

METAUX NON-FERREUX
EXPORTATIONS

NON-FERROUS METALS - EXPORTS

NON-FERROUS METALS

Table 1 U.K. Exports to Tunnel Countries by Route in 1957
('000 tons)

<u>Country</u>	<u>Total</u>	<u>Hamburg and Bremen</u>			<u>Dutch and Belgian ports</u>		
		<u>E. Coast</u>	<u>London & S. Coast</u>	<u>W. Coast</u>	<u>E. Coast</u>	<u>London & S. Coast</u>	<u>W. Coast</u>
Germany	31	2.5	6.2	4.3	3	7	8
Belgium	4				0.5	2.0	1.5
Netherlands	8				2	4	2
France ^a	13					1	
Switzerland	1				0.1	0.6	0.3
Austria	1	0.1	0.2	0.1	0.1	0.3	0.2
Italy	14						
Total	72	2.6	6.4	4.4	5.7	14.9	12.0

	<u>Dunkirk and Cherbourg range</u>			<u>Marseilles and Italian ports</u>		
	<u>E. Coast</u>	<u>London & S. Coast</u>	<u>W. Coast</u>	<u>E. Coast</u>	<u>London & S. Coast</u>	<u>W. Coast</u>
France	2	5	5			
Italy				2	5	7
Total	2	5	5	2	5	7

a All to N.E. France.

a Tout vers le N.E. de la France.

Table 1a U.K. Exports to Germany by Area and Route
('000 tons)

	<u>Total</u>	<u>Hamburg and Bremen</u>		<u>Dutch and Belgian ports</u>	
		<u>London</u>	<u>E. & W. Coast</u>	<u>London</u>	<u>E. & W. Coast</u>
N. Germany	13	6.2	6.8		
Ruhr	18			7	11
Total	31	6.2	6.8	7	11

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NON-FERROUS METALS - EXPORTS

Table 2

Transport Costs

(shillings per ton - 10 ton loads)

<u>Route</u>	<u>Ruhr</u> (Dussel- dorf)	<u>N.Ger-</u> <u>many</u> (Han- over)	<u>Bel-</u> <u>gium</u> (Ant- werp)	<u>Nether-</u> <u>lands</u> (Rotter- dam)	<u>France</u> (Dun- kirk)	<u>France</u> (Thion ville)	<u>Austria</u> (Vienna)	<u>Switzer-</u> <u>land</u> (Basle)	<u>Italy</u> (Genoa)
From London via Tunnel	85	115	65	70	20	80	140	105	135
London-Germ.	80	80							
"-Benelux			65	65			180		
"-France					60	120		140	
"-Italy									135
From Newc. via Tunnel	130	160	110	120	65	125	190	150	185
E.Coast-Germ.	95	80							
"-Benelux			70	70			190	160	
"-France					70	135			
"-Italy									135

Table 3

Diversion of Export Traffic. to a Channel
Tunnel at Various Levels of Toll^a

<u>Route</u>	<u>Excess over</u> <u>Tunnel</u> <u>costs (sh.)</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll =</u>				
			<u>0</u>	<u>5s</u>	<u>10s</u>	<u>15s</u>	<u>30s</u>
To N. Germany from London	-35	6,200					
" Newcastle	-80	6,800					
To Ruhr from London	- 5	7,000	3,400	700			
" Newcastle	-35	11,000					
Total Germany		31,000	3,400	700			
To Belgium from London	-	2,000	1,800	1,000	200		
" Newcastle	-40	2,000					
Total Belgium		4,000	1,800	1,000	200		
To Netherlands from London	- 5	4,000	2,000	400			
" Newcastle	-40	4,000					
Total Netherlands		8,000	2,000	400			

a See footnote for basis of allocation.

a Voir le renvoi pour la base d'affectation.

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Table 3 (contd.)

NON-FERROUS METALS - EXPORTS

Route	Excess over Tunnel costs (sh.)	Tonnage	Tonnage diverted when toll =				
			0	5s	10s	15s	30s
To France from London	40	6,000	6,000	6,000	6,000	6,000	6,000
" Newcastle	5	7,000	7,000	6,300	3,500	700	
Total France		13,000	13,000	12,300	9,500	6,700	6,000
To Switzerland from London	35	600	600	600	600	600	600
" Newcastle	10	400	400	400	360	200	
Total Switzerland		1,000	1,000	1,000	960	800	600
To Austria from London	40	500	500	500	500	500	500
" Newcastle	-	500	450	250	50		
Total Austria		1,000	950	750	550	500	500
To Italy from London	-	5,000	4,500	2,500	500		
" Newcastle	50	9,000					
Total Italy		14,000	4,500	2,500	500		

a The basis for allocation of traffic is as follows: (Voir TRADUCTION page 151)

<u>Excess of Tunnel cost sh. per ton</u>	<u>Percentage to Tunnel %</u>
- 5s	100
0	90
5s	50
10s	10
15s	0

None of this traffic goes by the ferry.

Table 4 Diversion of Export Traffic to a Channel Tunnel
at Various Levels of Toll and Resulting Revenue

(1957 tons)

<u>Traffic to:</u>	<u>Tonnage</u>	<u>Toll =</u>	<u>0</u>	<u>5s</u>	<u>10s</u>	<u>15s</u>	<u>30s</u>
Germany	31,000		3,400	700			
Belgium	4,000		1,800	1,000	200		
Netherlands	8,000		2,000	400			
France	13,000		13,000	12,300	9,500	6,700	6,000
Switzerland	1,000		1,000	1,000	980	800	600
Austria	1,000		950	750	550	500	500
Italy	14,000		4,500	2,500	500		
Total	72,000		26,650	18,650	11,730	8,000	7,100
of which:							
(Dover-Dunkirk	Nil		Nil	Nil	Nil	Nil	Nil)
Revenue (to nearest £'00)			4,500	5,900	6,000	11,700	

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NON-FERROUS METALS - EXPORTS

Table 5

Diversion of Export Traffic to a Channel Tunnel at
Various Levels of Toll and Resulting Revenue in 1965
(tons)

<u>Traffic to:</u> <u>Without FTA</u>	<u>Tonnage</u>	<u>Toll =</u>	<u>0</u>	<u>5s</u>	<u>10s</u>	<u>15s</u>	<u>30s</u>
Germany	38,000		4,170	860			
Belgium	4,000		1,800	1,000	200		
Netherlands	10,000		2,500	500			
France	16,500		16,500	15,610	12,066	8,500	7,620
Switzerland	1,500		1,500	1,500	1,470	1,200	900
Austria	1,000		950	750	550	500	500
Italy	17,500		5,630	3,130	630		
Total	88,500		33,050	22,350	14,910	10,200	9,020
Revenue (to nearest £'00)				5,800	7,500	7,700	12,500
 <u>With FTA</u>							
Germany	41,000		4,490	930			
Belgium	4,500		2,030	1,130	230		
Netherlands	10,500		2,630	530			
France	17,800		17,800	16,840	13,010	9,170	8,220
Switzerland	1,700		1,700	1,700	1,670	1,360	1,020
Austria	1,000		950	750	550	500	500
Italy	18,500		5,940	3,300	660		
Total	95,000		35,540	23,180	16,120	11,030	19,740
Revenue (to nearest £'00)				6,300	8,100	8,300	14,600

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NON-FERROUS METALS - EXPORTS

Table 6 Diversion of Export Traffic to a Channel Tunnel at
Various Levels of Toll and Resulting Revenue in 1980
(tons)

<u>Traffic to:</u> <u>Without FTA</u>	<u>Tonnage</u>	<u>Toll =</u>	<u>0</u>	<u>5s</u>	<u>10s</u>	<u>15s</u>	<u>30s</u>
Germany	53,000		5,810	1,200			
Belgium	5,000		2,250	1,250	250		
Netherlands	12,000		3,000	600			
France	21,500		21,500	20,340	15,710	11,080	9,920
Switzerland	2,000		2,000	2,000	1,960	1,600	1,200
Austria	1,500		1,430	1,130	830	750	750
Italy	24,500		7,880	4,380	880		
Total	119,500		43,870	30,900	19,630	13,430	11,870
Revenue (to nearest £'00)				7,700	9,800	10,100	17,800
 <u>With FTA</u>							
Germany	59,000		6,470	1,330			
Belgium	6,000		2,700	1,500	300		
Netherlands	12,500		3,130	630			
France	24,000		24,000	22,710	17,540	12,370	11,080
Switzerland	2,500		2,500	2,500	2,450	2,000	1,500
Austria	1,500		1,430	1,130	830	750	750
Italy	26,500		8,520	4,730	950		
Total	132,000		48,750	34,530	22,070	15,120	13,330
Revenue (to nearest £'00)				8,600	11,000	11,300	20,000

TRADUCTION du Renvoi de la page 149

a La base d'affectation du trafic est la suivante :

<u>Excès coûts tunnel</u> <u>shilling/tonne</u>	<u>% pour le</u> <u>Tunnel</u>	<u>Excès coûts tunnel</u> <u>shilling/tonne</u>	<u>% pour le</u> <u>Tunnel</u>
- 5	100	10	10
0	90	15	0
5	50		

Aucun trafic ne passe par le ferry.

METALLS NON-FERREUX
IMPORTATIONS

NON-FERROUS METALS - IMPORTS

NON-FERROUS METALS

Table 1 U.K. Imports from Tunnel Countries by Route in 1957
(000 tons)

<u>Country</u>	<u>Total</u>	<u>Hamburg and Bremen</u>		<u>Dutch and Belgian ports</u>		
		<u>E. Coast</u>	<u>London & S. Coast</u>	<u>E. Coast</u>	<u>London & S. Coast</u>	<u>W. Coast</u>
Germany ^a	2.3	0.3	0.4	0.3	1.0	0.3
Belgium	24.6			4.6	18.0	2.0
Netherlands	3.3			0.6	2.0	0.7
France ^b	1.5					
Switzerland	0.6			0.4	0.2	
Italy	1.5					
Total	33.8	0.3	0.4	5.9	21.2	3.9

	<u>Dunkirk and Cherbourg range</u>			<u>Marseilles and Italian ports</u>		
	<u>E. Coast</u>	<u>London & S. Coast</u>	<u>W. Coast</u>	<u>E. Coast</u>	<u>London & S. Coast</u>	<u>W. Coast</u>
France	0.2	1.1	0.2			
Italy				0.2	0.5	0.8
Total	0.2	1.1	0.2	0.2	0.5	0.8

a All from Ruhr

b All from N.E. France

a Tout en provenance de la Ruhr.

b Tout en provenance du N.E. de la France.

Table 2 Transport Costs
(shillings per ton - 10 ton loads)

<u>Route</u>	<u>Ruhr</u> (Dusseldorf)	<u>Belgium</u> (Antwerp)	<u>Netherlands</u> (Rotterdam)	<u>France</u> (Dunkirk)	<u>Switzerland</u> (Basle)	<u>Italy</u> (Genoa)
To Birmingham via Tunnel	85	80	80	35	110	145
London-Benelux	120	80	75		145	
London-Dusseldorf direct	90					
London-France				75		
" -Italy						145
To Sheffield via Tunnel	90	85	85	40	115	150
E.Coast-Benelux		80	80		150	
E.Coast-Dusseldorf direct	80					
W.Coast-Benelux		90	90			
E.Coast-France				65		
W.Coast-Italy						140

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NON-FERROUS METALS - IMPORTS

Table 3 Diversion of Import Traffic to a Channel
Tunnel at Various Levels of Toll^a

Table 3a Diversion of Traffic from Germany
(All shipments originate in the Ruhr area)
(Tous les envois proviennent de la Ruhr)
Excess over
Tunnel

Route	costs (sh.)	Tonnage	Tonnage diverted when toll =				
			0	5s	10s	15s	20s
To Birmingham via cargo vessel	5	1,400	1,400	1,260	700	140	
To Sheffield via cargo vessel	-10	900	90				
Total		2,300	1,490	1,260	700	140	

Table 3b Diversion of Traffic from Belgium

To Birmingham via cargo vessel	-	18,000	16,200	9,000	1,800		
To Sheffield via cargo vessel	- 5	6,600	3,300	660			
Total		24,600	19,500	9,660	1,800		

Table 3c Diversion of Traffic from the Netherlands

To Birmingham via cargo vessel	- 5	2,000	1,000	200			
To Sheffield via cargo vessel	-10	1,300	130				
Total		3,300	1,130	200			

Table 3d Diversion of Traffic from France

To Birmingham via cargo vessel	40	1,100	1,100	1,100	1,100	1,100	1,100
To Sheffield via cargo vessel	25	400	400	400	400	400	200
Total		1,500	1,500	1,500	1,500	1,500	1,300

Table 3e Diversion of Traffic from Switzerland

To Birmingham via cargo vessel	35	200	200	200	200	200	200
To Sheffield via cargo vessel	35	400	400	400	400	400	400
Total		600	600	600	600	600	600

Table 3f Diversion of Traffic from Italy

To Birmingham via cargo vessel	-	500	450	250	50		
To Sheffield via cargo vessel	-10	1,000	100				
Total		1,500	550	250	50		

a Basis of allocation, as for exports.

a Base d'affectation comme pour les exportations.

