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INLAND TRANSPORT COMMITTEE
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SUMMARY OF REPLIES TO THE QUESTIONNAIRE ON TRANSPORT DEVELOPMENT

Note by the secretariat

Replies were received from Belarus, Bulgaria, Czech Republic, Georgia, Germany, Hungary, Latvia, Lithuania, Netherlands, Poland, Portugal, Romania, Russian Federation, Slovakia, Turkey, Ukraine, and the United Kingdom. The summary follows the order of the questionnaire.

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General transport policy aspects

I. Developments with regard to your Government's policy objectives for inland transport as a whole and for special sectors, as well as external objectives to the extent that they are related to transport. Organizational developments with regard to measures for achieving transport policy objectives

1. Priorities in the Baltic States focus on integration into the European transport services market, in particular by means of the development of the Pan-European corridors which pass through the region.

2. The CIS countries place importance on opening up their territories through the development of transport. The Russian Federation and Ukraine are intent on the development of international transport corridors, including Euro-Asian links. Belarus is working actively to facilitate border crossing for freight. Inland navigation and sea transport sectors have been marked out for particular development in Belarus, as have shipping and civil aviation in the Russian Federation.

3. In Central Europe, the extensive existing rail network needs modernization throughout the area and this is envisaged in order to both link up with and harmonize with the European network, thus placing special emphasis on modernization of border crossings. As many Pan-European corridors pass through the region, much work is envisaged in this field. Emphasis is placed on expanding the provision of rail freight services, restructuring the rail industry to remove the State monopoly and encouraging the use of private finance in investment. The road network is to be improved and strengthened to support higher axle loads, particularly to meet the EU standard of 115kn/axle. Problems faced involve the fall in demand for public transport experienced since 1990 and the rise in private automobile use which has accompanied it. This is especially critical in major cities, and Prague in particular. One of many common measures is the building of ring roads and by-passes to avoid the need for transit traffic to pass through cities, with the concurrent benefits in terms of reduced congestion and air pollution. There is also an emphasis on encouraging combined transport. Hungary planned particular development of the inland waterway network to transform ports into transport junctions.

4. The priorities of the EU Member States which replied to the questionnaire appear to be very different from those of other UNECE members. Relatively greater importance is attached to the interconnection of infrastructures and modes and traffic shifting, in particular, to reduce the levels of traffic on the roads. Furthermore, priority is attached to optimizing the utilization of existing infrastructure. The Netherlands, in particular, places great emphasis on synergies between transport policy and urban issues such as land-use. The situation is somewhat different in Portugal where, due to the country's geographically peripheral nature relative to the core of Europe, development of the infrastructure links with the rest of Europe is given high priority. In these countries, urban transport issues are seen as very important in order to provide alternatives to private car use, with schemes to develop urban public transport networks dominant in overall strategies.

II. Organizational developments with regard to measures for achieving transport policy objectives, e.g. the structure, functioning and competence of the public administration responsible for transport policies and the relationships of this administration with other administrations (national, regional, local) and with transport enterprises

5. In terms of structure and organization most replies adhered, to a greater or lesser extent, to the Netherlands' lemma of "decentralize where feasible, centralize where imperative".

In practice, this means Governments retain responsibility for strategic planning, consisting of the establishment of common policy goals for the creation of an integrated transport network, as well as the control of financing solutions and coordination of bodies at a more decentralized level.

6. In Central Europe, reorganization is partly motivated by the requirement to conform with EU legislation. In particular, powers are being devolved to the reorganized regional bodies representing the regions' levels, the levels at which EU regional funding will be determined and distributed upon accession to the European Union. Privatization and the promotion of competition are also prevalent. Reorganization to separate control of the infrastructure and operations are widespread in the rail and aviation sectors.

7. However, in order to lay the groundwork for the creation of an integrated transport system with optimal distribution of traffic across modes, the Russian Federation intends to integrate the management of the transport system.

III. Policies adopted or action taken by public authorities to enhance safety (users, personnel and third persons) and reduce adverse environmental impact of various modes of inland transport

Environment

8. Latvia has passed a law on Environmental Impact Assessment. This and other laws have the principal aim of meeting current EC directives and other international conventions on environmental protection. The need to meet such directives was signalled in many Governments' responses, and the signing of national legislation or international accords tying private and public enterprises into reaching certain targets is widespread across members. Specific measures include fiscal policy to provide incentives for the use of energy efficient transport technology, and to internalize the externalities inherent in the use of polluting equipment, thereby more closely equating the private and social costs of using transport equipment.

