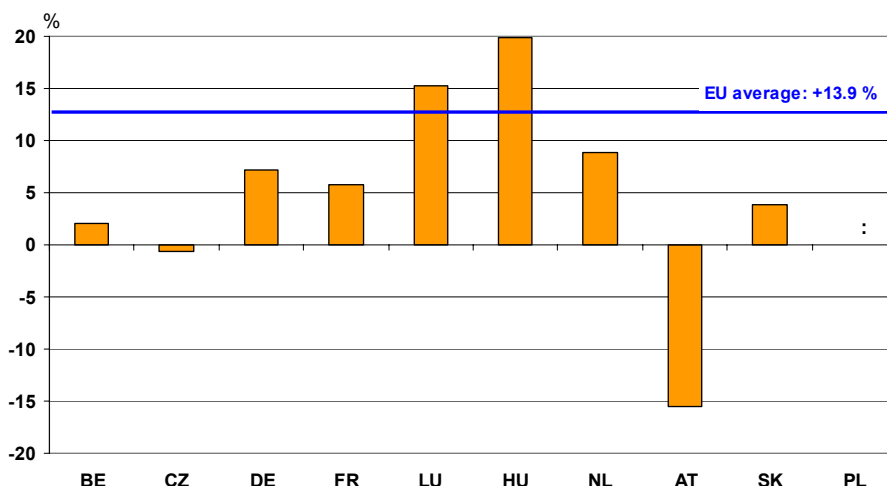


Inland Waterways Freight Transport in Europe in 2004

Figure 1 : 2003-2004 growth rates of inland waterways freight transport by Member State (on the basis of transport volume in tonnes)



PL: no data available for 2003
 BE: growth rate 2002/2003
 EU average calculated without BE and PL

Statistics in focus

TRANSPORT

01/2006

Author

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Highlights

In 2004, the total volume of this mode of transport in the European Union was about 408 million tonnes. National and international transport accounted respectively for 48 % and 52 % (based on national, and international – load transport).

Germany and the Netherlands are the two main contributors to this activity. In 2004, they accounted for 86 % of goods carried in Europe (based on national and international – load transport). However, in terms of annual growth (2003-2004), Hungary (20%) and Luxembourg (15%) recorded the highest figures. The EU average growth excluding Belgium and Poland was 13.9%.

In Poland and the Czech Republic national transport was predominant based on the volume in tonnes transported. In the remaining Member States, international transport (loads plus unloads) was the main type with the exception of Luxembourg where transit transport was by far the most important.

At national level, crude and manufactured minerals and building material account for almost half of the commodities carried by inland waterways transport. Self-propelled barges carry 81 % of commodities.

Regarding Candidate Countries, inland waterways are essentially used for domestic goods transport in Romania, while Bulgaria recorded the highest figures for international transport.



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Inland waterways transport in the EU: general development by type of transport

Table 1 provides information on the evolution of the quantity forwarded since 2001. Comparing 2004 with 2003, a global increase of approximately 13.9 % could be observed for total freight transport at EU-level (however without Belgium and Poland). In 2004, the total amount of goods transported by inland waterways in the EU was 408 million tonnes representing 65 760 million Tonne-Km.

The figures recorded for Germany and the Netherlands reflect the key role of the Rhine axis for inland waterways freight transport. These two countries account for 86 % of the goods carried by this mode in Europe. Another 12 % are attributable to France and Belgium. Luxembourg and Austria are responsible for only 1 % of the goods carried by inland waterways while the remaining 1 % were recorded by the new Member States.

In the four countries which carry the highest quantity of goods by inland waterways, the Netherlands, Germany, France and Luxembourg, the quantity in tonnes of goods transported is similar in 2001 and 2004, however all of them recorded positive growth in 2004.