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NON-FERROUS METALS - IMPORTS

Table 4 Diversion of Import Traffic to a Channel Tunnel
at Various Levels of Toll and Resulting Revenue
(1957 tons)

<u>Traffic from</u>	<u>Total</u>	<u>Toll =</u>	<u>0</u>	<u>5s</u>	<u>10s</u>	<u>15s</u>	<u>30s</u>
Germany	2,300		1,490	1,260	700	140	
Belgium	24,600		19,500	9,660	1,800		
Netherlands	3,300		1,150	200			
France	1,500		1,500	1,500	1,500	1,500	1,300
Switzerland	600		600	600	600	600	600
Italy	1,500		550	250	50		
Total	33,800		24,620	13,470	4,650	2,240	1,900
of which:							
(Dover-Dunkirk	Nil		Nil	Nil	Nil	Nil	Nil)
Revenue (to nearest £'00)				3,400	2,300	1,600	2,900

Table 5 Diversion of Import Traffic to a Channel Tunnel at
Various Levels of Toll and Resulting Revenue in 1965
(tons)

<u>Traffic from:</u>	<u>Tonnage</u>	<u>Toll =</u>	<u>0</u>	<u>5s</u>	<u>10s</u>	<u>15s</u>	<u>30s</u>
<u>Without FTA:</u>							
Germany	3,000		1,940	1,640	910	180	
Belgium	28,500		22,590	11,200	2,090		
Netherlands	3,750		1,310	230			
France	2,050		2,050	2,050	2,050	2,050	1,780
Switzerland	1,700		1,000	1,000	1,000	1,000	1,000
Italy	1,700		620	280	60		
Total	40,000		29,510	16,400	6,110	3,230	2,780
Revenue (to nearest £'00)				4,100	3,100	2,400	4,200

With FTA

Germany	4,000		2,590	2,190	1,220	240	
Belgium	30,000		25,790	11,790	2,200		
Netherlands	4,000		1,390	240			
France	2,550		2,550	2,550	2,550	2,550	2,210
Switzerland	1,250		1,250	1,250	1,250	1,250	1,250
Italy	2,200		620	370	70		
Total	44,000		38,370	18,390	7,290	4,040	3,460
Revenue (to nearest £'00)				4,600	3,600	3,000	5,200

METAUX NON-FERREUX
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NON-FERROUS METALS - IMPORTS

Table 6 Diversion of Import Traffic to a Channel Tunnel at
Various Levels of Toll and Resulting Revenue in 1980
(tons)

<u>Traffic from:</u>	<u>Tonnage</u>	<u>Toll =</u>	<u>0</u>	<u>5s</u>	<u>10s</u>	<u>15s</u>	<u>30s</u>
<u>Without FTA:</u>							
Germany	6,000		3,890	3,290	1,830	370	
Belgium	36,000		28,540	14,180	2,630		
Netherlands	4,500		1,570	270			
France	4,500		4,500	4,500	4,500	4,500	3,900
Switzerland	1,500		1,500	1,500	1,500	1,500	1,500
Italy	2,500		920	420	80		
Total	55,000		40,920	24,110	10,540	6,370	5,400
Revenue (to nearest £'00)				6,000	5,300	4,800	8,100
<u>With FTA:</u>							
Germany	7,500		4,860	4,110	2,280	460	
Belgium	40,000		31,710	15,710	3,930		
Netherlands	4,750		1,650	290			
France	5,500		5,500	5,500	5,500	5,500	4,950
Switzerland	1,750		1,750	1,750	1,750	1,750	1,750
Italy	3,000		1,100	500	100		
Total	62,500		46,570	27,860	12,560	7,710	6,700
Revenue (to nearest £'00)				7,000	6,300	5,800	10,100

METAUX NON-FERREUX

NON-FERROUS METALS

Table 7 Total Tonnage Diverted to a Channel Tunnel
and Resulting Revenue^a

		(tons)					
<u>1965</u>	<u>Tonnage</u>	<u>Toll =</u>	<u>0</u>	<u>5s</u>	<u>10s</u>	<u>15s</u>	<u>30s</u>
<u>Without FTA</u>							
Imports	40,000		29,510	16,400	6,110	3,230	2,780
Exports	88,500		33,050	23,350	14,910	10,200	9,020
Total	128,500		62,560	39,750	21,020	13,430	11,800
Revenue (to nearest £'00)				9,900	10,500	9,800	17,700
<u>With FTA</u>							
Imports	44,000		32,370	18,390	7,290	4,040	3,460
Exports	95,000		35,340	25,180	16,120	11,030	9,740
Total	139,000		67,710	43,570	23,410	15,070	13,200
Revenue (to nearest £'00)				10,900	11,700	11,300	19,800
<u>1980</u>							
<u>Without FTA</u>							
Imports	55,000		40,920	24,110	10,540	6,370	5,400
Exports	119,500		43,870	30,900	19,630	13,430	11,870
Total	174,500		84,790	55,010	30,170	19,800	17,270
Revenue (to nearest £'00)				13,800	15,100	14,900	25,900
<u>With FTA</u>							
Imports	62,500		46,570	27,860	12,560	7,710	6,700
Exports	132,000		48,750	34,530	22,070	15,120	13,330
Total	194,500		95,320	62,390	34,630	22,830	20,030
Revenue (to nearest £'00)				15,600	17,300	17,100	30,000

a Optimum toll - 30 shillings.

a Péage optimum - 30 shillings.

METAUX MANUFACTURES
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METAL MANUFACTURES - EXPORTS

METAL MANUFACTURES

Table 1 U.K. Exports to Tunnel Countries by Route in 1957
('000 tons)

<u>Country</u>	<u>Total</u>	<u>Hamburg and Bremen</u>			<u>Dutch and Belgian ports</u>				
		<u>E.Coast</u>	<u>London &</u>		<u>E.Coast</u>	<u>London &</u>		<u>Harwich- Zeebrugge</u>	<u>Air</u>
			<u>S.Coast</u>	<u>W.Coast</u>		<u>S.Coast</u>	<u>W.Coast</u>		
Germany	4.5	1.1	1.8	0.3	0.4	0.3		0.4	0.2
Belgium	9.0				2.4	5.0	1.0	0.1	0.5
Netherlands	15.0				6.0	6.8	1.5		0.7
France	10.0				0.3	0.2			0.9
Switzerland	4.1				1.2	1.5	0.2	0.5	0.2
Austria	0.3							0.3	
Italy	5.4				0.2	0.3			0.2
Total	48.3	1.1	1.8	0.3	10.5	14.1	2.7	1.3	2.7

<u>Country</u>	<u>Dunkirk and Cherbourg range</u>				<u>Marseilles and Italian ports</u>		
	<u>E.Coast</u>	<u>London &</u>		<u>Dover Dunkirk</u>	<u>E.Coast</u>	<u>London &</u>	
		<u>S.Coast</u>	<u>W.Coast</u>			<u>S.Coast</u>	<u>W.Coast</u>
France	0.8	5.5	1.0	1.3			
Switzer- land				0.5			
Italy					1.0	2.5	1.2
Total	0.8	5.5	1.0	1.8	1.0	2.5	1.2

Table 1a U.K. Exports to Germany by Area and Route
('000 tons)

	<u>Hamburg and Bremen</u>				<u>Dutch & Belgian ports</u>				
	<u>Total</u>	<u>London &</u>			<u>E.Coast</u>	<u>London &</u>		<u>Harwich- Zeebrugge</u>	<u>Air</u>
		<u>E.Coast</u>	<u>S.Coast</u>	<u>W.Coast</u>		<u>S.Coast</u>	<u>W.Coast</u>		
N. Germany	1.0	0.3	0.5	0.1			0.1		
Ruhr	2.3	0.5	0.8		0.4	0.3	0.2	0.1	
S. Germany	1.2	0.3	0.5	0.2			0.1	0.1	
Total	4.5	1.1	1.8	0.3	0.4	0.3	0.4	0.2	

METAUX MANUFACTURES
EXPORTATIONS

METAL MANUFACTURES - EXPORTS

Table 3 Diversion of Export Traffic to a Channel
Tunnel at Various Levels of Toll^a

Table 3a Diversion of Traffic to Germany

<u>Route</u>	<u>Excess over</u> <u>Tunnel</u> <u>costs (sh.)</u>	<u>Tonnage</u>		<u>Tonnage diverted when toll =</u>				
				<u>0</u>	<u>30s</u>	<u>50s</u>	<u>70s</u>	<u>90s</u>
To N. Germany from Birmingham via Harwich-Zeebrugge Cargo vessel	90 50	100 500	100 500	100 500	100 500	100 70	50	
From Sheffield via Cargo vessel	30	400	400	400	50			
To Ruhr from Birmingham via Harwich-Zeebrugge Cargo vessel	90 30	100 1,100	100 1,100	100 1,100	100 140	100	50	
From Sheffield via Harwich-Zeebrugge Cargo vessel	80 40	100 900	100 900	100 900	100 450	100 50		
To S. Germany from Birmingham via Harwich-Zeebrugge Cargo vessel	100 70	100 500	100 500	100 500	100 500	100 500	100 70	
From Sheffield via Cargo vessel	60	500	500	500	500	250	20	
Total		4,300	4,300	4,300	2,540	1,270	290	

Table 3b Diversion of Traffic to Belgium

From Birmingham via Harwich-Zeebrugge Cargo vessel	70 40	100 5,000	100 5,000	100 5,000	100 2,500	50 250
From Sheffield via Cargo vessel	30	3,400	3,400	3,400	450	
Total		8,500	8,500	8,500	3,050	300

(a) See footnote to Table 3 for basis of allocation

(a) Voir le renvoi du Tableau 3 pour la base d'affectation

METAUX MANUFACTURES
EXPORTATIONS

METAL MANUFACTURES - EXPORTS

Table 3c

Diversion of Traffic to The Netherlands

<u>Route</u>	<u>Excess over Tunnel cost (sh.)^{tt}</u>	<u>Tonnage</u>		<u>Tonnage diverted when toll =</u>				
				<u>0</u>	<u>30s</u>	<u>50s</u>	<u>70s</u>	<u>90s</u>
From Birmingham via Cargo vessel	10	6,800	6,800	880				
From Sheffield via Cargo vessel	-	7,500	7,500	380				
Total		14,300	14,300	1,260				

Table 3d

Diversion of Traffic to France

To N.E. France from Birmingham via Dover-Dunkirk Cargo vessel	- 70	1,100 4,000					1,100 520
From Sheffield via Dover-Dunkirk Cargo vessel	- 70	100 3,000		All traffic diverted			100 390
Trafic engendrement détourné.							
To S. France from Birmingham via Dover-Dunkirk Cargo vessel	- 70	100 500					100 70
From Sheffield via Cargo vessel	70	300					40
Total		9,100					2,320

Table 3e

Diversion of Traffic to Switzerland

From Birmingham via Harwich-Zeebrugge Dover-Dunkirk Cargo vessel	100 - 90	400 400 1,500		All traffic diverted			400 400 1,500
Trafic engendrement détourné							
From Sheffield via Harwich-Zeebrugge Dover-Dunkirk Cargo vessel	80 - 70	200 100 1,300		All traffic diverted			- 100 170
Trafic engendrement détourné							
Total		3,900					2,570

METAUX MANUFACTURES
EXPORTATIONS

METAL MANUFACTURES - EXPORTS

Table 3f Diversion of Traffic to Austria

<u>Route</u>	<u>Excess over Tunnel cost (sh.)^a</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll =</u>				
			<u>0</u>	<u>30s</u>	<u>50s</u>	<u>70s</u>	<u>90s</u>
From Birmingham via Harwich-Zeebrugge	100	200					200
From Sheffield via Harwich-Zeebrugge	80	100	All traffic diverted				
Total		300					200

Table 3g Diversion of Traffic to Italy

From Birmingham via Cargo vessel	-40	2,800	
From Sheffield via Cargo vessel	-60	2,400	No traffic diverted
Total		5,200	

a Footnote 10 shillings is added to the Harwich-Zeebrugge ferry costs as a straight bonus to the Tunnel.

