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▶ **B****REGULATION (EEC) No 1108/70 OF THE COUNCIL****of 4 June 1970****introducing an accounting system for expenditure on infrastructure in respect of transport by rail,
road and inland waterway**

(OJ L 130, 15.6.1970, p. 4)

Amended by:

		Official Journal		
		No	page	date
▶ <u>M1</u>	Council Regulation (EEC) No 1384/79 of 25 June 1979	L 167	1	5.7.1979
▶ <u>M2</u>	Council Regulation (EEC) No 3021/81 of 19 October 1981	L 302	8	23.10.1981
▶ <u>M3</u>	Council Regulation (EEC) No 3572/90 of 4 December 1990	L 353	12	17.12.1990

Amended by:

▶ <u>A1</u>	Act of Accession of Denmark, Ireland and the United Kingdom of Great Britain and Northern Ireland (adapted by Council Decision of 1 January 1973)	L 73 L 2	14 1	27.3.1972 1.1.1973
▶ <u>A2</u>	Act of Accession of Greece	L 291	17	19.11.1979
▶ <u>A3</u>	Act of Accession of Spain and Portugal	L 302	23	15.11.1985
▶ <u>A4</u>	Act of Accession of Austria, Sweden and Finland (adapted by Council Decision 95/1/EC, Euratom, ECSC)	C 241 L 1	21 1	29.8.1994 1.1.1995

Corrected by:

- ▶ **C1** Consolidated text of corrigenda to instruments published in Special Editions 1952-72, p. 74 (1108/70)

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**REGULATION (EEC) No 1108/70 OF THE COUNCIL
of 4 June 1970**

**introducing an accounting system for expenditure on infrastructure
in respect of transport by rail, road and inland waterway**

THE COUNCIL OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Economic Community, and in particular Article 75 thereof;

Having regard to the Council Decision of 22 June 1964⁽¹⁾ on the organisation of a ►**C1** survey of infrastructure costs ◀ for transport by rail, road and inland waterway, and in particular Article 7 thereof;

Having regard to the proposal from the Commission;

Having regard to the Opinion of the European Parliament⁽²⁾;

Having regard to the Opinion of the Economic and Social Committee⁽³⁾;

Whereas, in order to institute under the common transport policy a system of charging for the use of infrastructure, it is necessary in particular to know what expenditure is incurred in respect of infrastructure; whereas this knowledge may most appropriately be obtained by the introduction of a permanent accounting system using standard forms of accounts for each mode of transport in all the Member States;

Whereas infrastructure expenditure accounts should cover all infrastructure open to public transport by rail, road and inland waterway; whereas, however, certain types of infrastructure of secondary importance and certain inland waterways of a maritime character may conveniently be excluded;

Whereas it is appropriate, in order that the special factors and circumstances which vary from case to case can be taken into account, to leave Member States free to lay down the detailed procedures for keeping accounts of infrastructure expenditure;

Whereas, with a view to the institution of a system of charging for the use of infrastructure, returns relating to the use of infrastructure are also required and a schedule of such returns should be drawn up;

Whereas Member States should regularly send the Commission accounts in respect of infrastructure expenditure, and the Commission should present these accounts to the Council in an annual summary;

Whereas, in order to ensure that the provisions of this Regulation are applied as uniformly as possible, the Commission should, with the aid of a committee of government experts, co-ordinate the various measures arising out of the Regulation;

Whereas provision should be made for a procedure whereby the forms of accounts, the list of types of infrastructure and the schedule of returns concerning the use of infrastructure may be constantly adjusted in the light of experience and of the development of the common transport policy;

Whereas provision should be made for certain derogations from the general rules in order to take account of the difficulties certain Member States will meet during the initial years of application of this Regulation;

⁽¹⁾ OJ No 102, 29.6.1964, p. 1598/64.

⁽²⁾ OJ No C 135, 14.12.1968, p. 33.

⁽³⁾ OJ No C 45, 16.4.1969, p. 1.