But whereas the year 2004 saw an upswing for most of the countries, figures for Austria displayed another steep decline. Two reasons can explain this fall: on the one hand, data concerning the transit of goods are no longer complete since the customs office between Austria and Slovakia, which had been responsible for the registration of transit data, was closed following the EU enlargement; and on the other hand a significant decrease in the national transport of crude, manufactured minerals and building material. Finally, inland waterway transport in the Czech Republic showed signs of stagnation.

Table 1: Evolution by Member State of total goods transport

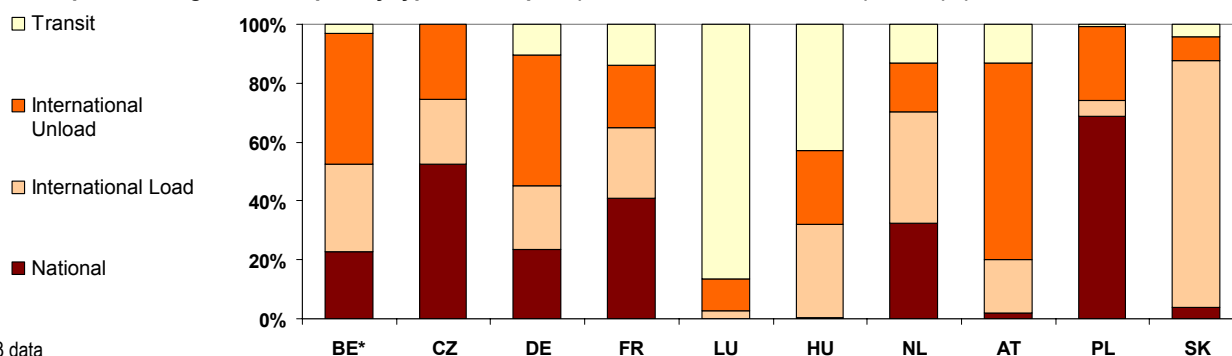
	BE ²	CZ	DE	FR	LU	HU	NL	AT	PL	SK	EU-25 ³
	in 1000 tonnes										
2001	127 870	1 747	236 101	68 408	11 061	5 897	328 913	11 634	:	3 234	395 465
2002	134 463	1 569	231 746	67 092	8 568	7 093	311 507	12 316	:	3 293	382 651
2003	137 145	1 184	219 999	63 670	9 704	6 137	293 390	10 737	:	2 624	357 894
2004	:	1 176	235 861	67 312	11 180	7 356	319 219	9 072	7 296	2 725	407 533
Growth Rate (%) 2001-2004 ¹	7.3	-32.7	-0.1	-1.6	1.1	24.7	-2.9	-22.0	:	-15.7	3.1
	in Mio tkm										
2001	7 655	78	64 818	8 294	371	2 346	41 793	2 557	:	:	58 337
2002	8 073	80	64 166	8 269	281	3 076	40 804	2 846	:	98	58 505
2003	8 230	58	58 154	8 024	316	1 517	39 031	2 276	:	94	54 655
2004	:	48	63 667	8 420	370	1 904	43 092	1 747	370	91	65 760
Growth Rate (%) 2001-2004 ¹	7.5	-38.3	-1.8	1.5	-0.4	-18.9	3.1	-31.7	:	-7.1	12.7

¹ For Belgium: 2001-2003 — ² In the first half of 2004, BE has reported 74 745 000 tonnes and 4 242 Mio tkm. — ³ The EU-25 total was calculated without Belgium and Poland. Furthermore, in order to avoid double counting, the total corresponds to the sum of national international load transport.

Three kinds of transport can be considered when looking at freight transport via inland waterways: national, international and transit transport. At European level, and considering transit transport as international transport national and international represent 48 % and 52 % respectively of total transport by inland waterways (based on national and international-load transport).

However, at national level the picture is different. Looking at Figure 2, it appears that in Luxembourg, no commodity is transported at national level by this mode. Given the country's size and the fact that it has only 35 km of navigable waterways, this fact is not surprising. Hungary, Austria and Slovakia also display very low shares for domestic transport.