The basis of allocation for loose-cargo traffic is as follows:

<u>Excess of Tunnel cost sh. per ton</u>	<u>Percentage to Tunnel %</u>
0	100
10s	50
20s	13
30s	5
40s	0

Percentage of traffic by cargo vessel 94 per cent
 " " " " ferries 6 per cent
 Additional amount paid for use of the ferry generally 30-40 shillings per ton

TRADUCTION du Renvoi (a) ci-dessus

a 10 shillings sont ajoutés aux coûts du ferry Harwich-Zeebrugge comme bonus pour le Tunnel.

La base d'affectation pour le trafic en vrac par cargo est la suivante :

<u>Excès coûts tunnel shilling/tonne</u>	<u>% pour le Tunnel</u>	<u>Excès coûts tunnel shilling/tonne</u>	<u>% pour le Tunnel</u>
0	100	30	5
10	50	40	0
20	13		

Pourcentage du trafic par bateau-cargo - 94 pour cent
 Pourcentage du trafic par ferries - 6 pour cent
 Montant supplémentaire payé pour l'utilisation du ferry, généralement - 30-40 shillings par tonne

METAUX MANUFACTURES
EXPORTATIONS

METAL MANUFACTURES - EXPORTS

Table 4 Diversion of Export Traffic to a Channel Tunnel
at Various Levels of Toll and Resulting Revenue
(1957, tons)

<u>Traffic to:</u>	<u>Tonnage</u>	<u>Tonnage</u> <u>less air</u>	<u>Toll = 0</u>	<u>30s</u>	<u>50s</u>	<u>70s</u>	<u>90s</u>
Germany	4,500	4,300	4,300	4,300	2,540	1,270	290
Belgium	9,000	8,500	8,500	8,500	3,050	300	-
Netherlands	15,000	14,300	14,300	1,260			-
France	10,000	9,100	9,100	9,100	9,100	9,100	2,320
Switzerland	4,100	3,900	3,900	3,900	3,900	3,900	2,570
Austria	300	300	300	300	300	300	200
Italy	5,400	5,200					-
Total	48,300	45,600	40,400	27,360	18,890	14,870	5,380
(of which Dover-Dunkirk	1,800	1,800	1,800	1,800	1,800	1,800	1,800)
Revenue (to nearest £'000)				41,000	47,000	52,000	24,000

Table 5 Diversion of Export Traffic to a Channel Tunnel at
Various Levels of Toll and Resulting Revenue in 1965
(Tons)

<u>Traffic to:</u>	<u>Tonnage</u>	<u>Toll = 0</u>	<u>30s</u>	<u>50s</u>	<u>70s</u>	<u>90s</u>
<u>Without FTA</u>						
Germany	4,100	4,100	4,100	2,310	1,160	260
Belgium	8,000	7,550	7,550	2,710	270	-
Netherlands	13,000	12,400	1,090			
France	9,300	8,460	8,460	8,460	8,460	2,160
Switzerland	4,700	4,470	4,470	4,470	4,470	2,950
Austria	300	300	300	300	300	200
Italy	5,100					
Total	44,500	37,280	25,970	18,250	14,660	5,570
Revenue (to nearest £'000)			39,000	46,000	51,000	25,000
<u>With FTA</u>						
Germany	10,000	9,550	9,550	5,640	2,820	640
Belgium	15,500	14,640	14,640	5,250	520	
Netherlands	26,000	24,780	2,180			
France	20,000	18,200	18,200	18,200	18,200	4,640
Switzerland	6,000	5,710	5,710	5,710	5,710	3,760
Austria	2,000	2,000	2,000	2,000	2,000	1,330
Italy	10,500					
Total	90,000	74,880	52,280	36,800	29,250	10,370
Revenue (to nearest £'000)			78,000	92,000	102,000	47,000

METAUX MANUFACTURES
EXPORTATIONS

METAL MANUFACTURES - EXPORTS

Table 6 Diversion of Export Traffic to a Channel Tunnel at
Various Levels of Toll and Resulting Revenue in 1980

<u>Traffic to:</u>	<u>Tonnage</u>	<u>(Tons)</u>				
		<u>Toll = 0</u>	<u>30s</u>	<u>50s</u>	<u>70s</u>	<u>90s</u>
<u>Without FTA</u>						
Germany	6,500	6,210	6,210	3,670	1,830	420
Belgium	9,500	8,970	8,970	3,220	320	-
Netherlands	14,500	13,820	12,180	-	-	-
France	13,000	11,830	11,830	11,830	11,830	3,020
Switzerland	7,500	7,130	7,130	7,130	7,130	4,700
Austria	1,000	1,000	1,000	1,000	1,000	670
Italy	8,500	-	-	-	-	-
Total	60,500	48,960	47,320	26,850	22,110	8,810
Revenue (to nearest £'000)			71,000	67,000	77,000	40,000
<u>With FTA</u>						
Germany	16,500	15,760	15,760	9,310	4,660	1,060
Belgium	23,000	21,720	21,720	7,790	770	-
Netherlands	33,500	31,930	2,820	-	-	-
France	32,000	29,120	29,120	29,120	29,120	7,420
Switzerland	9,000	8,560	8,560	8,560	8,560	5,640
Austria	4,000	4,000	4,000	4,000	4,000	2,670
Italy	20,000	-	-	-	-	-
Total	138,000	111,090	82,020	58,780	47,110	16,790
Revenue (to nearest £'000)			123,000	147,000	165,000	76,000

METAUX MANUFACTURES
IMPORTATIONS

METAL MANUFACTURES - IMPORTS

METAL MANUFACTURES

Table 1 U.K. Imports from Tunnel Countries by Route in 1957
(⁰000 Tons)

<u>Country</u>	<u>Total</u>	<u>Hamburg and Bremen</u>			<u>Dutch and Belgian ports</u>				
		<u>E.Coast</u>	<u>S.Coast</u>	<u>W.Coast</u>	<u>E.Coast</u>	<u>S.Coast</u>	<u>W.Coast</u>	<u>Harwich- Zeebrugge</u>	<u>Air</u>
Germany	18.9	4.4	3.8	0.7	3.7	3.5	0.6	1.6	0.6
Belgium	3.5				1.6	1.2	0.2	0.4	0.1
Netherlands	3.3				1.5	1.4	0.2		0.2
France ^a	2.6				0.4				0.2
Switzerland	1.2				0.3	0.5	0.1		0.1
Austria	0.5				0.2	0.1		0.2	
Italy	3.4					0.4			
Total	33.4	4.4	3.8	0.7	7.7	7.1	1.1	2.2	1.2

a All from N.E.France

a Tout en provenance du N.E. de la France

<u>Country</u>	<u>E.Coast</u>	<u>Dunkirk and Cherbourg range</u>			<u>Dover- Dunkirk</u>	<u>Marseilles and Italian ports</u>		
		<u>S.Coast</u>	<u>W.Coast</u>	<u>E.Coast</u>		<u>S.Coast</u>	<u>W.Coast</u>	
France	0.4	1.0	0.1	0.5				
Switzerland				0.2				
Italy				0.1	1.0	1.5	0.4	
Total	0.4	1.0	0.1	0.8	1.0	1.5	0.4	

Table 1a U.K. Imports from Germany by Area and Route
(⁰000 tons)

	<u>Total</u>	<u>Hamburg and Bremen</u>			<u>Dutch and Belgian ports</u>				
		<u>E.Coast</u>	<u>S.Coast</u>	<u>W.Coast</u>	<u>E.Coast</u>	<u>S.Coast</u>	<u>W.Coast</u>	<u>Harwich- Zeebrugge</u>	<u>Air</u>
N.Germany	3.9	1.7	1.6	0.2				0.3	0.1
Ruhr	9.0	0.8	0.7	0.1	3.0	3.0	0.5	0.6	0.3
S.Germany	6.0	1.9	1.5	0.4	0.7	0.5	0.1	0.7	0.2
Total	18.9	4.4	3.8	0.7	3.7	3.5	0.6	1.6	0.6

METAUX MANUFACTURES
IMPORTATIONS

METAL MANUFACTURES - IMPORTS

Table 2

Transport Costs

(shillings per ton - 4 ton loads)

Route	<u>Transport Costs</u>								
	Hagen	(Han- over)	(Mann- heim)	Bel- gium (Brus- sels)	Nether- lands (Rotter- dam)	France (Paris)	Switzer - land (Basle)	Aust- ria (Vienna)	Italy (Genoa)
To Birmingham via Tunnel	140	170	150	110	120	120	150	230	210
Harw.-Zeebr.	230	250	240	170				310	
London-Germany		230	270						
London-Benelux	140a	200	220	150	110		210	280	
London-France						180			
London-Italy									170
Dover-Dunkirk						190	220		280
To Sheffield via Tunnel	150	180	160	120	130	130	160	230	220
Harw.-Zeebr.	230	250	240	170				300	
Dover-Dunkirk						200	230		
E.Coast-Germany			260						
E.Coast-Benelux	150	210	220	150	130	200	230	290	
E.Coast-Italy									160

Table 3
Diversion of Import Traffic to a Channel
Tunnel at Various Levels of Toll^a

Table 3a
Diversion of Traffic from Germany

Route	<u>Excess over Tunnel costs(sh.)</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll =</u>					
			<u>0</u>	<u>30s</u>	<u>50s</u>	<u>70s</u>	<u>90s</u>	
From N.Germany to Birmingham via Harwich-Zeebrugge Cargo vessel	90 30	200 1,600	200 1,600	200 1,600	200 210	200	200	100
To Sheffield via Harwich-Zeebrugge Cargo vessel	80 30	100 1,900	100 1,900	100 1,900	100 250	100	100	-
From Ruhr to Birmingham via Harwich-Zeebrugge Cargo vessel	100 -	500 3,700	500 3,700	500 190	500	500	500	500
To Sheffield via Harwich-Zeebrugge Cargo vessel	90 -	100 4,400	100 4,400	100 220	100	100	100	50
From S.Germany to Birmingham via Harwich-Zeebrugge Cargo vessel	100 70	500 2,000	500 2,000	500 2,000	500 2,000	500	500	500
To Sheffield via Har.-Zeebr. Cargo vessel	90 60	200 3,000	200 3,000	200 3,000	200 3,000	200	200	100
Total		18,300	18,300	10,610	7,160	5,100	1,660	