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HAS ADOPTED THIS REGULATION:

Article 1

From 1 January 1971, there shall be introduced, in the manner provided for in this Regulation, a standard and permanent accounting system for expenditure on infrastructure in respect of transport by rail, road and inland waterway.

Article 2

1. Expenditure to be entered in the accounts shall comprise both expenditure relating specifically to the transport function of infrastructure and that part of expenditure common to that function and to other functions which is attributable to the transport function.

2. Irrespective of the accounting rules applied in Member States, expenditure to be recorded for any one year shall be expenditure incurred during that year on the construction, running and administration of infrastructure. Amortisation of, and interest on, loans contracted for the purpose of financing infrastructure expenditure shall not be included.

▼M1*Article 3*

Infrastructure expenditure accounts shall be kept for each of the railway networks listed in Annex II (A.1) and for the total of all the other networks listed in Annex II (A.2), as well as for all roads and inland waterways open to public traffic, with the following exceptions:

- (a) roads closed to motor traffic, that is, to vehicles with a cylinder capacity equal to or exceeding 50 cm³;
- (b) roads used exclusively by agricultural or forestry vehicles or which serve only to provide access for agricultural or forestry operations;
- (c) inland waterways on which traffic is limited to vessels of less than 250 tonnes deadweight;
- (d) waterways of a maritime character, as listed in Regulation (EEC) No 281/71 (1).

▼B*Article 4*

Infrastructure expenditure accounts shall be prepared in accordance with the forms shown in Annex I.

The detailed procedures for preparing these accounts shall be laid down by each Member State.

Article 5

1. Member States shall send to the Commission, not later than 31 December of each year, the accounts for the previous year in respect of infrastructure expenditure and shall present these accounts in the forms shown in Annex 1 (SIC! Annex I).

▼M1

2. Separate accounts shall be presented:

- (a) in respect of railways:
 - (i) for each of the networks listed in Annex II (A.1);
 - (ii) for the total of all the other networks listed in Annex II (A.2). However, the returns relating to these networks shall be sent only once every five years, starting with those for the year 1980.

(1) OJ No L 33, 10. 2. 1971, p. 11.

▼B

- (b) in respect of roads, for each category of road listed in Annex II B, giving separate figures for those sections of such roads situated within built-up areas and those situated outside such areas;
- (c) in respect of inland waterways, in accordance with the headings set out in Annex II C.

Article 6

Member States shall send to the Commission, at the same time as they send the accounts referred to in Article 5, and in respect of the same period, totals for the expenditure on infrastructure used by each mode of transport in respect of the following items:

- loans contracted during the year for the purpose of financing infrastructure expenditure;

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- capital repayments and, separately, interest on loans contracted earlier.

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When compiling these totals, Member States shall take into account only those loans expressly assigned to the financing of infrastructure expenditure.

▼M1*Article 7*

Member States shall send to the Commission, at the same time as they send the accounts referred to in Article 5 and in respect of the same period, returns relating to the use of infrastructures in accordance with Tables A, B (1.1) and C of Annex III.

The returns covered by Tables B (1.2) and B (2) of that Annex shall be sent only once every five years. In the case of Table B (1.2) returns shall be sent for the first time for the year 1980 and, in the case of Table B (2), returns shall be suspended until work on the system of charging for the use of infrastructure make them necessary.

▼B*Article 8*

1. Until such time as common criteria for determining the proportion attributable to the transport function of expenditure common to that function and to other functions of infrastructure expenditure have been laid down by the Commission in pursuance of Article 9 (1) and applied by the Member States, expenditure relating specifically to the transport function and total common expenditure shall be recorded separately under the various headings shown in the forms of accounts.

2. Until, in pursuance of Article 9 (1), agreement has been reached on the criteria to be applied in drawing the dividing line between roads situated within built-up areas and those situated outside such areas, Member States shall, when compiling the figures referred to in Article 5 (2) (b) and in Annex III B, use criteria of their own choice, details of which shall be included in the information which they send to the Commission pursuant to Articles 5 and 7.

3. For the Federal Republic of Germany, communication to the Commission of the information provided for in Annex II C shall be compulsory only with effect from the return for the year 1972.