Figure 2: Split of total goods transport by type of transport (based on volume in tonnes), 2004 (%)



*2003 data

On the other hand, in Poland, the Czech Republic, France, the Netherlands, Germany and Belgium, the shares of domestic transport in total inland waterways freight transport were considerable (69 %, 53 %, 40 %, 32 %, 23 % and 23 % respectively for each of these Member States in 2004).

Luxembourg recorded the largest proportion of transit transport, accounting for 86 % of inland waterways transport.

Almost half of the total volume of goods that has crossed a border at EU-level ('International unload') was accounted for by Belgium (2003 data), Germany and Austria.

Table 2: Intra-EU goods transport declared by relation in 2004 (1000 tonnes)

Loading country \ Unloading country	Unloading country										TOTAL
	BE	CZ	DE	FR	LU	HU	NL	AT	PL	SK	
BE ⁽¹⁾		2	11 851	5 175	282	50	5 041	52	1	0	22 454
CZ	16		222	-	-	:	17	-	:	:	255
DE	14 700	357		1 798	387	381	29 324	998	311	28	48 284
FR	3 854	:	5 231		208	27	5 933	:	:	:	15 253
LU	19	-	181	6		-	76	-	:	:	281
HU	69	-	659	6	23		333	585	:	2	1 676
NL	36 110	78	73 947	5 634	370	314		957	4	:	117 413
AT	95	-	440	24	-	526	140		:	186	1 411
PL	24	:	1 773	:	:	:	35	:		:	1 832
SK	7	-	407	1	-	35	62	1 632	:		2 144
TOTAL	54 893	436	94 712	12 644	1 269	1 333	40 960	4 223	316	217	211 003

(1) Mirror data from partner countries

Turning to international freight transport, it is interesting to consider which are the main countries exchanging commodities. The quantity of goods exchanged between countries is notably influenced by economic aspects but also on the structure of the trans-European network.

Table 2 is a matrix and shows the quantity of goods exchanged in 2004 between the ten Member States. The declaring Member State is the loading country, except for Belgium where mirror data from the partner countries have been used in all cases.

It emerges that three quarters of the international transport by inland waterways is carried out between the Netherlands, Germany and Belgium. More

precisely, 49 % concerned exchanges between the Netherlands and Germany. Exports from Netherlands to Germany represented 35 %. The exchanges between the Netherlands and Belgium accounted for 17%.

The Netherlands is the European country which exports the largest quantity by a large margin (117 million tonnes of goods). With Germany and Belgium, the Netherlands exchanged 110 million tonnes of goods, i.e. 94 % of its total international transport volume.

For exports, Germany is an important destination for all the Member States (about 95 million tonnes of goods): its share is 80 % for the Netherlands, 14 % for Belgium and 6 % for France. Germany is by far the country which imports the largest volume of goods.

Inland waterways transport by type of goods

Tables 3, 4 and 5 analyse groups of goods carried in each Member State for national, international and transit transport respectively.

Table 3 shows that at national level, crude and manufactured minerals and building material (Chapter 6 of the NSTR/R classification) accounted for almost half of the commodities carried. Nineteen percent are attributable to petroleum products (NST/R Chapter 3). The breakdown by type of goods carried remained similar throughout the years.

At international level (see Table 4), the products most carried consisted of 'Ores and metal waste' (NST/R chapter 4). Their share was 19 % of all commodities carried. It was four times that recorded in national

transport (where it amounted to less than 4 %). 'Crude and manufactured minerals, building material' (NST/R chapter 6) accounted for 17 % followed by 'Petroleum products' (NST/R chapter 3) with 14 %. As for national transport, the global proportions did not change in recent years.

Tables 3, 4 and 5 also reveal differences between Member States: at national level, Austria distinguished itself from other European countries by mainly carrying petroleum products (NST/R Chapter 3) and metal products (NST/R Chapter 5). These commodities together accounted for 89 % of the goods transported. A low volume of crude and manufactured minerals and building materials (NST/R Chapter 6) could also be observed.