^a Basis of allocation as for exports

^a Base d'affectation comme pour les exportations

METAUX MANUFACTURES
IMPORTATIONS

METAL MANUFACTURES - IMPORTS

Table 3b

Diversion of Traffic from Belgium

<u>Route</u>	<u>Excess over Tunnel cost(sh)</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll =</u>				
			<u>0</u>	<u>30s</u>	<u>50s</u>	<u>70s</u>	<u>90s</u>
To Birmingham via Harwich-Zeebrugge Cargo vessel	70 40	300 1,200	300 1,200	300 1,200	300 600	150 60	- .
To Sheffield via Harwich-Zeebrugge Cargo vessel	60 30	100 1,800	100 1,800	100 1,800	100 230	- -	- -
Total		3,400	3,400	3,400	1,230	210	-

Table 3c

Diversion of Traffic from the Netherlands

To Birmingham via Cargo vessel	-10	1,400	700	-	-	-	-
To Sheffield via Cargo vessel	-	1,700	1,700	90	-	-	-
Total		3,100	2,400	90	-	-	-

Table 3d

Diversion of Traffic from France

To Birmingham via Dover-Dunkirk Cargo vessel	- 60	500 1,000	500 1,000	500 1,000	500 1,000	500 500	500 50
To Sheffield via Cargo vessel	70	900	900	900	900	900	120
Total		2,400	2,400	2,400	2,400	1,900	670

Table 3e

Diversion of Traffic from Switzerland

To Birmingham via Dover-Dunkirk Cargo vessel	- 60	200 500	200 500	200 500	200 500	200 250	200 30
To Sheffield via Cargo vessel	70	400	400	400	400	400	50
Total		1,100	1,100	1,100	1,100	850	280

METAUX MANUFACTURES
IMPORTATIONS

METAL MANUFACTURES - IMPORTS

Table 3f Diversion of Traffic from Austria

<u>Route</u>	<u>Excess over Tunnel cost (sh)</u> ^a	<u>Tonnage</u>	<u>Tonnage diverted when toll =</u>				
			<u>0</u>	<u>30s</u>	<u>50s</u>	<u>70s</u>	<u>90s</u>
To Birmingham via Harwich-Zeebrugge Cargo vessel	90 50	200 100	200 100	200 100	200 100	200 10	100
To Sheffield via Cargo vessel	60	200	200	200	200	100	10
Total		500	500	500	500	310	110

Table 3g Diversion of Traffic from Italy

To Birmingham via Dover-Dunkirk Cargo vessel	- -40	100 1,900	100 -	100 -	100 -	100 -	100 -
To Sheffield via Cargo vessel	-60	1,400	-	-	-	-	-
Total		3,400	100	100	100	100	100

a Basis of allocation, as for exports a Base d'affectation comme pour les exportations

Table 4 Diversion of Import Traffic to a Channel Tunnel at Various Levels of Toll and Resulting Revenue

(1957: tons)

<u>Traffic from</u>	<u>Tonnage</u>	<u>Tonnage less air</u>	<u>Toll = 0</u>	<u>30s</u>	<u>50s</u>	<u>70s</u>	<u>90s</u>
Germany	18,900	18,300	18,300	10,610	7,160	5,100	1,660
Belgium	3,500	3,400	3,400	3,400	1,230	150	-
Netherlands	3,300	3,100	2,400	90	-	-	-
France	2,600	2,400	2,400	2,400	2,400	1,900	670
Switzerland	1,200	1,100	1,100	1,100	1,100	850	280
Austria	500	500	500	500	500	310	110
Italy	3,400	3,400	100	100	100	100	100
Total	33,400	32,200	28,200	18,200	12,490	8,410	2,820
(of which Dover-Dunkirk)	800	800	800	800	800	800	800
Revenue (to nearest £'000)			-	27,000	31,000	30,000	13,000

METAL MANUFACTURES
IMPORTATIONS

METAL MANUFACTURES - IMPORTS

Table 5 Diversion of Import Traffic to a Channel Tunnel at
Various Levels of Toll and Resulting Revenue in 1965

<u>Traffic to:</u>	<u>Tonnage</u>	<u>(Tons)</u>				
		<u>Toll = 0</u>	<u>30s</u>	<u>50s</u>	<u>70s</u>	<u>90s</u>
<u>Without FTA</u>						
W. Germany	25,000	24,210	14,040	9,470	6,750	2,200
Belgium	4,000	3,890	3,890	1,410	170	
Netherlands	3,500	2,550	100		-	-
France	4,500	4,150	4,150	4,150	3,290	1,160
Switzerland	1,300	1,190	1,190	1,190	920	300
Austria	700	700	700	700	430	150
Italy	4,000	120	120	120	120	120
Total	43,000	36,810	24,190	17,040	11,680	3,930
Revenue (to nearest £'000)			36,000	43,000	41,000	18,000
<u>With FTA</u>						
W. Germany	37,000	35,830	20,770	14,020	9,980	3,250
Belgium	6,500	6,310	6,310	2,280	280	
Netherlands	5,500	4,000	150		-	
France	7,500	6,920	6,920	6,920	5,480	1,930
Switzerland	1,500	1,380	1,380	1,380	1,060	840
Austria	1,000	1,000	1,000	1,000	620	220
Italy	6,000	180	180	180	180	180
Total	65,000	55,620	36,710	25,780	17,600	6,420
Revenue (to nearest £'000)			55,000	64,000	62,000	29,000

METAUX MANUFACTURES
IMPORTATIONS

METAL MANUFACTURES - IMPORTS

Table 6 Diversion of Import Traffic to a Channel Tunnel at
Various Levels of Toll and Resulting Revenue in 1980

<u>Traffic to:</u>	<u>Tonnage</u>	<u>(Tons)</u>				
		<u>Toll = 0</u>	<u>30s</u>	<u>50s</u>	<u>70s</u>	<u>90s</u>
<u>Without FTA</u>						
W. Germany	31,500	30,490	17,680	11,930	8,500	2,770
Belgium	4,900	4,760	4,760	1,720	210	-
Netherlands	4,400	4,130	3,200	120	-	-
France	5,500	5,080	5,080	5,080	4,020	1,420
Switzerland	1,400	1,280	1,280	1,280	990	330
Austria	800	800	800	800	500	180
Italy	5,000	150	150	150	150	150
Total	53,500	46,690	32,950	21,080	14,340	4,850
Revenue (to nearest £'000)			49,000	53,000	50,000	22,000
<u>With FTA</u>						
W. Germany	42,000	40,660	23,580	15,910	11,330	3,690
Belgium	7,500	7,280	7,280	2,630	320	-
Netherlands	6,500	4,730	180	-	-	-
France	8,500	7,850	7,850	7,850	6,210	2,190
Switzerland	2,000	1,830	1,830	1,830	1,420	470
Austria	1,500	1,500	1,500	1,500	930	330
Italy	7,000	210	210	210	210	210
Total	75,000	64,060	42,430	29,930	20,420	6,890
Revenue (to nearest £'000)			64,000	75,000	71,000	31,000

METAUX MANUFACTURES

METAL MANUFACTURES

Table 7 Total Tonnage Diverted to a Channel Tunnel
and Resulting Revenue^a
(tons)

	<u>Tonnage</u>	<u>Toll = 0</u>	<u>30s</u>	<u>50s</u>	<u>70s</u>	<u>90s</u>
<u>In 1965</u>						
<u>Without FTA</u>						
Exports	44,500	37,280	25,970	18,250	14,660	5,570
Imports	43,000	36,810	24,190	17,040	11,680	3,930
Total	87,500	74,090	50,160	35,290	26,340	9,500
Revenue (to nearest £'000)			75,000	88,000	92,000	43,000
<u>With FTA</u>						
Exports	90,000	74,880	52,280	36,800	29,250	10,370
Imports	65,000	55,620	36,710	25,780	17,600	6,420
Total	155,000	130,500	88,990	62,580	46,850	16,790
Revenue (to nearest £'000)			133,000	156,000	164,000	76,000
<u>In 1980</u>						
<u>Without FTA</u>						
Exports	60,500	48,960	47,320	26,850	22,110	8,810
Imports	53,500	46,690	32,950	21,080	14,340	4,850
Total	114,000	95,650	80,270	47,930	36,450	13,660
Revenue (to nearest £'000)			120,000	119,000	128,000	61,000
<u>With FTA</u>						
Exports	138,000	111,100	82,000	58,800	47,100	16,800
Imports	75,000	64,060	42,430	29,930	20,420	6,890
Total	213,000	175,160	124,430	88,730	67,520	23,690
Revenue (to nearest £'000)			187,000	222,000	236,000	107,000

a Optimum toll = 70 shillings

a Péage optimum = 70 shillings

MACHINES - EXPORTATIONS

MACHINERY - EXPORTS

MACHINERY^(a)

Table 1 U.K. Exports to Western European Countries by Route in 1957

(*000 tons)

Country	Total	<u>Hamburg and Bremen</u>			<u>Dutch and Belgium ports</u> ^(b)			Harwich- Zeebrugge	Tilbury ^(d) Antwerp
		E. Coast	London & S.Coast	W. Coast	E. Coast	London & S.Coast	W. Coast		
Germany	17.6	3.5	4.0	1.3	2.0	1.5	0.8	2.8	1.0
Belgium	25.7				7.5	10.0	2.5	1.4	3.0
Netherlands	43.3				17.8	15.0	4.0	0.2	2.0
France	30.9								0.2
Switzerland	5.3				1.2	1.7	0.5	0.5	0.2
Austria	2.3	0.5				1.0		0.8	
Italy	27.4				1.0	0.4		0.8	0.1
Total	152.5	4.0	4.0	1.3	29.5	29.6	7.8	6.5	6.5

Dunkirk and Cherbourg range^(c)

	<u>E. Coast</u>	<u>London & S. Coast</u>	<u>W. Coast</u>	<u>Dover- Dunkirk</u>	<u>Air</u>
Germany					0.7
Belgium					1.3
Netherlands					4.3
France	3.0	18.1	1.5	4.9	2.2
Switzerland				0.8	0.4
Italy				1.1	1.4
Total	3.0	18.1	1.5	6.8	10.3

Marseilles and Italian ports

	<u>E. Coast</u>	<u>London & S. Coast</u>	<u>W. Coast</u>
France		0.5	0.5
Italy	3.6	9.5	9.5
Total	3.6	10.0	10.0

(a) Excluding tractors and washing machines

(b) Including Rhine ports

(c) Including Paris and Rouen

(d) Adjusted figure based on 1958 carryings.

