other, non-specified countries.

In this publication:

1 billion = 1 000 000 000.

- : non available
- 0 less than half of the minimum measurement unit
- not applicable
- c confidential

The source of all the figures presented in this publication is Eurostat and reflects the **state of data availability** in Eurostat's reference database NewCronos as of April 2003.

This publication has been prepared with the assistance of Maria Smihily, Lucia D'Auria (tables and graphs) and Jelle Bosch (comments and map).

Further information:

➤ Databases

New Cronos, Theme 7, Domain: road

To obtain information or to order publications, databases and special sets of data, please contact the **Data Shop** network:

DANMARK	DEUTSCHLAND	ESPAÑA	FRANCE	ITALIA- Roma
DANMARKS STATISTIK Bibliotek og Information Eurostat Data Shop Sejrogade 11 DK-2100 KØBENHAVN Ø Tlf. (45) 39 17 30 30 Fax (45) 39 17 30 03 E-mail: lib@dst.dk URL: http://www.dst.dk/bibliotek	STATISTISCHES BUNDESAMT Eurostat Data Shop Berlin Otto-Braun-Straße 70-72 (Eingang: Karl-Marx-Allee) D-10178 BERLIN Tel. (49) 1888-644 94 27/28 (49) 611 75 94 27 Fax (49) 1888-644 94 30 E-Mail: datashop@destatis.de URL: http://www.eu-datashop.de/	INE Eurostat Data Shop Paseo de la Castellana, 183 Despacho 011B Entrada por Estébanez Calderón E-28046 MADRID Tel. (34) 915 839 167/ 915 839 500 Fax (34) 915 830 357 E-mail: datashop.eurostat@ine.es URL: http://www.ine.es/produser/datashop/index.html	INSEE Info Service Eurostat Data Shop 195, rue de Bercy Tour Gamma A F-75582 PARIS CEDEX 12 Tél. (33) 1 53 17 88 44 Fax (33) 1 53 17 88 22 E-mail: datashop@insee.fr	ISTAT Centro di Informazione Statistica Sede di Roma, Eurostat Data Shop Via Cesare Balbo, 11a I-00184 ROMA Tel. (39) 06 46 73 32 28 Fax (39) 06 46 73 31 01/07 E-mail: datashop@istat.it URL: http://www.istat.it/Prodotti-e/Allegati/Eurostatdatashop.html
ITALIA - Milano	NEDERLAND	NORGE	PORTUGAL	SCHWEIZ/SUISSE/SVIZZERA
ISTAT Ufficio Regionale per la Lombardia Eurostat Data Shop Via Fieno 3 I-20123 MILANO Tel. (39) 02 80 61 32 460 Fax (39) 02 80 61 32 304 E-mail: mileuro@tin.it URL: http://www.istat.it/Prodotti-e/Allegati/Eurostatdatashop.html	Centraal Bureau voor de Statistiek Eurostat Data Shop-Voorburg Postbus 4000 2270 JM VOORBURG Nederland Tel. (31-70) 337 49 00 Fax (31-70) 337 59 84 E-mail: datashop@cbs.nl URL: www.cbs.nl/eurodatashop	Statistics Norway Library and Information Centre Eurostat Data Shop Kongens gate 6 Boks 8131 Dep. N-0033 OSLO Tel. (47) 21 09 46 42/43 Fax (47) 21 09 45 04 E-mail: Datashop@ssb.no URL: http://www.ssb.no/biblioteket/datashop/	Eurostat Data Shop Lisboa INE/Serviço de Difusão Av. António José de Almeida, 2 P-1000-043 LISBOA Tel. (351) 21 842 61 00 Fax (351) 21 842 63 64 E-mail: data.shop@ine.pt	Statistisches Amt des Kantons Zürich, Eurostat Data Shop Bleichenweg 5 CH-8090 Zürich Tel. (41) 1 225 12 12 Fax (41) 1 225 12 99 E-mail: datashop@statistik.zh.ch URL: http://www.statistik.zh.ch
SUOMI/FINLAND	SVERIGE	UNITED KINGDOM	UNITED STATES OF AMERICA	
STATISTICS FINLAND Eurostat Data Shop Helsinki Tilastokirjasto PL 2B FIN-00022 Tilastokeskus Työpajakatu 13 B, 2. kerros, Helsinki P. (358-9) 17 34 22 21 F. (358-9) 17 34 22 79 Sähköposti: datashop@stat.fi URL: http://tilastokeskus.fi/tk/kk/datashop/	STATISTICS SWEDEN Information service Eurostat Data Shop Karlavägen 100 - Box 24 300 S-104 51 STOCKHOLM Tfn (46-8) 50 69 48 01 Fax (46-8) 50 69 48 99 E-post: infoservice@scb.se URL: http://www.scb.se/tjanster/datashop/datashop.asp	Eurostat Data Shop Office for National Statistics Room 1.015 Cardiff Road Newport NP10 8XG South Wales United Kingdom Tel. (44-1633) 81 33 69 Fax (44-1633) 81 33 33 E-mail: eurostat.datashop@ons.gov.uk	HAVER ANALYTICS Eurostat Data Shop 60 East 42nd Street Suite 3310 NEW YORK, NY 10165 USA Tel. (1-212) 986 93 00 Fax (1-212) 986 69 81 E-mail: eurodata@haver.com URL: http://www.haver.com/	