For the Czech Republic, crude and manufactured minerals and building materials (NST/R Chapter 6) represented 91% of the total. The breakdown by goods groups was similar in Belgium and Germany and also wider spread. One third of all the commodities transported still consisted of crude and manufactured

minerals and building materials (NST/R Chapter 6). In France and the Netherlands, the transport of these goods was even more predominant since their proportion accounted for around 59 % (France) and 50 % (Netherlands) of the total.

Table 3: National transport of goods (in 1000 tonnes) by NST/R Chapter declared in 2004

National	NST/R Chapters										TOTAL	TOTAL (%)
	0	1	2	3	4	5	6	7	8	9		
BE*	640	1 468	4 233	5 413	1 574	1 280	10 768	1 114	2 183	2 414	31 086	14.0
CZ	4	5	0	0	0	6	564	39	0	0	620	0.3
DE	1 635	3 245	7 953	14 684	3 406	1 256	15 210	1 058	5 207	1 556	55 209	24.8
FR	2 314	458	1 667	3 715	166	262	16 349	57	1 052	1 460	27 500	12.3
LU	-	-	-	-	-	-	-	-	-	-	-	-
HU	2	0	0	31	0	0	6	0	0	0	39	0.0
NL	2 872	7 021	3 731	17 913	2 353	1 247	51 458	1 595	5 308	9 426	102 924	46.2
AT	4	0	1	97	0	73	7	8	0	1	191	0.1
PL	6	2	596	39	492	116	3 289	229	222	18	5 010	2.2
SK	3	0	0	0	0	0	103	0	0	0	106	0.0
TOTAL	7 481	12 199	18 181	41 892	7 991	4 239	97 754	4 101	13 972	14 874	222 685	
TOTAL (%)	3.4	5.5	8.2	18.8	3.6	1.9	43.9	1.8	6.3	6.7		100

Table 4: International transport of goods (in 1000 tonnes) by NST/R Chapter declared in 2004

International		NST/R Chapters										TOTAL	TOTAL (%)
		0	1	2	3	4	5	6	7	8	9		
BE*	Total	3 400	3 977	7 004	18 099	7 105	4 220	25 940	4 084	10 889	17 014	101 733	21.6
	Load	1 076	1 224	3 359	8 396	1 587	1 969	7 921	1 596	5 648	8 351	41 127	8.7
	Unload	2 324	2 753	3 645	9 704	5 518	2 251	18 019	2 488	5 241	8 663	60 606	12.9
CZ	Total	22	276	19	0	1	12	57	95	52	22	557	0.1
	Load	21	103	19	0	1	12	4	80	1	15	255	0.1
	Unload	2	173	0	0	0	0	53	15	51	7	302	0.1
DE	Total	4 584	10 486	21 872	19 759	32 743	9 929	27 036	4 745	13 385	11 938	156 476	33.2
	Load	2 749	3 252	973	3 845	2 353	5 487	17 362	1 791	6 059	7 496	51 367	10.9
	Unload	1 835	7 234	20 899	15 914	30 390	4 441	9 673	2 954	7 325	4 441	105 109	22.3
FR	Total	5 609	2 494	4 503	2 241	2 426	1 870	7 377	1 102	1 444	1 415	30 482	6.5
	Load	5 360	2 000	91	806	212	1 044	5 287	116	228	945	16 088	3.4
	Unload	250	494	4412	1435	2215	826	2090	986	1216	470	14394	3.1
LU	Total	1	0	64	445	335	115	467	99	0	4	1 530	0.3
	Load	1	0	0	0	6	108	161	2	0	3	281	0.1
	Unload	0	0	64	445	330	8	305	96	0	1	1 249	0.3
HU	Total	811	1 101	186	844	149	666	164	170	3	78	4 171	0.9
	Load	742	357	52	488	57	436	148	0	2	31	2 313	0.5
	Unload	70	744	133	356	92	230	16	170	1	47	1 859	0.4
NL	Total	5 244	7 578	22 427	23 897	40 426	3 486	16 864	17 861	15 387	10 464	163 635	34.7
	Load	1 309	5 886	21 641	22 995	33 395	3 135	12 449	2 131	8 892	8 965	120 798	25.6
	Unload	3 935	1 692	787	902	7 031	351	4 415	15 730	6 494	1 500	42 837	9.1
AT	Total	624	423	136	1 760	2 820	437	566	858	47	35	7 707	1.6
	Load	107	20	0	550	0	169	129	608	31	22	1 635	0.3
	Unload	517	404	136	1 211	2 820	268	437	250	16	13	6 072	1.3
PL	Total	16	116	843	0	307	325	244	290	51	26	2 218	0.5
	Load	8	66	5	0	21	217	51	4	0	15	386	0.1
	Unload	9	50	839	0	286	109	193	286	51	11	1 832	0.4
SK	Total	124	163	40	836	864	80	42	297	25	28	2 499	0.5
	Load	121	68	26	826	824	67	39	277	25	13	2 286	0.5
	Unload	3	95	14	10	40	13	3	20	0	15	213	0.0
TOTAL	20 437	26 614	57 096	67 882	87 176	21 140	78 756	29 601	41 283	41 024	471 008		
TOTAL (%)	4.2	5.4	12.1	14.2	18.5	4.3	16.7	6.2	8.8	8.7		100	