9. In the CIS, measures to reduce environmental damage are aimed at controlling harmful emissions from transport equipment through legislation stipulating maximum emission levels and imposing mandatory vehicle testing and, in the case of Belarus, by acceding to conventions adopted at the Regional Conference on Transport and the Environment. It was pointed out that the replacement of obsolete rolling stock and other transport equipment with more modern and efficient material would have a positive impact on the environment.

10. Specific policies include measures to discourage unnecessary transport and to encourage greater efficiency in the use of private transport through the promotion of car sharing schemes, particularly in the Netherlands.

Safety

11. Replies from Central Europe placed strong emphasis on improving road safety including reform of the driver licensing system - introduction of "new driver" licenses, penalty point systems, etc. One of the key tools signalled in achieving this goal was improved road safety education starting at primary school level. Furthermore, the use of seatbelts, and safety seats for young children has been made compulsory in many States.

12. Improving traffic safety is also a very high priority in the CIS states. In the Russian Federation, where the 200,000 yearly deaths in road traffic accidents exert a huge cost on the economy, policies adopted are targeted at improving road safety education and also improving the system for detecting accidents and assisting victims through the use of medium wave radios.

13. Projects referred to in the Netherlands are highly specific and aimed at combating precise problems (for example, blind spots in trucks and vans, and a ban on the use of hand-held telephones while driving) which have a lower marginal benefit in terms of casualty reduction, perhaps reflecting the progress already achieved by this country in improving road safety.

14. Many replies signalled that the envisaged modernization of the railway infrastructure would, as well as other benefits, have a positive impact on the safety of the system. The United Kingdom placed the strongest emphasis on improvements in rail safety, perhaps reflecting the political importance of this after recent events in the domestic rail industry.

IV. Action taken and provisions made by public authorities to promote a rational use of available transport capacity (e.g. to give a better distribution of traffic between collective and individual transport) including measures carried out to encourage the use of urban public transport and to reduce the use of individual motor vehicles in urban areas

15. In Central European cities, particularly the capitals, the increased use of private cars is causing many problems. Solutions proposed in the replies focused on the creation or development of integrated transport systems in and around towns (including the introduction of priority bus and tram lanes and the development of park and ride schemes), construction of inner and outer city by-passes to remove transit traffic from city centres, and measures such as pedestrianization and car park charging schemes to discourage private car use in city centres.

16. The Netherlands' schemes are very elaborate and targeted including the introduction of pay-per-kilometre charging for private car use. This scheme is also common for goods transport in neighbouring countries. It is intended both to internalize the external cost of car use and be redistributive, i.e. it will not increase the overall tax revenue from road users. The promotion of car sharing schemes implies that those who use the car less will pay less tax.

V. Measures to promote a rational energy use in transport

17. In Central Europe, a two-pronged fiscal and engineering approach is being pursued. Differentiated tax systems which favour more fuel-efficient modes of transport have been introduced in Poland and Hungary. In the Czech Republic energy efficiency of new transport equipment is being taken into account in the design of new projects, and in Hungary the use of energy saving traction methods is promoted.

18. In the Netherlands, drivers are being encouraged to adopt a more fuel-efficient driving behaviour and, in car equipment, ecometers are being developed in order to reduce fuel emissions.

Economic, Technological and Operational Aspects

VI. Major, technological developments, with regard to existing infrastructures, transport equipment, traffic control, etc., including in particular traffic control measures in urban areas

19. In general, technological improvements have taken the form of the upgrading and modernization of existing infrastructure. Particular measures have included:

20. In the Baltic States, automation will be extended to locomotive and marshalling yards, signalling systems at major stations and gauge-changing facilities at borders. The new technology at marshalling yards in Latvia will be used to accumulate and present detailed information on the state of rolling stock. On the roads in Lithuania, new weather monitoring systems are being developed to improve traffic control. In Ukraine, priority is being given to the development of telecommunications using fibre-optic and digital systems, in order to increase running speeds.

21. Traffic control systems in Hungary also include weather control as well as other tools to observe and regulate the state of major roads. Replies across Central Europe referred to improved signalling systems, such as ETCS (European Train Control System) in Hungary, and moves to centralize train management in Slovakia aimed at improving safety while also increasing maximum speeds.