Media Support Eurostat (for professional journalists only):

Bech Building Office A4/017 • L-2920 Luxembourg • Tel. (352) 4301 33408 • Fax (352) 4301 35349 • e-mail: eurostat-mediasupport@cec.eu.int

For information on methodology

Josefine Oberhausen, Eurostat/C2, L-2920 Luxembourg, Tel. (352) 4301 37298, Fax (352) 4301 32289,

E-mail: josefine.oberhausen@cec.eu.int

ORIGINAL: English

Please visit our web site at www.europa.eu.int/comm/eurostat/ for further information!

A list of worldwide sales outlets is available at the **Office for Official Publications of the European Communities**.

2 rue Mercier - L-2985 Luxembourg
Tel. (352) 2929 42118 Fax (352) 2929 42709
URL: <http://publications.eu.int>
E-mail: info-info-opoce@cec.eu.int

BELGIQUE/BELGIË - DANMARK - DEUTSCHLAND - GREECE/ELLADA - ESPAÑA - FRANCE - IRELAND - ITALIA - LUXEMBOURG - NEDERLAND - ÖSTERREICH
PORTUGAL - SUOMI/FINLAND - SVERIGE - UNITED KINGDOM - ISLAND - NORGE - SCHWEIZ/SUISSE/SVIZZERA - BALGARJA - ČESKÁ REPUBLIKA - CYPRUS
EESTI - HRVATSKA - MAGYARORSZÁG - MALTA - POLSKA - ROMÂNIA - RUSSIA - SLOVAKIA - SLOVENIA - TÜRKIYE - AUSTRALIA - CANADA - EGYPT - INDIA
ISRAËL - JAPAN - MALAYSIA - PHILIPPINES - SOUTH KOREA - THAILAND - UNITED STATES OF AMERICA

Order form

I would like to subscribe to *Statistics in focus* (from 1.1.2003 to 31.12.2003):

(for the Data Shop and sales office addresses see above)

All 9 themes (approximately 200 issues)

Paper: EUR 240

Language required: DE EN FR

Statistics in focus can be downloaded (pdf file) free of charge from the Eurostat web site. You only need to register. For other solutions, contact your Data Shop.

Please send me a free copy of 'Eurostat mini-guide' (catalogue containing a selection of Eurostat products and services)

Language required: DE EN FR

I would like a free subscription to 'Statistical References', the information letter on Eurostat products and services

Language required: DE EN FR

Mr Mrs Ms

(Please use block capitals)

Surname: _____ Forename: _____

Company: _____ Department: _____

Function: _____

Address: _____

Post code: _____ Town: _____

Country: _____

Tel.: _____ Fax: _____

E-mail: _____

Payment on receipt of invoice, preferably by:

Bank transfer

Visa Eurocard

Card No: _____ Expires on: ____/____/____

Please confirm your intra-Community VAT number:

If no number is entered, VAT will be automatically applied. Subsequent reimbursement will not be possible.