(a) Tracteurs et Machines à laver exclus

(b) Y compris les ports du Rhin

(c) Y compris Paris et Rouen

(d) Chiffres ajustés sur les transports de 1958

MACHINES - EXPORTATIONS

MACHINERY - EXPORTS

Table 1a Exports to Germany by Area and Route
('000 tons)

	<u>Hamburg and Bremen</u>				<u>Dutch & Belgian ports</u>			<u>Tilbury- Antwerp</u>	<u>Harwich- Zeebrugge</u>	<u>Air</u>
	<u>Total</u>	<u>E. Coast</u>	<u>London & S. Coast</u>	<u>W. Coast</u>	<u>E. Coast</u>	<u>London & S. Coast</u>	<u>W. Coast</u>			
N.Germany	4.2	1.1	1.2	0.4	0.3	0.2	0.1	0.2	0.5	0.2
Ruhr	9.5	1.7	2.0	0.6	1.2	0.9	0.5	0.6	1.7	0.3
S.Germany	3.9	0.7	0.8	0.3	0.5	0.4	0.2	0.2	0.6	0.2
Total	17.6	3.5	4.0	1.3	2.0	1.5	0.8	1.0	2.8	0.7

Table 1b Exports to France by Area and Route
('000 tons)

	<u>Dunkirk and Cherbourg range</u>				<u>Marseilles & Italian ports</u>		<u>Dover- Dunkirk</u>	<u>Tilbury- Antwerp</u>	<u>Air</u>
	<u>Total</u>	<u>E. Coast</u>	<u>London & S. Coast</u>	<u>W. Coast</u>	<u>London & S. Coast</u>	<u>W. Coast</u>			
N.E.France	25.8	2.5	16.0	1.3	-	-	4.0	0.2	1.8
N.W.France	0.1		0.1	-	-	-	-	-	-
S.France	5.0	0.5	2.0	0.2	0.5	0.5	0.9	-	0.4
Total	30.9	3.0	18.1	1.5	0.5	0.5	4.9	0.2	2.2

MACHINES - EXPORTATIONS

MACHINERY - EXPORTS

Table 2

Transport Costs

(shillings per ton - 4 ton loads)

<u>Route</u>	<u>N.Ger- many (Han- nover)</u>	<u>Ruhr (Dussel- dorf)</u>	<u>S.Ger- many (Mann- heim)</u>	<u>Nether- lands (Utrecht)</u>	<u>Bel- gium (Brus- sels)</u>	<u>France N.E. S. (Paris) (Lyons)</u>	<u>Switzer- land (Basle)</u>	<u>Austria (Vienna)</u>	<u>Italy (Milan)</u>	
From										
Birmingham										
via Tunnel	190	150	170	130	110	120	190	170	250	220
Dover-Dunk.		230	250			200	270	250	330	300
Harwich- Zeebrugge	290	240	270	230	210		280	360		
Tilbury- Antwerp	250	230	260	200	190	220	270	350		
London-Ger.	200	240	270					330		
" - Bene.	230	200	240	170	170		250	330	300	
" - France						190	260			
" - Italy ^a							230		220	
W.Coast- Ger.	240	280	310							
W.Coast- Bene.	280	250	280	210	210		290			
From										
Sheffield										
via Tunnel	190	160	180	140	120	130	190	170	260	220
Dover-Dunk.						210	270	250		300
Harwich- Zeebrugge	290	250	270	230	210		280	360		
Tilbury- Antwerp	260	230	260	200	180	220	270			
E.Coast- Ger.	190	230	260					320		
" - Bene.	230	200	230	160	160		240	320	290	
" - France						200	260			
" - Italy ^a							230		220	
W.Coast- Ger.	230	270	300							
" - Bene.	270	240	270	200	200		280		330	
" - Italy									210	
London- France						200				

(a) Marseilles in the case of shipments to S. France.

(a) Marseilles, dans le cas des envois vers le Sud de la France.

MACHINES - EXPORTATIONS

MACHINERY - EXPORTS

Table 3 Diversion of Export Traffic to a Channel Tunnel at Various Levels of Toll^a

Table 3a Diversion of Traffic to Germany

<u>Route</u>	<u>Excess over Tunnel costs (sh.)</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll =</u>				
			<u>0</u>	<u>40s</u>	<u>60s</u>	<u>80s</u>	<u>120s</u>
N. Germany							
from Birmingham via Harwich-Zeebrugge	120	400		400	400	400	400
Tilbury-Antwerp	80	100		100	100	100	-
Cargo vessel	10	1,500		340	190	80	-
from Sheffield via Harwich-Zeebrugge	120	100		100	100	100	100
Tilbury-Antwerp	90	100		100	100	100	-
Cargo vessel	4	1,800		320	160	40	-
Ruhr							
from Birmingham via Harwich-Zeebrugge	110	1,300		1,300	1,300	1,300	-
Tilbury-Antwerp	100	400		400	400	400	-
Cargo vessel	50	3,200		3,200	2,880	720	160
from Sheffield via Harwich-Zeebrugge	110	400		400	400	400	-
Tilbury-Antwerp	90	200		200	200	200	-
Cargo vessel	40	3,700		3,700	1,850	650	70
S. Germany							
from Birmingham via Harwich-Zeebrugge	120	500		500	500	500	500
Tilbury-Antwerp	110	100		100	100	100	100
Cargo vessel	70	1,300		1,300	1,300	650	160
from Sheffield via Harwich-Zeebrugge	110	100		100	100	100	-
Tilbury-Antwerp	100	100		100	100	100	-
Cargo vessel	50	1,600		1,600	1,440	360	80
Total		16,900	16,900	14,260	11,620	6,300	1,570

ALL Traffic Diverted

(a) See footnote to Table 3 for basis of allocation.

(a) Voir le renvoi du Tableau 3 pour la base d'affectation.

MACHINES - EXPORTATIONS

MACHINERY - EXPORTS

Table 3b Diversion of Traffic to Belgium

<u>Route</u>	<u>Excess over Tunnel costs (sh.)</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll =</u>				
			<u>0</u>	<u>40s</u>	<u>60s</u>	<u>80s</u>	<u>120s</u>
From Birmingham via Harwich-Zeebrugge	120	1,000			1,000	1,000	1,000
Tilbury-Antwerp	100	1,500			1,500	1,500	-
Cargo vessel	60	6,000	All		6,000	3,000	540
From Sheffield via Harwich-Zeebrugge	110	400	Traffic		400	400	-
Tilbury-Antwerp	80	1,500	Diverted Trafic		1,500	1,500	-
Cargo vessel	40	14,000	Engendrement Détourné		7,000	2,450	280
Total		24,400	24,400	24,400	17,400	9,850	1,820

Table 3c Diversion of Traffic to the Netherlands

<u>Route</u>	<u>Excess over Tunnel costs (sh.)</u>	<u>Tonnage</u>	Traffic engendrement détourné	<u>Tonnage diverted when toll =</u>				
				<u>0</u>	<u>40s</u>	<u>60s</u>	<u>80s</u>	<u>120s</u>
From Birmingham via Harwich-Zeebrugge	120	100	All Traffic Diverted		100	100	100	100
Tilbury-Antwerp	90	1,000			1,000	1,000	1,000	-
Cargo vessel	40	21,800			21,800	10,900	3,820	440
From Sheffield via Harwich Zeebrugge	110	100			100	100	100	-
Tilbury-Antwerp	80	1,000			1,000	1,000	1,000	-
Cargo vessel	20	15,000			7,500	2,620	1,350	-
Total		39,000	39,000	31,500	15,720	7,370	540	

MACHINES - EXPORTATIONS

MACHINERY - EXPORTS

Table 3d

Diversion of Traffic to France

<u>Route</u>	<u>Excess over Tunnel costs (sh.)</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll =</u>				
			<u>0</u>	<u>40s</u>	<u>60s</u>	<u>80s</u>	<u>120s</u>
N.E. France from Birmingham via Dover-Dunkirk		4,000			4,000	4,000	4,000
Tilbury-Antwerp	120	100			100	100	100
Cargo vessel	70	10,800			10,800	9,720	1,350
from Sheffield via Tilbury-Antwerp	110	100	All		100	100	..
Cargo vessel	70	9,000	Traffic		9,000	8,100	1,130
S. France ^a from Birmingham via Dover-Dunkirk		900	Diverted				
Cargo vessel	50	2,100	Traffic		900	900	900
from Sheffield via Cargo vessel	40	1,700	Engendrement		1,890	470	110
			Détourné				
Total		28,700	28,700	28,700	27,640	23,690	7,620

Table 3e

Diversion of Traffic to Switzerland

<u>Route</u>	<u>Excess over Tunnel costs (sh.)</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll =</u>				
			<u>0</u>	<u>40s</u>	<u>60s</u>	<u>80s</u>	<u>120s</u>
From Birmingham via Dover-Dunkirk		800				800	800
Harwich-Zeebrugge	130	300				300	300
Tilbury-Antwerp	120	100				100	100
Cargo vessel	80	1,400				1,400	250
From Sheffield via Harwich-Zeebrugge	130	200	All Traffic Diverted				
Tilbury-Antwerp	120	100	Traffic engendrement			200	200
Cargo vessel	70	2,000	détourné			100	100
						1,800	250
Total		4,900	4,900	4,900	4,900	4,700	2,000

(a) Including 100 tons shipped to N.W. France

(a) Y compris 100 tonnes expédiées vers le Nord Ouest de la France

MACHINES - EXPORTATIONS

MACHINERY - EXPORTS

Table 3f Diversion of Traffic to Austria

<u>Route</u>	<u>Excess over Tunnel costs (sh.)</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll =</u>				
			<u>0</u>	<u>40s</u>	<u>60s</u>	<u>80s</u>	<u>120s</u>
From Birmingham via Harwich-Zeebrugge	130	400				400	400
Cargo vessel	80	500				500	90
All Traffic Diverted							
From Sheffield via Harwich-Zeebrugge	120	400				400	400
Cargo vessel	60	1,000				500	90
Total		2,300	2,300	2,300	2,300	1,800	980

Table 3g Diversion of Traffic to Italy

<u>Route</u>	<u>Excess over Tunnel costs (sh.)</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll =</u>				
			<u>0</u>	<u>40s</u>	<u>60s</u>	<u>80s</u>	<u>120s</u>
From Birmingham via Dover-Dunkirk		1,100	1,100	1,100	1,100	1,100	1,100
Harwich-Zeebrugge	130	500	500	500	500	500	500
Tilbury-Antwerp	120	100	100	100	100	100	100
Cargo vessel		12,000	12,000	2,100	1,080	240	
From Sheffield via Harwich-Zeebrugge	130	300	300	300	300	300	300
Cargo vessel	-10	12,000	10,800	1,500	600		
Total		26,000	24,800	5,600	3,680	2,240	2,000

(a) Footnote: (Voir TRADUCTION page 180)

20 shillings is added to the costs of the Harwich-Zeebrugge and Tilbury-Antwerp ferries as a straight bonus to the Tunnel.

Loose cargo traffic is allocated on the following basis:

<u>Excess of Tunnel Cost</u>	<u>Percentage to Tunnel</u>
<u>sh. per ton</u>	<u>%</u>
0	100
10	90
20	50
30	22.5
50	12.5
70	5
90	0

Percentage of current trade by cargo vessel 90 per cent

Percentage of current trade by ferries 15 per cent

Percentage of current trade by rail 15 per cent

Additional amount paid for use of the ferry, generally £4.12 per ton

Savings on packaging and insurance on through rail service 0 - £12 per ton.

MACHINES - EXPORTATIONS

MACHINERY - EXPORTS

Table 4 Diversion of Export Traffics to a Channel Tunnel
at Various Levels of Toll and Resulting Revenue
 (1957 tons)

<u>Traffic to</u>	<u>Tonnage</u>	<u>Tonnage, less air</u>	<u>Toll =</u>	<u>0</u>	<u>40s</u>	<u>60s</u>	<u>80s</u>	<u>120s</u>
Germany	17,600	16,900		16,900	14,260	11,620	6,300	1,570
Belgium	25,700	24,400		24,400	24,400	17,400	9,850	1,820
Netherlands	43,300	39,000		39,000	31,500	15,720	7,370	540
France	30,900	28,700		28,700	28,700	27,640	23,690	7,620
Switzerland	5,300	4,900		4,900	4,900	4,900	4,700	2,000
Austria	2,300	2,300		2,300	2,300	2,300	1,800	980
Italy	27,400	26,000		24,800	5,600	3,680	2,240	2,000
Total	152,500	142,200		141,000	111,860	83,260	55,950	16,530
(of which Dover-Dunkirk	6,800	6,800		6,800	6,800	6,800	6,800	6,800)
Revenue (to nearest £'000)					223,000	250,000	224,000	99,000

MACHINES - EXPORTATIONS

MACHINERY - EXPORTS

Table 5 Diversion of Export Traffic to a Channel Tunnel at
Various Levels of Toll and the Resulting Revenue in 1965

(tons)