22. Germany and the Netherlands are both researching and developing schemes to increase the use of telematics in the transport industry, including a potential automatic vehicle guidance scheme (Netherlands). Other technological developments involve hi-tech payment systems for road charging and public transport, such as automatic fee collection and road charging.

VII. Measures to improve the profitability and productivity of transport operations

23. In the Baltic States, plans are in place to improve the efficiency of the rail freight sectors, with the construction of a new logistics centre in Lithuania. In Latvia, the purchase of air-conditioned containers and improvements in the locking and sealing of wagons have greatly reduced losses accrued due to non-preserved freight.

24. In Central Europe, productivity improvements are expected from an increased use of market-based decision-making and restructuring, leading to more efficient working practices and fleet utilization.

25. The Netherlands is focusing on capacity improvements in its congested network through sophisticated traffic control and safety systems across all modes of transport.

VIII. Progress achieved with regard to integrated services of different transport modes for passengers and goods (car-carrying passenger trains, containerization, piggyback), and improved efficiency for transfer operations (commuting, links with airports, collection, handling and distribution of freight at ports and other major centres)

26. In the Baltic States combined transport, both current and planned, focuses on links with the major seaports for the purposes of the transportation of freight.

27. Belarus and Ukraine are both developing the potential to provide combined transport services, although in Belarus important organizational and tariff matters have to be resolved before such a service can become profitable. However, container services are expanding in Belarus. In the Russian Federation, an integrated regional booking system has been piloted for all modes of extra-urban transport. It is planned to extend the scheme throughout the Russian Federation, and in other CIS States.

28. In Central Europe, growth in combined transport is concentrated on long-distance, particularly international, routes. This mainly takes the form of Ro-Ro (waterways) and Ro-La (rail) modes. International cooperation agreements have been signed by countries throughout the region. However, despite the development and expansion of logistic centres, many of these centres are not rail connected.

29. In Poland, combined transport is being promoted through a variety of legal measures such as tax exemptions and exemption from the weekend traffic ban for road vehicles involved in combined transport.

30. As regards the integration of airports with transport networks, no reply stated the existence of rail links to major airports, although the Czech Republic and Hungary recognized the need to create such a link. Many Governments wished to improve road links to airports.

IX. Urban and suburban transport plans and the problems arising in relation to the interaction between them

31. In Latvia, urban and suburban transport falls under the competences of the municipal authorities and, therefore, the Ministry of Transport does not have a remit to exercise overall strategic control.

32. In the Czech Republic and Hungary progress in the development of Park and Ride schemes is mentioned. Furthermore, the Czech Government has taken an active role in the development of an Integrated Transport System (ITS) in many cities, consisting of the coordination of modes including tariffs and timetables. Active preferential treatment has been introduced in favour of public transport, particularly with regard to the tramway in order to allow greater permeability. In the field of legislation, public service obligations have been implemented in the fields of road and railway transport. Hungary

stated the need for restructuring to bring suburban and urban transport in Budapest under one umbrella to allow the harmonization of the two networks.

X. Identification and localization of permanent traffic impediments (bottlenecks, saturation of certain roads, operational difficulties)

33. In Central Europe, the major bottlenecks occurred where major roads pass through major settlements, due to the inadequate provision of by-passes and ring roads. The low proportion of motorways within the road networks (see relevant tables) was also mentioned as an important capacity constraint. Border crossings are also considerable congestion bottlenecks.

XI. Research activities in the field of economics which might be of significance to other member countries

34. The Czech Republic has transport-related research bodies undertaking work in the context of the European Commission 5th Framework Programme, COST and Leonardo programmes. Germany, Hungary and Poland have similar bodies collaborating on projects within the 6th Framework Programme. In the Netherlands, many studies were undertaken in order to look into the relationship between transport and development, indicating a complex and bi-directional link.

Infrastructure Aspects

XII. Developments with regard to the planning or realization of major transport infrastructure projects (road, rail, inland waterway, pipeline, domestic or international) as well as improvements to existing infrastructure

35. Many replies cited the construction of motorways and Class 1 roads as a major priority. In Baltic countries, this was strongly focused on the Via Baltica and its access roads. Bulgaria also placed great emphasis on the corridors passing through its territory.