4. Communication to the Commission of the returns relating to the use of infrastructure covered by Table B 1 of Annex III shall, as regards returns for the years 1972 to 1974, be compulsory for the single-digit categories of vehicle and optional for the other categories.

5. For the Netherlands, communication to the Commission of the returns relating to the use of infrastructure covered by Table B of Annex III shall be compulsory in respect of roads in that country falling within category 5 in Annex II B only with effect from the return for the year 1975.

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6. For Italy, communication to the Commission of the returns relating to the use of infrastructure covered by Table B 2 of Annex III shall be effected for the first time in respect of the return for the year 1971. Subsequent communication of returns in respect of that Table shall be effected in the years provided for in the second paragraph of Article 7.

7. Communication to the Commission of the returns relating to the use of infrastructure covered by Table C of Annex III shall be compulsory:

- for Belgium, in respect of vessels in categories (e) and (f) and of traffic on the maritime basin of the Scheldt (SIC! Schelde), only with effect from the return for the year 1973;
- for the Federal Republic of Germany, only with effect from the return for the year 1973;
- for France, in respect of vessels of categories (e) and (f) and of the number of vessels passed through locks, only with effect from the return for the year 1974;
- for the Netherlands, in respect of regulated rivers, only with effect from the return for the year 1972.

Article 9

1. The Commission shall be responsible for the overall co-ordination of the various measures arising out of this Regulation and for seeing that its provisions are applied in a uniform manner. In particular the Commission shall specify the contents of the various headings in the forms of accounts shown in Annex I and lay down common criteria for determining the proportion attributable to the transport function of expenditure common to that function and to other functions of infrastructure.

The Commission shall also endeavour to bring about a progressive alignment of the detailed accounting procedures followed in Member States, the approximation of the criteria applied in drawing the dividing line between roads situated within built-up areas and those situated outside such areas, and the improvement and approximation of methods for compiling returns on the use of infrastructure.

2. The committee of Government experts referred to in Article 5 of the Council Decision of 13 May 1965⁽¹⁾ implementing Article 4 of Council Decision No 64/389/EEC of 22 June 1964 on the organisation of an inquiry into infrastructure costs in respect of transport by rail, road and inland waterway shall assist the Commission in carrying out these tasks and also in drawing up the list of inland waterways referred to in Article 3 (e).

3. The Commission shall submit annually to the Council, six months after receipt of the information provided for in Articles 5, 6 and 7, a summary giving the main features of the accounts in respect of infrastructure expenditure.

Article 10

The Council may, acting by qualified majority on a proposal from the Commission, make such amendments to the Annexes to this Regulation as may be required in the light of experience and of the measures adopted as regards charging for the use of infrastructure.

Article 11

Member States shall, in good time and after consulting the Commission, adopt such laws, regulations or administrative provisions as may be necessary for the implementation of this Regulation.

Where a Member State so requests, or where the Commission considers it appropriate, the Commission shall consult with the Member States

⁽¹⁾ OJ No 88, 24. 5. 1965, p.1473/65.

▼B

concerned upon the proposed terms of the measures referred to in the preceding paragraph.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

▼B*ANNEX I***FORMS OF EXPENDITURE ACCOUNTS REFERRED TO IN ARTICLE
4**

A. RAIL:

1. *Investment expenditure*
(expenditure on new construction, extension, reconstruction and renewals)
2. *Current expenditure*
(expenditure on maintenance and operation)
3. *General expenses*

B. ROAD:

1. *Investment expenditure*
(expenditure on new construction, extension, reconstruction and renewals)
2. *Current expenditure*
(expenditure on maintenance and operation)

▼M1

▼B

3. *Traffic police*
4. *General expenses*

C. INLAND WATERWAY:

1. *Investment expenditure*
(expenditure on new construction, extension, reconstruction and renewals)
2. *Current expenditure*
(expenditure on maintenance and operation)
3. *Waterway police*
4. *General expenses*