<u>Traffic to</u>	<u>Tonnage</u>	<u>Tonnage, less air</u>	<u>Toll =</u>	<u>0</u>	<u>40s</u>	<u>60s</u>	<u>80s</u>	<u>120s</u>
<u>Without FTA</u>								
Germany	22,000	21,120		21,130	17,830	14,530	7,880	1,960
Belgium	29,000	27,530		27,520	27,520	19,630	11,110	2,050
Netherlands	46,000	41,430		41,420	33,450	16,690	7,830	570
France	35,000	32,510		32,520	32,520	31,320	26,840	8,630
Switzerland	7,000	6,470		6,470	6,470	6,470	6,200	2,640
Austria	3,000	3,000		3,000	3,000	3,000	2,350	1,280
Italy	30,000	28,470		27,160	6,130	4,030	2,440	2,190
Total	172,000	160,530		159,220	126,920	95,670	64,650	19,320
Revenue (to nearest £'000)					254,000	287,000	259,000	116,000
<u>With FTA</u>								
Germany	35,000	33,610		33,600	28,350	23,100	12,520	3,120
Belgium	40,000	37,980		37,970	37,970	27,070	15,330	2,830
Netherlands	60,000	54,040		54,050	43,660	21,790	10,210	7,480
France	55,000	51,080		51,090	51,090	49,200	42,170	13,560
Switzerland	10,000	9,250		9,240	9,240	9,240	8,860	3,770
Austria	5,000	5,000		5,000	5,000	5,000	3,910	2,130
Italy	45,000	42,700		40,720	9,200	6,040	3,680	3,280
Total	250,000	233,660		231,670	184,510	141,440	96,680	36,170
Revenue (to nearest £'000)					369,000	424,000	387,000	217,000

MACHINES - EXPORTATIONS

MACHINERY - EXPORTS

Table 6 Diversion of Export Traffic to a Channel Tunnel at
Various Levels of Toll and the Resulting Revenue in 1980

(tons)

<u>Traffic to</u>	<u>Tonnage</u>	<u>Tonnage, less air</u>	<u>Toll =</u>	<u>0</u>	<u>40s</u>	<u>60s</u>	<u>80s</u>	<u>120s</u>
<u>Without FTA</u>								
Germany	30,000	28,810		28,810	24,310	19,810	10,740	2,680
Belgium	25,000	23,740		23,740	23,740	16,930	9,580	1,770
Netherlands	40,000	36,040		36,040	29,110	14,520	6,810	500
France	42,000	39,030		39,030	39,030	37,590	32,220	10,360
Switzerland	12,000	11,090		11,090	11,090	11,090	10,640	4,530
Austria	5,000	5,000		5,000	5,000	5,000	3,910	2,130
Italy	36,000	34,160		32,590	7,360	4,840	2,940	2,630
Total	190,000	177,870		176,300	139,640	109,780	76,840	24,600
Revenue (to nearest £'000)					279,000	329,000	307,000	148,000
<u>With FTA</u>								
Germany	55,000	52,810		52,810	44,560	36,310	19,690	4,910
Belgium	55,000	52,220		52,220	52,220	37,230	21,080	3,890
Netherlands	75,000	67,550		67,550	54,560	27,230	12,760	940
France	75,000	69,650		69,650	69,650	67,080	57,500	18,490
Switzerland	20,000	18,470		18,470	18,470	18,470	17,720	7,540
Austria	10,000	10,000		10,000	10,000	10,000	7,820	4,260
Italy	65,000	61,680		58,780	13,270	8,720	5,310	4,740
Total	355,000	332,380		329,480	262,730	205,040	141,880	44,770
Revenue (to nearest £'000)					525,000	615,000	568,000	269,000

TRADUCTION du Renvoi de la page 177

a 20 shillings sont ajoutés aux coûts des ferries Harwich-Zeebrugge et Tilbury-Anvers comme bonus pour le Tunnel.

Le trafic en vrac par cargo est affecté sur la base suivante :

<u>Excès coûts tunnel</u> <u>shilling/tonne</u>	<u>% pour le</u> <u>Tunnel</u>	<u>Excès coûts tunnel</u> <u>shilling/tonne</u>	<u>% pour le</u> <u>Tunnel</u>
0	100	50	12,5
10	90	70	5
20	50	90	0
30	22,5		

Pourcentage du commerce actuel par bateau-cargp

= 80 pour cent

Pourcentage du commerce actuel par ferries

= 15 pour cent

Pourcentage du commerce actuel par air

= 5 pour cent

Montant supplémentaire payé pour

l'utilisation du ferry, généralement

= £4-12 par tonne

Economies d'emballage et d'assurance sur

les services fer directs

= £0-12 par tonne

MACHINES - IMPORTATIONS

MACHINERY - IMPORTS

MACHINERY

Table 1 U.K. Imports from Western European Countries by Route in 1957
(⁰000 tons)

Country	Total	<u>Hamburg and Bremen</u>		<u>Dutch and Belgium ports</u>			Harwich- Zeebrugge	Tilbury- Antwerp ^(a)	
		E. London & Coast	W. S.Coast	E. London & Coast	W. S.Coast	W. Coast			
Germany	47.1	8.0	10.0	4.1	7.8	5.3	3.4	7.1	0.7
Belgium	3.5				0.4	0.5	0.3	0.5	1.5
Netherlands	6.9				2.3	1.5	1.2		1.0
France ^(b)	5.9					0.1			0.2
Switzerland	7.2				1.7	1.3	0.7	0.3	0.2
Austria	0.5	0.1	0.1		0.1	0.1		0.1	
Italy	2.9				0.2	0.2	0.1		
Total	74.0	8.1	10.1	4.1	12.5	9.0	5.7	8.0	3.6

Dunkirk and Cherbourg range

	<u>S. Coast</u>	<u>London & S. Coast</u>	<u>W. Coast</u>	<u>Dover- Dunkirk</u>	<u>Air</u>
Germany				0.2	0.5
Belgium					0.3
Netherlands					0.9
France	0.2	2.5	0.2	1.9	0.8
Switzerland		2.0		0.8	0.2
Italy		0.1		0.3	0.2
Total	0.2	4.6	0.2	3.2	2.9

Marseilles and Italian ports

	<u>E. Coast</u>	<u>London & S. Coast</u>	<u>W. Coast</u>
Italy	0.2	1.0	0.6
Total	0.2	1.0	0.6

(a) Adjusted figure based on 1958 carryings.

(b) All from N.E. France.

(a) Chiffre ajusté sur les transports de 1958.

(b) Tout en provenance du N.E. de la France.

MACHINES - IMPORTATIONS

MACHINERY - IMPORTS

Table 1a Imports from Germany by Area and Route
(¹000 tons)

	<u>Hamburg & Bremen</u>			<u>Dutch and Belgian ports</u>			<u>Tilbury- Antwerp</u>	<u>Harwich- Zeebrugge</u>	<u>Dover- Dunkirk</u>	<u>Air</u>	
	<u>Total</u>	<u>London</u>		<u>London</u>							
		<u>E. Coast</u>	<u>& S. Coast</u>	<u>E. Coast</u>	<u>& S. Coast</u>	<u>W. Coast</u>					
N.Ger- many	6.7	1.4	1.8	0.8	0.7	0.4	0.3	0.1	1.1	0.1	
Ruhr	20.2	1.7	2.2	0.9	5.7	4.1	2.5	0.4	2.4	0.1	0.2
S.Ger- many	20.2	4.9	6.0	2.4	1.4	0.8	0.6	0.2	3.6	0.1	0.2
Total	47.1	8.0	10.0	4.1	7.8	5.3	3.4	0.7	7.1	0.2	0.5

MACHINES - IMPORTATIONS

MACHINERY - IMPORTS

Table 2

Transport Costs

(shillings per ton - 4 ton loads)

<u>Route</u>	<u>N.Ger- many (Han- nover)</u>	<u>Ruhr (Dussel- dorf)</u>	<u>S.Ger- many (Mann- heim)</u>	<u>Nether- lands (Utrecht)</u>	<u>Bel- gium (Brus- sels)</u>	<u>N.E. France (Paris)</u>	<u>Switzer- land (Basle)</u>	<u>Austria (Vienna)</u>	<u>Italy (Milan)</u>
To Birmingham via Tunnel	190	150	170	130	110	120	170	250	220
Dover-Dunk.		230	250			200	250	330	300
Harwich-Zeebrugge	290	240	270	230	210		280	360	
Tilbury-Antwerp	250	230	260	200	190	220	270	350	
London-Ger.	200	240	270					330	
" - Bene.	230	200	240	170	170		250	330	300
" - France						190			
" - Italy									220
W.Coast - Ger.	240	280	310						
" - Bene.	280	250	280	210	210		290		
To Sheffield via Tunnel	190	160	180	140	120	130	170	260	220
Dover-Dunk.						210	250		300
Harwich-Zeebrugge	290	250	270	230	210		280	360	
Tilbury-Antwerp	260	230	260	200	180	220	270		
E.Coast - Ger.	190	230	260					320	
" - Bene.	230	200	230	160	160		240	320	290
" - France						200			
" - Italy									220
W.Coast - Ger.	230	270	300						
" - Bene.	270	240	270	200	200		280		330
" - Italy									210
London - France						200			

MACHINES - IMPORTATIONS

MACHINERY - IMPORTS

Table 3 Diversion of Import Traffic to a Channel Tunnel at Various Levels of Toll^a

Table 3a Diversion of Traffic from Germany

<u>Route</u>	<u>Excess over Tunnel costs (sh.)</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll =</u>				
			<u>0</u>	<u>40s</u>	<u>60s</u>	<u>80s</u>	<u>120s</u>
N. Germany to Birmingham via Harwich-Zeebrugge	120	800		800	800	800	800
Tilbury-Antwerp	80	100		100	100	100	
Cargo vessel	10	2,400		540	300	120	
to Sheffield via Harwich-Zeebrugge	120	300		300	300	300	300
Cargo vessel	0	3,000	ALL	520	270	60	
Ruhr to Birmingham via Dover-Dunkirk		100	TRAFFIC	100	100	100	100
Harwich-Zeebrugge	110	1,800		1,800	1,800	1,800	
Tilbury-Antwerp	100	300		300	300	300	
Cargo vessel	50	7,200		7,200	6,480	1,620	360
to Sheffield via Harwich-Zeebrugge	110	600		600	600	600	
Tilbury-Antwerp	90	100		100	100	100	
Cargo vessel	40	9,900	DIVERTED	9,900	4,950	1,730	200
S. Germany to Birmingham via Dover-Dunkirk		100		100	100	100	100
Harwich-Zeebrugge	120	2,700		2,700	2,700	2,700	2,700
Tilbury-Antwerp	110	100		100	100	100	
Cargo Vessel	70	7,600		7,600	7,600	6,840	950
to Sheffield via Harwich-Zeebrugge	110	900		900	900	900	
Tilbury-Antwerp	100	100		100	100	100	
Cargo vessel	50	8,500		8,500	7,650	1,910	440
Total		46,600	46,600	42,260	35,250	20,280	5,950

(a) Basis of allocation, as for exports.

(a) Base d'affectation comme pour les exportations.