Table 5: Transit transport of goods (in 1000 tonnes) by NST/R Chapter declared in 2004

Transit	NST/R Chapters										TOTAL	TOTAL (%)
	0	1	2	3	4	5	6	7	8	9		
BE*	1 425	295	200	41	301	444	436	727	396	61	4 325	4.6
CZ	0	0	0	0	0	0	0	0	0	0	0	0.0
DE	2 610	2 150	4 283	4 174	2 008	1 765	3 178	624	538	2 845	24 175	25.9
FR	314	374	235	3 285	186	784	1 982	171	710	1 302	9 344	10.0
LU	1 852	882	3 965	35	1 219	739	666	234	50	8	9 650	10.3
HU	83	191	142	65	1 286	598	124	279	86	293	3 146	3.4
NL	1 514	1 558	3 794	6 267	1 892	4 868	4 872	1 921	4 651	10 117	41 454	44.4
AT	67	404	11	87	7	353	29	100	29	86	1 174	1.3
PL	1	2	0	0	18	41	4	0	1	1	68	0.1
SK	8	11	6	0	15	66	3	7	0	3	119	0.1
TOTAL	7 874	5 866	12 637	13 953	6 932	9 659	11 294	4 063	6 461	14 715	93 454	
TOTAL (%)	8.4	6.3	13.5	14.9	7.4	10.3	12.1	4.3	6.9	15.7		100

* 2003 data

Concerning the breakdown by chapter of products for international transport (see Table 4), it is less easy to profile countries. Member States shipped the various product groups in different proportion. France had the highest share of agricultural products and live animals (NST/R Chapter 0), accounting for 18 % of all goods transported. In Luxembourg, the transported goods consisted mainly of crude and manufactured minerals and building materials (NST/R Chapter 6) and petroleum products (NST/R Chapter 3) accounting for almost two - thirds of total.

Concerning the breakdown by goods categories carried over inland waterways in transit (see Table 5), the share of agricultural products and live animals is much bigger than is observed for national and international transport (NST/R Chapter 0 accounted for 8 % of total transit transport, 3 % of national transport and 4 % of international transport). France, Germany and the Netherlands registered a fairly significant share of petroleum products (NST/R Chapter 3) in transit transport (35 %, 17 % and 15 % respectively).