▼ **M1**

ANNEX II

**SCHEDULE OF THE RAIL NETWORKS, CATEGORIES OF ROAD
AND INLAND WATERWAYS REFERRED TO IN ARTICLES 3 AND 5
(2)**

A. 1. RAIL — Main networks

▼ **M3**

- Société Nationale des Chemins de Fer Belges (SNCB)/Nationale Maatschappij der Belgische Spoorwegen (NMBS),
- Danske Statsbaner (DSB),
- Deutsche Bundesbahn (DB),
- Deutsche Reichsbahn (DR),
- Οργανισμός Σιδηροδρόμων Ελλάδος (ΟΣΕ),
- Red Nacional (SIC! Nacional) de los Ferrocarriles Españoles (RENFE),
- Société Nationale des Chemins de Fer Français (SNCF),
- Iarnród Éireann,
- Ente Ferrovie dello Stato (FS),
- Société Nationale des Chemins de Fer Luxembourgeois (CFL),
- Naamloze Vernootschap Nederlandse Spoorwegen (NS),

▼ **A4**

- Österreichische Bundesbahnen (ÖBB),

▼ **M3**

- Caminhos-de-Ferro Portugueses, EP (CP),

▼ **A4**

- Valtionrautatiet/Statsjärnvägarna (VR),
- Statens järnvägar (SJ),

▼ **M3**

- British Rail (BR),
- Northern Ireland Railways (NIR).

▼ **M1**

A. 2. RAIL — Networks open to public traffic and connected to the main network (excluding urban networks)

Federal Republic of Germany

Albtal-Verkehrs-Gesellschaft mbH
 Alsternordbahn GmbH
 Eisenbahn-Gesellschaft Altona-Kaltenkirchen-Neumünster
 Augsburgener Lokalbahn GmbH
 Bayerische Landeshafenverwaltung
 Bentheimer Eisenbahn AG
 Birkenfelder Eisenbahn GmbH
 Delmenhorst-Harpstedter Eisenbahn GmbH
 DB, Bundesbahndirektion Frankfurt, Ne-Geschäftsführung
 Deutsche Eisenbahn-GmbH
 Dortmunder Eisenbahn
 Elmshorn-Barmstedt-Oldesloer Eisenbahn AG
 Verkehrsbetriebe Extertal— Extertalbahn GmbH
 Filderbahn der Stuttgarter Straßenbahnen AG
 Hafen- und Verkehrsbetriebe der Stadt Kiel
 Häfen der Stadt Köln
 Hafen- und Bahnbetriebe der Stadt Krefeld
 Hersfelder Kreisbahn
 Hohenzollerische Landesbahn AG
 Verkehrsbetriebe Grafschaft Hoya GmbH
 Hümmlinger Kreisbahn
 Ilmebahn-Gesellschaft AG
 Köln-Bonner Eisenbahnen AG
 Kölner-Verkehrs-Betriebe AG (Köln-Frechen-Benzelrather Eisenbahn)
 Eisenbahn Köln-Mülheim-Leverkusen der Farbenfabriken Bayer AG
 Krefelder Eisenbahn-Gesellschaft AG
 Kreiswerke Gelnhausen GmbH — Verkehrsbetriebe
 Meppen-Haselünner Eisenbahn

▼ M1

Merzig-Büschfelder Eisenbahn GmbH
 Mindener Kreisbahnen
 Bahnen der Stadt Monheim GmbH
 Neukölln Mittenwalder Eisenbahn-Gesellschaft
 Neusser Eisenbahn
 Niederrheinische Verkehrsbetriebe Aktiengesellschaft NIAG
 Nordfriesische Verkehrsbetriebe AG
 Kreisbahn Osterode am Harz — Kreiensen
 Osthannoversche Eisenbahnen AG
 Osthavelländische Eisenbahn
 Verkehrsbetriebe Peine-Salzgitter GmbH
 Regentalbahn AG
 Rhein-Sieg-Verkehrsgesellschaft
 Verkehrsbetriebe des Kreises Schleswig-Flensburg
 Siegener Kreisbahn GmbH
 Südwestdeutsche Eisenbahnen AG
 Tegernsee-Bahn AG
 Trossinger Eisenbahn
 Uetersener Eisenbahn-AG
 Verden-Walsroder Eisenbahn GmbH
 Vorwohle-Emmenthaler Verkehrsbetriebe GmbH
 Bahngesellschaft Waldhof — Nebenbahn Waldhof/Sandhofen
 Wanne-Bochum-Herner Eisenbahn
 Werne-Bochum-Höveler Eisenbahn
 Westfälische Verkehrsgesellschaft mbH
 Westerwaldbahn
 Wuppertaler Stadtwerke AG
 Württembergische Eisenbahn-GmbH
 Württembergische Nebenbahnen GmbH
 Industriebahn der Stadt Zülpich
 Hafenbahn Aschaffenburg
 Brohltal-Eisenbahn GmbH
 Kleinbahnverwaltung Gemeinde Edewecht
 Hohenlimburger Kleinbahn
 Oberrheinische Eisenbahn Gesellschaft AG
 Wittlager Kreisbahn GmbH