MACHINES - IMPORTATIONS

MACHINERY - IMPORTS

Table 3b Diversion of Traffic from Belgium

<u>Route</u>	<u>Excess over Tunnel costs (sh.)</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll =</u>				
			<u>0</u>	<u>40s</u>	<u>60s</u>	<u>80s</u>	<u>120s</u>
Belgium to Birmingham via Harwich-Zeebrugge	120	400	All Traffic Diverted Traffic engendrement détourné	400	400	400	400
Tilbury-Antwerp	100	1,100		1,100	1,100	1,100	..
Cargo vessel to Sheffield via Harwich-Zeebrugge	60	600		600	600	300	50
Tilbury-Antwerp	110	100		100	100	100	..
Cargo vessel	80	400		400	400	400	..
Cargo vessel	40	600		600	300	110	10
Total		3,200	3,200	3,200	2,900	2,410	460

Table 3c Diversion of Traffic from the Netherlands

<u>Route</u>	<u>Excess over Tunnel costs (sh.)</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll =</u>					
			<u>0</u>	<u>40s</u>	<u>60s</u>	<u>80s</u>	<u>120s</u>	
Netherlands to Birmingham via Tilbury-Antwerp	90	700	All Traffic Diverted Traffic engendrement détourné	700	700	700	..	
Cargo vessel to Sheffield via Tilbury-Antwerp	40	2,000		2,000	1,000	350	40	
Cargo vessel	80	300		300	300	300	..	
Cargo vessel	20	3,000		1,500	530	270	..	
Total		6,000		6,000	4,500	2,530	1,620	40

MACHINES - IMPORTATIONS

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Table 3d Diversion of Traffic from France

<u>Route</u>	<u>Excess over Tunnel costs (sh.)</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll =</u>				
			<u>0</u>	<u>40s</u>	<u>60s</u>	<u>80s</u>	<u>120s</u>
N.E. France to Birmingham via Dover-Dunkirk		1,900				1,900	1,900
Tilbury-Antwerp	100	100	All Traffic Diverted			100	-
Cargo vessel to Sheffield via Tilbury-Antwerp	70	1,500	Trafic engendrement détourné			1,350	190
Tilbury-Antwerp	90	100				100	-
Cargo vessel	70	1,500				1,350	190
Total		5,100	5,100	5,100	5,100	4,800	2,280

Table 3e Diversion of Traffic from Switzerland

<u>Route</u>	<u>Excess over Tunnel costs (sh.)</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll =</u>				
			<u>0</u>	<u>40s</u>	<u>60s</u>	<u>80s</u>	<u>120s</u>
Switzerland to Birmingham via Dover-Dunkirk		800				800	800
Harwich-Zeebrugge	130	200				200	200
Tilbury-Antwerp	120	100				100	100
Cargo vessel to Sheffield via Harwich-Zeebrugge	80	2,400	All Traffic Diverted			2,400	420
Harwich-Zeebrugge	130	100	Trafic engendrement détourné			100	100
Tilbury-Antwerp	120	100				100	100
Cargo vessel	70	3,300				2,970	410
Total		7,000	7,000	7,000	7,000	6,670	2,130

MACHINES - IMPORTATIONS

MACHINERY - IMPORTS

Table 3f Diversion of Traffic from Austria

<u>Route</u>	<u>Excess over Tunnel costs (sh.)</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll =</u>				
			<u>0</u>	<u>40s</u>	<u>60s</u>	<u>80s</u>	<u>120s</u>
Austria to Birmingham via Harwich-Zeebrugge	130	100				100	100
Cargo vessel	80	200				200	40
to Sheffield Cargo vessel	60	200	All Traffic Diverted Trafic engendrement détourné			100	20
Total		500	500	500	500	400	160

Table 3g Diversion of Traffic from Italy

<u>Route</u>	<u>Excess over Tunnel costs (sh.)</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll =</u>				
			<u>0</u>	<u>40s</u>	<u>60s</u>	<u>80s</u>	<u>120s</u>
Italy to Birmingham via Dover-Dunkirk		300	300	300	300	300	300
Cargo vessel	0	1,300	1,300	230	120	30	-
to Sheffield via Cargo vessel	-10	1,100	990	140	60	-	-
Total		2,700	2,590	670	480	330	300

Table 4 Diversion of Import Traffic to a Channel Tunnel
at Various Levels of Toll and Resulting Revenue
(1957 tons)

<u>Traffic to</u>	<u>Tonnage</u>	<u>Tonnage, less air</u>	<u>Toll =</u>	<u>0</u>	<u>40s</u>	<u>60s</u>	<u>80s</u>	<u>120s</u>
				Germany	47,100	46,600	46,600	42,260
Belgium	3,500	3,200	3,200	3,200	2,900	2,410	460	
Netherlands	6,900	6,000	6,000	4,500	2,530	1,620	40	
France	5,900	5,100	5,100	5,100	5,100	4,800	2,280	
Switzerland	7,200	7,000	7,000	7,000	7,000	6,670	2,130	
Austria	500	500	500	500	500	400	160	
Italy	2,900	2,700	2,590	670	480	330	300	
Total	74,000	71,100	70,990	63,230	53,760	36,510	11,320	
(of which Dover-Dunkirk	3,200	3,200	3,200	3,200	3,200	3,200	3,200	
Revenue (to nearest £'000)				126,000	161,000	146,000	67,000	

MACHINES - IMPORTATIONS

MACHINERY - IMPORTS

Table 5 Diversion of Import Traffic to a Channel Tunnel at
Various Levels of Toll and Resulting Revenue in 1965

(tons)

<u>Traffic to</u>	<u>Tonnage</u>	<u>Tonnage, less air</u>	<u>Toll =</u>	<u>0</u>	<u>40s</u>	<u>60s</u>	<u>80s</u>	<u>120s</u>
<u>Without FTA</u>								
Germany	63,000	62,330		62,350	56,540	47,160	27,130	7,960
Belgium	6,000	5,490		5,480	5,480	4,970	4,130	790
Netherlands	9,000	7,830		7,820	5,870	3,300	2,110	50
France	8,000	6,920		6,920	6,920	6,920	6,510	3,090
Switzerland	12,000	11,670		11,670	11,670	11,670	11,120	3,550
Austria	1,000	1,000		1,000	1,000	1,000	800	320
Italy	6,000	5,590		5,360	1,390	990	680	620
Total	105,000	100,830		100,600	88,870	76,010	52,480	16,380
Revenue (to nearest £'000)					178,000	228,000	210,000	98,000
<u>With FTA</u>								
Germany	77,000	76,180		76,190	69,100	57,630	33,160	9,730
Belgium	7,000	6,400		6,400	6,400	5,800	4,820	920
Netherlands	10,000	8,700		8,690	6,520	3,670	2,350	60
France	10,000	8,640		8,640	8,640	8,640	8,140	3,860
Switzerland	17,000	16,530		16,520	16,520	16,520	15,740	5,030
Austria	1,000	1,000		1,000	1,000	1,000	800	320
Italy	8,000	7,450		7,150	1,850	1,320	910	830
Total	130,000	124,900		124,590	110,030	94,580	65,920	20,750
Revenue (to nearest £'000)					220,000	284,000	264,000	125,000

MACHINES - IMPORTATIONS

MACHINERY - IMPORTS

Table 6 Diversion of Import Traffic to a Channel Tunnel at Various Levels of Toll and Resulting Revenue in 1980

(tons)

<u>Traffic from</u>	<u>Tonnage</u>	<u>Tonnage, less air</u>	<u>Toll =</u>	<u>0</u>	<u>40s</u>	<u>60s</u>	<u>80s</u>	<u>120s</u>
<u>Without FTA</u>								
Germany	78,000	77,170		77,170	69,980	58,370	33,580	9,850
Belgium	7,000	6,400		6,400	6,400	5,800	4,820	920
Netherlands	10,000	8,700		8,690	6,520	3,670	2,350	60
France	12,000	10,370		10,370	10,370	10,370	9,760	4,640
Switzerland	22,000	21,390		21,390	21,390	21,390	20,380	6,510
Austria	2,000	2,000		2,000	2,000	2,000	1,600	640
Italy	9,000	8,380		8,040	2,090	1,490	1,020	930
Total	140,000	134,410		134,060	118,750	103,090	73,510	23,550
Revenue (to nearest £'000)					238,000	309,000	294,000	141,000
<u>With FTA</u>								
Germany	93,000	91,990		91,990	83,420	69,580	40,030	11,750
Belgium	9,000	8,220		8,220	8,220	7,450	6,190	1,180
Netherlands	12,000	10,440		10,440	7,830	4,400	2,820	70
France	17,000	14,690		14,690	14,690	14,690	13,820	6,570
Switzerland	27,000	26,250		26,250	26,250	26,250	25,010	7,990
Austria	2,000	2,000		2,000	2,000	2,000	1,600	640
Italy	15,000	13,970		13,400	3,480	2,480	1,710	1,550
Total	175,000	167,560		166,990	145,890	126,850	91,180	29,750
Revenue (to nearest £'000)					292,000	381,000	365,000	179,000

MACHINES

MACHINERY

Table 7 Tonnage Diverted to a Channel Tunnel
and Resulting Revenue (a)
(tons)

	<u>Tonnage</u>	<u>Tonnage, less air</u>	<u>Toll =</u>	<u>0</u>	<u>40s</u>	<u>60s</u>	<u>80s</u>	<u>120s</u>
<u>1965</u>								
<u>Without FTA</u>								
Exports	172,000	160,530		159,220	126,920	95,670	64,650	19,320
Imports	105,000	100,830		100,600	88,870	76,010	52,480	16,380
Total	277,000	261,360		259,820	215,790	171,680	117,130	35,700
Revenue (to nearest £'000)					432,000	515,000	469,000	214,000
<u>With FTA</u>								
Exports	250,000	233,660		231,670	184,510	141,440	96,680	36,170
Imports	130,000	124,900		124,590	110,030	94,580	65,920	20,750
Total	380,000	358,560		356,260	294,540	236,020	162,600	56,920
Revenue (to nearest £'000)					589,000	708,000	650,000	342,000
<u>1980</u>								
<u>Without FTA</u>								
Exports	190,000	177,840		176,300	139,640	109,780	76,840	24,600
Imports	140,000	134,410		134,060	118,750	103,090	73,510	23,550
Total	330,000	312,250		310,360	258,390	212,870	150,350	48,150
Revenue (to nearest £'000)					517,000	639,000	601,000	289,000
<u>With FTA</u>								
Exports	355,000	332,410		329,480	262,730	205,040	141,880	44,770
Imports	175,000	167,560		166,990	145,890	126,850	91,180	29,750
Total	530,000	499,970		496,470	408,620	331,890	233,060	74,520
Revenue (to nearest (£'000))					817,000	996,000	932,000	447,000

(a) Optimum toll = 60 shillings.

(a) Péage optimum = 60 shillings.

TRACTEURS - EXPORTATIONS

TRACTORS - EXPORTS

TRACTORS

Table 1 U.K. Exports to Tunnel Countries by Route in 1957
('000 tons - total number in brackets)

<u>Country</u>	<u>Total</u>	<u>Hamburg and Bremen</u>		<u>Dutch and Belgian ports</u>	
		<u>London & S. Coast</u>	<u>E. Coast</u>	<u>E. Coast</u>	<u>London & S. Coast</u>
Germany ^a	5.8 (3,800)			0.2	5.6
Belgium	3.6 (2,200)			1.3	2.3
Netherlands	5.2 (3,200)			1.6	3.6
France ^b	7.5 (4,900)				
Switzerland	0.7 (500)				0.7
Austria	2.0 (1,100)	0.7		1.3	
Italy	4.6 (2,500)				
Total	29.4 (18,200)	0.7		4.4	12.2

	<u>Dunkirk and Cherbourg range</u>		<u>Marseilles and Italian ports</u>		
	<u>London & S. Coast</u>		<u>E. Coast</u>	<u>London & S. Coast</u>	<u>W. Coast</u>
France	7.5				
Italy			0.4	3.3	0.9
Total	7.5		0.4	3.3	0.9

a All to Cologne
b All to Paris

a Tout vers Cologne
b Tout vers Paris

TRACTEURS - EXPORTATIONS

TRACTORS - EXPORTS

Table 2

Transport Costs

(shillings per ton - load 4 tractors)

<u>Route</u>	<u>Germany</u> (Cologne)	<u>Belgium</u> (Brussels) ^a	<u>Nether-</u> <u>lands</u> (Amster- dam) ^b	<u>France</u> (Paris)	<u>Switzer-</u> <u>land</u> (Basle)	<u>Austria</u> (Vienna)	<u>Italy</u> (Savona) ^c
From London via Tunnel	110	90	120	100	130	180	170
London=Germany						230	
" -Benelux	160 ^d	90	90		180	220	
" -France				160			
" -Italy							240
From Coventry via Tunnel	140	120	130	120	150	210	220
London=Benelux	200	190	170		260 ^e		
" -France				220			
" -Italy							270
E.Coast=Benelux						290	
W.Coast=Italy							280
From Doncaster via Tunnel	170	150	160				250
E.Coast=Benelux	160	150	130				
" -Italy							250

a Antwerp for shipments from London.

b The Hague for shipments from Coventry.

c Bologna for shipments from London.

d London - Cologne.

e Harwich - Rotterdam.

a Anvers pour envois de Londres.

b La Haye pour envois de Coventry.

c Bologne pour envois de Londres.

d Londres - Cologne.

e Harwich - Rotterdam.