36. The upgrading and development of the major European rail corridors was another priority in many countries. In the Baltic, particularly Latvia, this was primarily for freight purposes. Elsewhere in the accession countries, the goal was to meet the standard for UIC GC loading gauge and 22.5 tonne/axle.

37. In the Russian Federation, key corridors for development are the "Trans-Siberian" and North-South" corridors as well as the “Southern Gates” corridor in North Ossetia and a corridor linking the north-eastern provinces of China, the Russian ports in the Primorye Area and countries in the Asia-Pacific region. This is in addition to the reconstruction and upgrading of existing infrastructure for all modes, and the construction of new transshipment facilities at ports.

38. Central European countries signalled the need to upgrade the obsolete public transport fleet in order to improve the attractiveness of public transport and allow stronger terms of competition with private transport. This was also signalled by the CIS States. Further planned investments concerned the upgrade and expansion of airports, ports and associated facilities and infrastructure (access roads, etc.)

XIII. Methodological developments with regard to criteria for establishing priorities and programmes or infrastructure investment projects

39. In the accession States, high priority is attached to projects aimed at meeting European technical standards, as well as improving links with and expanding the Pan-European transport network in the light of the TINA report. Within this strategic framework, in which domestic transport political goals, such as the desire to increase the attractiveness of public transport, are also important, projects are then evaluated.

40. Methods in accession countries are standard, e.g. in the Czech Republic based on socio-economic indicators and the demand/supply matrix. Cost-Benefit Analysis (CBA) is performed combining financial analysis and assessment of societal (economic) benefit in terms of Net Present Value (NPV) and Internal Rate of Return (IRR).

41. Only in the Netherlands, reference is made to a standard framework approach to performing social CBA in order to increase transparency and establish methodologies for quantifying welfare and welfare distribution effects.

XIV. Developments with regard to arrangements for financing infrastructure projects (e.g. road, rail, inland waterway, pipeline, urban transport infrastructure), particular modalities possibly envisaged (e.g. by introducing global or specific financing resources, allocation of infrastructure costs)

42. The primary sources of financing in the Baltic States and Central Europe are credits from the EU Phare programme or the ISPA (to be replaced by Cohesion Funds and the ERDF on accession) with co-financing from State budgets which, in many cases, are being reorganized in order to create specific transport infrastructure funds - benefiting from revenues raised from road tax, fuel taxes and motorway charges, as well as additional funding from the State budgets. Another important financing instrument, common throughout these regions, are credits from the IFI's (EIB, IBRD, ERBD, etc.).

43. Many Central European countries are establishing schemes to attract private investment as well, either on a PPP basis or DFBOT concessions (Design-Finance-Build-Operate-Transfer) in order to spread risk between private and public sectors. This is also the case in the Russian Federation where the Government aims to reduce the scope of State financing and target ensuring of safety and support for key sectors as nationwide priorities.

Table 1: Employment in the Transport Sector (000s of workers)

	YEAR		% CHANGE
	1999	2000	
Latvia	16.6	15.3	-7.8
Lithuania	84.6	81.1	-4.1
Russia	3494.7	3534.5	+1.1
Czech Republic	235.1	229.7	-2.2
Hungary	153.3	156.5	+2.1
Poland	395.5	365.6	-7.6
Romania	310	244	-21.3
Slovakia	-	-	-
Bulgaria	187.9	173.7	-7.6
Turkey	84.6	81.1	-4.1
Germany	-	-	-
Netherlands	433	435	+0.5
Portugal	140	-	-
United Kingdom	-	-	-

Table 2: Employment in the Road Transport Sector (000s of workers)

	YEAR		% CHANGE
	1999	2000	
Latvia	-	-	-
Lithuania	44.8	44.8	0.0
Russia	1236.0	1208.6	-2.2
Czech Republic	144.1	141.8	+0.5
Hungary	69.1	71.9	+4.1
Poland	200.6	195.4	-2.6
Romania	-	-	-
Slovakia	-	-	-
Bulgaria	111.0	102.2	-7.9
Turkey	-	-	-
Germany	-	-	-
Netherlands	-	-	-
Portugal	-	-	-
United Kingdom	-	-	-

Table 3: Employment in the Rail Sector (000s of workers)