Italian Republic

Torino — Ceres
 Ferrovie Nord Milano
 Trento — Malè
 Società Veneta Autoferrovie
 Società Veneta per imprese e costruzioni pubbliche
 Ferrovia Suzzara — Ferrara
 Gestione Governativa Ferrovie Padane
 Azienda Trasporti Consorziali di Modena
 Azienda Trasporti Consorziali — Bologna
 Acotral
 Ferrovie Adriatico Appennino
 Gestione Governativa Ferrovia Canello — Benevento
 Ferrotranviaria (SpA)
 Ferrovie del Sud-Est
 Ferrovie del Gargano
 Gestione Governativa Ferrovia Circumetnea
 Azienda Consorziale Trasporti — Reggio Emilia
 La Ferroviaria italiana
 Società Mediterranea strade ferrate umbro-aretine
 Società nazionale di ferrovie e tranvie.

▼ A4*Republic of Finland*

Valtionrautatiet/Statsjärnvägarna (VR)

▼ A4*Kingdom of Sweden*

Inlandsbanan Aktiebolag (IBAB)
 Malmö-Limhamns Järnväg (MLJ)
 Växjö-Hultsfred-Västerviks Järnväg (VHVJ)
 Johannesburg-Ljungaverks Järnväg (JLJ)

▼ A1

B. ROAD:

Kingdom of Belgium

1. Autoroutes/Autosnelwegen
2. Autres routes de l'État/Andere rijkswegen
3. Routes provinciales/Provinciale wegen
4. Routes communales/Gemeentewegen

Kingdom of Denmark

1. Motorveje
2. Hovedlandeveje
3. Landeveje
4. Biveje

Federal Republic of Germany

1. Bundesautobahnen
2. Bundesstrassen
3. Land-(Staats-)strassen
4. Kreisstrassen
5. Gemeindestrassen

▼ A2*Hellenic Republic*

1. Εθνικό οδικό δίκτυο
2. Επαρχιακό οδικό δίκτυο
3. Δημοτικό ή κοινοτικό οδικό δίκτυο

▼ A3*Kingdom of Spain*

1. Autopistas
2. Autovías
3. Carreteras estatales
4. Carreteras provinciales
5. Carreteras municipales

▼ A1*French Republic*

1. Autoroutes
2. Routes nationales
3. Chemins départementaux
4. Voies communales

Ireland

1. National primary roads
2. Main roads
3. County roads
4. County borough roads
5. Urban roads

Italian Republic

1. Autostrade
2. Strade statali
3. Strade regionali e provinciali
4. Strade comunali

▼ A1*Grand Duchy of Luxembourg*

1. Routes d'État
2. Chemins repris
3. Chemins vicinaux

Kingdom of the Netherlands

- | | | |
|--|---|------------------|
| <ol style="list-style-type: none"> 1. Autosnelwegen van het Rijkswegenplan 2. Overige wegen van het Rijkswegenplan 3. Wegen van de secundaire wegenplannen 4. Wegen van de tertiaire wegenplannen 5. Overige verharde wegen | } | (primaire wegen) |
|--|---|------------------|