Inland waterways by type of vessels

The number of registered vessels has been decreasing sharply for several years, mainly as a result of successive scrapping plans organized at Community level. The importance of each type of vessel for inland waterways freight transport is given in Table 6. Unsurprisingly, self-propelled barges are by far the most used vessels for freight transport at European level. In 2004, 78 % of the commodities were carried on such vessels. Pushed barges took a share of about 21 % of all the goods. The role of towed barges was

marginal (1 %). However, here again, the situation is quite specific to each Member State. Luxembourg for instance did not record the use of any towed barges. In the other Member States, the share of self-propelled tankers varied widely. In France, this kind of vessel represented a low share (less than 5 %), whereas in the other countries the share relatively to all the self-propelled barges was at least 20 % (except for Austria, Luxembourg and Hungary). Towed barges were used most in Austria.

Table 6: Total transport by type of vessels (in 1000 tonnes) declared in 2004

Vessel type	BE ¹	CZ	DE	FR	LU	HU	NL	AT	PL	SK
Self propelled barges	109 003	:	188 677	54 035	10 106	2 219	252 345	3 991	738	178
Self propelled tankers	35 220	:	49 712	3 115	510	462	74 190	858	39	:
Other self propelled barges	73 783	:	138 965	50 920	9 596	1 757	178 155	3 133	699	:
Towed barges	236	:	663	239	-	387	1 121	1 756	26	1 164
Towed tankers	3	:	10	-	-	155	2	4	-	67
Other towed barges	233	:	653	239	-	233	1 119	1 752	26	1 097
Pushed barges	27 893	:	46 521	13 038	1 074	4 749	65 700	3 325	6 532	263
Pushed tankers	2 370	:	1 903	1 992	-	494	4 986	1 100	-	:
Other pushed barges	25 523	:	44 617	11 046	1 074	4 255	60 713	2 225	6 532	:
Other goods carrying vessels	13	:	-	-	-	-	54	-	-	1 120
TOTAL	137 145	:	235 861	67 312	11 180	7 356	319 219	9 072	7 296	2 725

¹ 2003 data ;

Inland waterways freight transport in the Candidate Countries

As Candidate Countries, Bulgaria and Romania also report inland waterways freight transport data according to the principles set out in the Directive. The figures presented in Table 7 were supplied on a voluntary basis. The main inland waterways connected with third

countries networks are the Rhine-Main-Danube axis and the Elbe-Oder-Danube axis. The Danube represents the main European river linking Western Europe to Central and Eastern Europe up to the Black Sea.

Table 7: Evolution of total goods transport by type of transport (in 1000 tonnes and Mio tkm)

	1000 tonnes							Mio tkm
	Total	National	International				Transit	Total
			load	unload	of which EU-15			
					load	unload		
BULGARIA¹								
2001	6 411	512	1 828	4 071	127	35	:	420
2002	6 395	539	1 877	3 980	204	87	:	562
2003	7 269	773	2 301	4 196	143	89	:	613
2004	4 406	904	470	3 033	211	157	:	697
ROMANIA								
2001	:	:	:	:	:	:	:	:
2002	:	:	:	:	:	:	:	:
2003	:	:	:	:	:	:	:	:
2004	29 893	24 717	2 222	2 954	305	60	:	6 955

1: Data for vessels used for ferrying purposes and dredgers have been included up to 2003. Data for 2004 includes dredgers but not vessels for ferrying purposes. This explains the significant decrease in the total goods transport reported by Bulgaria in 2004 since ferry transport with Romania has been excluded.

Looking at the data reported by the two Candidate Countries, it becomes obvious that the use of waterways is very different: while it is essentially used for domestic goods transport in Romania, Bulgaria displays the highest figures for international transport. Imports (International – unload) were of particular importance.

Table 8 provides indications on the quantity of goods exchanged between the ten EU Member States and the two candidate countries in 2004. The declaring Member State is the loading country.

The main partners of Romania are Hungary, Austria and Bulgaria. With these three countries, Romania exchanged a volume of 940 000 tonnes of goods, which corresponded to 93 % of its total for international transport.