	YEAR		% CHANGE
	1999	2000	
Latvia	-	-	-
Lithuania	16.7	15.6	-6.6
Russia	1186.2	1229.0	+3.6
Czech Republic	90.5	87.2	-3.6
Hungary	58.6	57.5	-1.9
Poland	194.3	169.5	-12.8
Romania	-	-	-
Slovakia	-	-	-
Bulgaria	12.7	12.6	-0.8
Turkey	-	-	-
Germany	-	-	-
Netherlands	-	-	-
Portugal	-	-	-
United Kingdom	-	-	-

Table 4: Employment in the Inland Waterway Sector (000s of workers)

	YEAR		% CHANGE
	1999	2000	
Latvia	-	-	-
Lithuania	0.17	0.16	-5.88
Russia	94.6	94.0	-0.6
Czech Republic	0.60	0.71	+18.3
Hungary	2.28	2.02	-11.4
Poland	0.67	0.77	+14.9
Romania	-	-	-
Slovakia	-	-	-
Bulgaria	1.06	0.92	-13.2
Turkey	-	-	-
Germany	-	-	-
Netherlands	-	-	-
Portugal	-	-	-
United Kingdom	-	-	-

Table 5: Total Volume of Passenger Transport (mill. passenger km)

	YEAR		% CHANGE
	1999	2000	
Latvia	3352	3063	+1.6
Lithuania	3412	2767	+22.3
Russia•	537303	535437	-0.3
Czech Republic	34897.6	37681.7	+8.5
Hungary	75373.7	76312.9	+2.2
Poland	-	-	
Romania	22525	21289	-35.6
Slovakia	-	-	-
Bulgaria	18425	17328	-0.2
Turkey	-	-	-
Germany	9110000	8930000	-3.4
Netherlands	186.6	186.6	0.0
Portugal	10805	9873	+1.12
United Kingdom	722000	721000	+0.8

Table 6: Total Volume of Rail Passenger Transport (mill. passenger km)

	YEAR		% CHANGE
	1999	2000	
Latvia	984	715	-27.3
Lithuania	745	611	-18.0
Russia•	167054	158400	-5.2
Czech Republic	6956.8	7299.4	-4.9
Hungary	9514.1	9693.3	+1.9
Poland	324719	291949	-10.1
Romania	12304	11362	-7.7
Slovakia	-	-	-
Bulgaria	3767	3416	-9.3
Turkey	-	-	-
Germany	71400	76000	+6.4
Netherlands	-	-	-
Portugal	4141	3727	-1.0
United Kingdom	46000	47000	+2.2

• Data for 2000/2001, not 1999/2000

Table 7: Total Volume of Road Passenger Public Transport (mill. passenger km)

	YEAR		% CHANGE
	1999	2000	
Latvia	2368	2348	-0.1
Lithuania	2665	2154	-19.2
Russia•	217625	217099	-0.2
Czech Republic	8649	9552	+10.4
Hungary	2981	3041	+2.0
Poland	1001	955	-4.6
Romania	8323	7700	-7.5
Slovakia	-	-	-
Bulgaria	14623	13879	-5.1
Turkey	-	-	-
Germany	78000	79000	+1.3
Netherlands	-	-	-
Portugal	6394	6146	-3.9
United Kingdom	45000	45000	0.0

Table 8: Total Volume of Rail Freight Transport (mill. tonne km)

	YEAR		% CHANGE
	1999	2000	
Latvia	12210	13310	+0.1
Lithuania	7849	8918	+13.6
Russia•	1374576	1466980	+6.7
Czech Republic	16713	17496	+4.7
Hungary	7728	8093	+4.7
Poland	-	-	-
Romania	15927	17982	+12.9
Slovakia	-	-	-
Bulgaria	4484	4505	+0.5
Turkey	-	-	-
Germany	71400	76000	+6.4
Netherlands	-	-	-
Portugal	3016	3488	+15.6
United Kingdom	17300	18200	+5.2

• Data for 2000/2001, not 1999/2000

Table 9: Total Volume of Road Freight Transport (mill. tonne km)

	YEAR		% CHANGE
	1999	2000	
Latvia	4161	4789	+15.1
Lithuania	7740	7769	+0.4
Russia•	138635	137847	-0.6
Czech Republic	26039	31363	+20.4
Hungary	20069	20603	+2.7
Poland	-	-	-
Romania	13456	14288	+6.2
Slovakia	-	-	-
Bulgaria	1266	1181	-6.7
Turkey	-	-	-
Germany	341700	346300	+1.3
Netherlands	-	-	-
Portugal	54997	51598	-6.2
United Kingdom	149200	150500	+0.9