▼ A4*Republic of Austria*

1. Bundesautobahnen
2. Bundesstraßen
3. Landesstraßen
4. Gemeindestraßen

▼ A3*Portuguese Republic*

1. Auto-estradas
2. Estradas (SIC! Estradas) nacionais e regionais
3. Vias municipais
4. Vias florestais

▼ A4*Republic of Finland*

1. Päättiet/Huvudvägar
2. Muut maantiet/Övriga landsvägar
3. Paikallistiet/Bygdevägar
4. Kadut ja kaavatiet/Gator och planlagda vägar

Kingdom of Sweden

1. Motorvägar
2. Motortrafikleder
3. Övriga vägar

▼ A1*United Kingdom of Great Britain and Northern Ireland*

1. Motorways and trunk roads
2. Principal roads
3. Non-principal and other roads

▼ B

C. INLAND WATERWAYS

Inland waterways or groups of inland waterways	Regulated rivers	Canalised rivers	Canals	Other waterways
Waterways accessible to vessels with a deadweight metric tonnage:				
I. from 250 up to but excluding 400 t				
II. From 400 up to but excluding 650 t				
III. from 650 up to but excluding 1 000 t ⁽¹⁾				

▼B

Inland waterways or groups of inland waterways	Regulated rivers	Canalised rivers	Canals	Other waterways
IV. from 1 000 up to but excluding 1 500 t ⁽¹⁾				
V. from 1 500 up to but excluding 3 000 t ⁽¹⁾				
VI. equal to or exceeding 3 000 t				

⁽¹⁾ For these groups of waterways, accounts shall be submitted for each waterway or section of waterway. It is not necessary to submit separate accounts for short sections of waterways belonging to a category different from that of the main part of the relevant waterway section. Waterways under construction are to be indicated separately within each item.

▼**B**

ANNEX III

**SCHEDULE OF THE RETURNS RELATING TO THE USE OF INFRASTRUCTURE
REFERRED TO IN ARTICLE 7**

TABLE A — RAIL

*Member State:**Network:*

Returns must be subdivided according to motive power (electric and others)

Class of traffic	Passenger train ⁽¹⁾		Goods train ^{(1), (2)}		Other ⁽³⁾
	Long-distance express and express trains ⁽⁴⁾	Other categories ⁽⁴⁾	Rapid service ⁽⁴⁾	Ordinary service ⁽⁴⁾	
1. Train/kilometres					
2. Gross metric ton/kilometres worked					

⁽¹⁾ Including returns for locomotives running light before or after actual use on passenger or goods trains.⁽²⁾ Commercial traffic only.⁽³⁾ Returns for trains and traffic on company's service, engineers' and breakdown trains, mobile workshops, test runs, etc.⁽⁴⁾ This subdivision is optional.▼**M1**

TABLE B — ROAD

1.1. Vehicle/kilometres run annually on roads outside built-up areas*Member State:**Category of road:**(millions of units)*

Category of vehicle	Vehicle/kilometres
1. Passenger vehicles with less than 10 seats	
2. Vans with total permitted laden weight of less than three tonnes	
3. Goods vehicles	
4. Goods vehicles with trailer	
5. Tractors with semi-trailer	
6. Buses and coaches	
7. Other	

1.2. Vehicle/kilometres run annually on roads outside built-up areas*Member State:**Category of road:**(millions of units)*

Category of vehicle	Vehicle/kilometres
3.1. Two-axled goods vehicles	
3.2. Three-axled goods vehicles	
3.3. Four-axled goods vehicles	

▼ **M1**

(millions of units)

Category of vehicle	Vehicle/kilometres
4.1. Two-axled goods vehicles with two-axled trailer	
4.2. Two-axled goods vehicles with three-axled trailer	
4.3. Three-axled goods vehicles with two-axled trailer	
4.4. Three-axled goods vehicles with three-axled trailer	
4.5. Other categories of goods vehicle with trailer ⁽¹⁾	
5.1. Two-axled tractors with single-axle semi-trailer	
5.2. Two-axled tractors with two-axled semi-trailer	
5.3. Three-axled tractors with two-axled semi-trailer	
5.4. Three-axled tractors with two-axled semi-trailer	
5.5. Other categories of tractor with semi-trailer ⁽¹⁾	
6.1. Two-axled buses and coaches	
6.2. Three-axled buses and coaches	

⁽¹⁾ To be subdivided where appropriate into representative categories according to the number and location of axles.