Principal partners of Bulgaria were Romania and Germany with whom it exchanged 324 000 tonnes of goods, i.e. 80 % of the total volume of international transport.

Table 8: Goods transport declared by relation in 2004 (1000 tonnes)

Loading country \ Unloading country	Unloading country												TOTAL
	BE	CZ	DE	FR	LU	HU	NL	AT	PL	SK	BG	RO	
RO	3	-	59	-	-	466	1	242	-	10	232		1 014
BG	-	-	159	1	-	13	-	52	-	12		165	403
TOTAL	3	0	218	1	0	480	1	294	0	22	232	165	1417

➤ ESSENTIAL INFORMATION – METHODOLOGICAL NOTES

The figures presented in this publication have been extracted from the Eurostat inland waterways transport database. This includes the statistics of national, international and transit transport of the Member States, collected under Council Directive 80/1119/EEC. Data are reported by 10 Member States of the European Union: Belgium (BE), Germany (DE), France (FR), Luxembourg (LU), the Netherlands (NL), Austria (AT), Czech Republic (CZ), Hungary (HU), Poland (PL) and Slovakia (SK). According to Article 2 of the Directive, Member States in which the total volume of goods transported annually by inland waterways as international or transit transport does not exceed one million tonnes shall not be obliged to supply the statistics required under the terms of this Directive. Also, two candidate countries, Bulgaria (BG) and Romania (RO), provide data according to the Directive requirements

Data availability

Belgium: data for 2004 are not available.

Czech Republic: transport by type of vessel is not available.

Poland: data from 2001 to 2003 are not available; data for 2004 include only transport by vessels registered in Poland and therefore exclude foreign vessels transport on Polish inland waterways.

Romania: data from 2001 to 2003 are not available.

In tables 4 and 5, the total has been calculated as the sum of declared values and includes double counting.

Symbols

“.” non available

“-“ : non applicable.

Definitions of various kinds of inland waterways transport

Total goods transport at European level in tonnes: It includes transport declared by each Member state as national and international load. In other words, it doesn't take into account international unload because of double counting at European level. Total goods transport in tkm are reported on national territory and therefore include national, international and transit transport.

National inland waterways transport: inland waterways transport between two places (a place of loading and a place of unloading) located in the same country irrespective of the country in which the inland waterways transport vessel is registered.

International inland waterways transport: inland waterways transport between two places (a place of loading and a place of unloading) located in two different countries.

Inland waterways transit: inland waterways transport through a country between two places (a place of loading

and a place of unloading) both located in another country or in other countries provided the total journey within the country is by an inland waterways transport vessel and that there is no transshipment in that country.

Self-propelled barge: inland waterways transport freight vessel having its own means of mechanical propulsion.

Self-propelled tanker barge: self-propelled barge intended for the bulk transport of liquids or gases.

Towed barge: inland waterways transport freight vessel designed to be towed which does not have its own means of mechanical propulsion.

Towed tanker barge: towed barge for the bulk transport of liquids or gases.

Pushed barge: inland waterways transport freight vessel which is designed to be pushed and does not have its own means of mechanical propulsion.

Pushed tanker barge: pushed barge for the bulk transport of liquids or gases.

Breakdown by goods groups

The NST/R classification (Standard Goods Nomenclature for Transport Statistics / revised) consists of 24 goods groups. Because of the lack of space, it is not possible to present all 24 groups separately. The individual goods groups have thus been aggregated at NST/R chapter level. A brief description of the NST/R chapters is given in the relevant section of the commentary to enhance readability.

NST/R chapters

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

This publication was prepared with the assistance of Mrs Sandrine Cipponeri and Emmanuelle Berthe, Sogeti Luxembourg S.A.

Further information:

Databases: [EUROSTAT Website/Home page/Data](#)

Transport

 Main indicators - Transport

 Railway transport

 Road transport

 **Inland waterways transport**

 **Transport measurement - goods (Council Directive 80/1119/EEC)**

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