Table 10: Total Volume of Inland Waterway Freight Transport (mill. tonne km)

	YEAR		% CHANGE
	1999	2000	
Latvia	-	-	-
Lithuania	3	0.7	-76.7
Russia•	70987	81708	+15.1
Czech Republic	913	773	-22.0
Hungary	1026	963	-6.1
Poland	-	-	-
Romania	2802	2633	-6.0
Slovakia	-	-	-
Bulgaria	1	3	+300
Turkey	-	-	-
Germany	62000	66500	+7.3
Netherlands	-	-	-
Portugal	-	-	-
United Kingdom	-	-	-

• Data for 2000/2001, not 1999/2000

Table 11: Total Volume of Pipeline Freight Transport (mill. tonne km)

	YEAR		% CHANGE
	1999	2000	
Latvia	-	-	-
Lithuania	2627	3457	+31.6
Russia	1916492	1961479	+2.3
Czech Republic	1795	1612	-10.2
Hungary	4457	4023	-9.7
Poland	-	-	-
Romania	1636	1392	-14.9
Slovakia	-	-	-
Bulgaria	-	-	-
Turkey	-	-	-
Germany	15000	15000	0.0
Netherlands	-	-	-
Portugal	-	-	-
United Kingdom	12000	11000	-8.5

Table 12: Rail Network Length (km)

	YEAR		% CHANGE 00/99
	1999	2000	
Latvia	2413	2331	-3.4
Lithuania	1905	1905	0.0
Russia	147.5	139.4	-0.5
Czech Republic	9444	9444	0.0
Hungary	7873	7897	+0.3
Poland	43430	41960	+3.5
Romania	10981	11015	+0.3
Slovakia	-	3662‡	-
Bulgaria	4290	4320	+0.7
Turkey	-	10940‡	-
Germany	-	-	-
Netherlands	2805†	-	-
Portugal	-	-	-
United Kingdom	-	-	-

Table 13: Road Network Length (000 km)

	YEAR		% CHANGE 00/99
	1999	2000	
Latvia	20.3	20.3	0.0
Lithuania	73.7	75.2	+2.0
Russia	906.0	900.4	-0.0
Czech Republic	55.4	55.4	0.0
Hungary	30.2	30.3	+0.3
Poland	371.7	373.0	+0.3
Romania	73.4	78.5	+6.9
Slovakia	-	-	-
Bulgaria	37.3	37.3	0.0
Turkey§	509.8	-	-
Germany	-	-	-
Netherlands†	115.6	-	-
Portugal	-	-	-
United Kingdom	-	-	-

† 1997 data
§ 1998 data
‡ 2001 data

Table 14: Motorway Network Length (km)

	YEAR		% CHANGE 00/99
	1999	2000	
Latvia	-	-	-
Lithuania	417	417	0.0
Russia	579	584.4	+0.9
Czech Republic	-	-	-
Hungary	448	448	0.0
Poland	317	358	+12.9
Romania	113	113	0.0
Slovakia	-	-	-
Bulgaria	324	324	0.0
Turkey[§]	1528	-	-
Germany	-	-	-
Netherlands	2208	-	-
Portugal	-	-	-
United Kingdom	-	-	-

Table 15: Inland Navigable Waterway Network Length (km)

	YEAR		% CHANGE
	1999	2000	
Latvia	-	-	-
Lithuania	788	833	+5.7
Russia	85	85	0.0
Czech Republic	303	303	0.0
Hungary	1622	1622	0.0
Poland	3813	3813	0.0
Romania	1779	1779	0.0
Slovakia	-	-	-
Bulgaria	470	470	0.0
Turkey	-	-	-
Germany	-	-	-
Netherlands	5046	-	-
Portugal	-	-	-
United Kingdom	-	-	-

[§] 1998 data

Table 16: Pipeline Network Length (km)

	YEAR		% CHANGE
	1999	2000	
Latvia	1982	1989	+0.3
Lithuania	500	500	0.0
Russia	-	-	-
Czech Republic	736	736	0.0
Hungary	7246	7248	0.0
Poland	2278	2278	0.0
Romania	1441	1441	0.0
Slovakia	-	-	-
Bulgaria	-	-	-
Turkey *	-	6097	-
Germany	-	-	-
Netherlands	-	-	-
Portugal	-	-	-
United Kingdom	-	-	-

* Approximate figure for 2001.