2. Analysis of distance run by commercial vehicles categorised by maximum gross weight and actual axle load

(Roads outside built-up areas)

Member State:

Category of road:

(in thousands of units)

Vehicle category (in class intervals of 2 metric tons of maximum gross weight)	Driving unit						Drawn unit		
	Front axle km		Rear axle km		Front axle km		Rear axle km		
	single	double	single	double	single	double	single	double	triple
	by class intervals of 1 metric ton of actual axle load								
3.1 two-axled goods vehicles									
3.2 three-axled goods vehicles									
3.3 four-axled goods vehicles									
4.1 two-axled goods vehicles with two-axled trailer									
4.2 two-axled goods vehicles with three-axled trailer									
4.3 three-axled goods vehicles with two-axled trailer									
4.4 three-axled goods vehicles with three-axled trailer									
4.5 other categories of goods vehicle with trailer (1)									
5.1 two-axled tractors with single-axle semi-trailer									
5.2 two-axled tractors with two-axled semi-trailers									
5.3 three-axled tractors with single-axle semi-trailer									
5.4 three-axled tractors with two-axled semi-trailer									
5.5 other categories of tractor with semi-trailer (1)									
6.1 two-axled buses and coaches									
6.2 three-axled buses and coaches									

(1) To be subdivided where appropriate into representative categories according to the number and location of axles.

▼**B**

TABLE C — INLAND WATERWAYS

Member State:

Waterway, section of waterway or group of waterways ⁽¹⁾:

(in thousands of units)

Category of Vessel	Vessel/kilometres	t/km deadweight	Number of vessels passed through locks ⁽²⁾
1	2	3	4
(a) Self-propelled vessels ⁽³⁾ with deadweight tonnage of:			
— < 250 t			
— 250 - 399 t			
— 400 - 649 t			
— 650 - 999 t			
— 1 000 - 1 499 t			
— ≥ 1 500 t			
Total (a)			
(b) Dumb barges ⁽³⁾ with deadweight tonnage of:			
— < 250 t			
— 250 - 399 t			
— 400 - 649 t			
— 650 - 999 t			
— 1 000 - 1 499 t			
— ≥ 1 500 t			
Total (b)			
(c) Pushed barges with deadweight tonnage of:			
— < 400 t			
— 400 - 649 t			
— 650 - 999 t			
— 1 000 - 1 499 t			
— ≥ 1 500 t			
Total (c)			
(d) Sea-going vessels with net tonnage of:			
— < 300 NRT	⁽⁴⁾	⁽⁴⁾	⁽⁴⁾
— 300 - 999 NRT	⁽⁴⁾	⁽⁴⁾	⁽⁴⁾
— ≥ 1 000 NRT	⁽⁴⁾	⁽⁴⁾	⁽⁴⁾
Total (d)	⁽⁴⁾	⁽⁴⁾	⁽⁴⁾
(e) Tugs with a power of (1 000 units) :			
— < 184 W			
— 184 - 293 W			
— 294 - 734 W			
— ≥ 735 W			

▼**M1**

▼M1*(in thousands of units)*

Category of Vessel	Vessel/kilometres	t/km deadweight	Number of vessels passed through locks ⁽²⁾
1	2	3	4
Total (e)			
(f) Pusher craft with a power of (1 000 units) :			
— < 184 W			
— 184 - 293 W			
— 294 - 734 W			
— ≥ 735 W			
Total (f)			
(g) Passenger vessels ⁽⁴⁾			

▼B

- (¹) As per the schedule of waterways or groups of waterways given in Annex II C.
- (²) Each passage of a vessel through a lock is to be counted separately, a vessel being counted each time it passes through a lock.
- (³) The distinction between the first two deadweight tonnages is optional.
- (⁴) This entry is optional.