TRACTEURS - EXPORTATIONS

TRACTORS - EXPORTS

Table 3 Diversion of Export Traffic to a Channel Tunnel at Various Levels of Toll

Table 3a Diversion of Traffic to Germany

<u>Route</u>	<u>Excess over Tunnel costs (sh)</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll =</u>				
			<u>0</u>	<u>40s</u>	<u>50s</u>	<u>60s</u>	<u>100s</u>
From London via cargo vessel	50	2,500	2,500	2,500	1,250		
Coventry via cargo vessel	60	3,100	3,100	3,100	3,100	1,550	
Doncaster via cargo vessel	-10	200					
Total		5,800	5,600	5,600	4,350	1,550	

Table 3b Diversion of Traffic to Belgium

From London via cargo vessel	-	1,100	550				
Coventry via cargo vessel	70	1,200	1,200	1,200	1,200	1,200	
Doncaster via cargo vessel	-	1,300	650				
Total		3,600	2,400	1,200	1,200	1,200	

Table 3c Diversion of Traffic to the Netherlands

From London via cargo vessel	-30	1,800					
Coventry via cargo vessel	40	1,800	1,800	900			
Doncaster via cargo vessel	-30	1,600					
Total		5,200	1,800	900			

Table 3d Diversion of Traffic to France

From London via cargo vessel	60	3,500	3,500	3,500	3,500	1,750	
Coventry via cargo vessel	100	4,000	4,000	4,000	4,000	4,000	2,000
Total		7,500	7,500	7,500	7,500	5,750	2,000

TRACTEURS - EXPORTATIONS

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Table 3e Diversion of Traffic to Switzerland

<u>Route</u>	<u>Excess over Tunnel costs (sh)</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll =</u>				
			<u>0</u>	<u>40s</u>	<u>50s</u>	<u>60s</u>	<u>100s</u>
From Coventry via cargo vessel	110	700	700	700	700	700	700

Table 3f Diversion of Traffic to Austria

From London via cargo vessel	40	700	700	350			
From Coventry via cargo vessel	80	1,300	1,300	1,300	1,300	1,300	
Total		2,000	2,000	1,650	1,300	1,300	

Table 3g Diversion of Traffic to Italy

From London via cargo vessel	70	3,300	3,300	3,300	3,300	3,300	
Coventry via cargo vessel	50	900	900	900	450		
Doncaster via cargo vessel	-	400	200				
Total		4,600	4,400	4,200	3,750	3,300	

Table 4 Diversion of Export Traffic to a Channel Tunnel at Various Levels of Toll and Resulting Revenue

(1957 tons - total number in brackets)

<u>Traffic to:</u>	<u>Tonnage</u>	<u>Toll =</u>	<u>0</u>	<u>40s</u>	<u>50s</u>	<u>60s</u>	<u>100s</u>
Germany	5,800 (3,800)		5,600	5,600	4,350	1,550	
Belgium	3,600 (2,200)		2,400	1,200	1,200	1,200	
Netherlands	5,200 (3,200)		1,800	900			
France	7,500 (4,900)		7,500	7,500	7,500	5,750	2,000
Switzerland	700 (500)		700	700	700	700	700
Austria	2,000 (1,100)		2,000	1,650	1,300	1,300	
Italy	4,600 (2,500)		4,400	4,200	3,750	3,300	
Total	29,400 (18,200)		24,400	21,750	18,800	13,800	2,700
Revenue (to nearest £'000)				44,000	47,000	41,000	14,000

TRACTEURS - EXPORTATIONS

TRACTORS - EXPORTS

Table 5 Diversion of Export Traffic to a Channel Tunnel at
Various Levels of Toll and Resulting Revenue in 1965

(tons - total numbers in brackets)

<u>Without FTA</u> <u>Traffic to:</u>	<u>Tonnage</u>	<u>Toll =</u>	<u>0</u>	<u>40s</u>	<u>50s</u>	<u>60s</u>	<u>100s</u>
Germany	4,500 (3,000)		4,300	4,300	3,400	1,200	
Belgium	1,800 (1,100)		1,200	600	600		
Netherlands	2,900 (1,800)		1,000	500			
France	4,600 (3,000)		4,600	4,600	4,600	3,500	1,200
Switzerland	600 (400)		600	600	600	600	600
Austria	1,100 (600)		1,100	900	700	700	
Italy	3,700 (2,000)		3,500	3,400	3,000	2,700	
Total	19,200 (11,900)		16,300	14,900	12,900	8,000	1,800
Revenue (to nearest £'000)				30,000	32,000	26,000	9,000
<u>With FTA</u>							
Germany	5,300 (3,500)		5,100	5,100	4,000	1,400	
Belgium	3,500 (2,100)		2,300	1,200	1,200		
Netherlands	5,400 (3,300)		1,900	900			
France	6,100 (4,000)		6,100	6,100	6,100	4,700	1,600
Switzerland	600 (400)		600	600	600	600	600
Austria	1,100 (600)		1,100	900	700	700	
Italy	6,300 (3,500)		6,000	5,800	5,100	4,500	
Total	28,300 (17,400)		23,100	20,600	17,700	11,900	2,200
Revenue (to nearest £'000)				41,000	44,000	36,000	11,000

TRACTEURS - EXPORTATIONS

TRACTORS - EXPORTS

Table 6 Diversion of Export Traffic to a Channel Tunnel at
Various Levels of Toll and Resulting Revenue in 1980^a

(tons - total number in brackets)

<u>Without FTA</u> <u>Traffic to:</u>	<u>Tonnage</u>	<u>Toll =</u>	<u>0</u>	<u>40s</u>	<u>50s</u>	<u>60s</u>	<u>100s</u>
Germany	2,300 (1,500)		2,200	2,200	1,700	600	
Belgium	1,200 (700)		800	400	400		
Netherlands	1,600 (1,000)		600	300			
France	2,300 (1,500)		2,300	2,300	2,300	1,800	600
Switzerland	500 (300)		500	500	500	500	500
Austria	900 (500)		900	700	600	600	
Italy	1,900 (1,000)		1,800	1,700	1,500	1,400	
Total	10,700 (6,500)		9,100	8,100	7,000	4,900	1,100
Revenue (to nearest £'000)				16,000	18,000	15,000	6,000

<u>With FTA</u>							
Germany	5,300 (3,500)		5,100	5,100	4,000	1,400	
Belgium	2,800 (1,700)		1,900	900	900		
Netherlands	4,100 (2,500)		1,400	700			
France	5,300 (3,500)		5,300	5,300	5,300	4,100	1,400
Switzerland	500 (300)		500	500	500	500	500
Austria	900 (500)		900	700	600	600	
Italy	6,300 (3,500)		6,000	5,800	5,100	4,500	
Total	25,200 (15,500)		21,100	19,000	16,400	11,100	1,900
Revenue (to nearest £'000)				38,000	41,000	33,000	10,000

^a Optimum toll - 50 shillings. ^a Péage maximum - 50 shillings.

MACHINES A LAVER - EXPORTATIONS

WASHING MACHINES - EXPORTS

WASHING MACHINES

Table 1 U.K. Exports to Tunnel Countries by Route in 1957
Table 1 U.K. Exports to Tunnel Countries by Route in 1957
 (1000 tons)

<u>Country</u>	<u>Total</u>	<u>Dutch and Belgian ports</u>		<u>Harwich-Zeebrugge</u>
		<u>London & S. Coast</u>	<u>W. Coast</u>	
Germany	1.6			1.6
Belgium	0.8	0.4	0.4	
Netherlands	0.3	0.1	0.2	
France ^a	0.3			
Switzerland	0.4	0.3		
Austria	0.1		0.1	
Italy	0.6			
Total	4.1	0.8	0.7	1.6

	<u>Marseilles and Italian ports</u>	
	<u>Dover-Dunkirk</u>	<u>W. Coast</u>
France	0.3	
Switzerland	0.1	
Italy	0.3	0.3
Total	0.7	0.3

a All to Paris. a Tout vers Paris.

Table 1a Exports to Germany by Area and Route
 (1000 tons)

	<u>Harwich-Zeebrugge</u>
N. Germany	0.2
Ruhr	1.4
Total	1.6

MACHINES A LAVER - EXPORTATIONS

WASHING MACHINES - EXPORTS

Table 2

Transport Costs

(shillings per ton - 5 ton loads)

<u>Route</u>	<u>N.Ger-</u> <u>many</u> <u>(Han-</u> <u>over)</u>	<u>Ruhr</u> <u>(Dussel-</u> <u>dorf)</u>	<u>Bel-</u> <u>gium</u> <u>(Brus-</u> <u>sels)</u>	<u>Nether-</u> <u>lands</u> <u>(Utrecht)</u>	<u>France</u> <u>(Paris)</u>	<u>Switzer-</u> <u>land</u> <u>(Basle)</u>	<u>Austria</u> <u>(Vienna)</u>	<u>Italy</u> <u>(Milan)</u>
Newport via Tunnel	170	140	120	130	120	160	230	190
Dover-Dunkirk					200	220	300	270
Harwich-Zeebrugge	280	250	200					
Tilbury-Antwerp			200	210				
Harwich-Rotterdam	240	240	220	220				
London-Rotterdam	240	240	220	220		270		
Swansea-Amsterdam	230	220	200	190			320	
Swansea-Genoa								180

Table 3

Diversion of Export Traffic to a Channel Tunnel at Various Levels of Toll

Note:- all traffic originates in the Newport area

Table 3a

Diversion of Traffic to Germany

<u>Route</u>	<u>Excess over Tunnel costs (sh)^a</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll=</u>				
			<u>0</u>	<u>30s</u>	<u>60s</u>	<u>100s</u>	<u>130s</u>
Via Harwich-Zeebrugge	130	1,600	1,600	1,600	1,600	1,600	800

Table 3b

Diversion of Traffic to Belgium

Via Cargo vessel (Tilbury-Antwerp)	120	800	800	800	800	400
	100					
Total		800	800	800	800	400

Table 3c

Diversion of Traffic to the Netherlands

Via Cargo vessel (Tilbury-Antwerp)	120	300	300	300	300	150
	100					
Total		300	300	300	300	150

a Transport costs as shown in Table 2, plus 20/- for the Harwich-Zeebrugge and Tilbury-Antwerp ferries and 40/- a ton for the loose cargo shipping routes.

MACHINES A LAVER - EXPORTATIONS

WASHING MACHINES - EXPORTS

Table 3d Diversion of Traffic to France

<u>Route</u>	<u>Excess over Tunnel costs (sh)^a</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll=</u>				
			<u>0</u>	<u>30s</u>	<u>60s</u>	<u>100s</u>	<u>130s</u>
Via Dover-Dunkirk		300	300	300	300	300	300

Table 3e Diversion of Traffic to Switzerland

<u>Route</u>	<u>Excess over Tunnel costs (sh)^a</u>	<u>Tonnage</u>	<u>0</u>	<u>30s</u>	<u>60s</u>	<u>100s</u>	<u>130s</u>
Via Dover-Dunkirk		100	100	100	100	100	100
Cargo vessel	150	300	300	300	300	300	300
Total		400	400	400	400	400	400

Table 3f Diversion of Traffic to Austria

<u>Route</u>	<u>Excess over Tunnel costs (sh)^a</u>	<u>Tonnage</u>	<u>0</u>	<u>30s</u>	<u>60s</u>	<u>100s</u>	<u>130s</u>
Via cargo vessel	130	100	100	100	100	100	50

Table 3g Diversion of Traffic to Italy

<u>Route</u>	<u>Excess over Tunnel costs (sh)^a</u>	<u>Tonnage</u>	<u>0</u>	<u>30s</u>	<u>60s</u>	<u>100s</u>	<u>130s</u>
Via Dover-Dunkirk		300	300	300	300	300	300
Cargo vessel	130	300	300	300	300	300	150
Total		600	600	600	600	600	450

Table 4 Diversion of Export Traffic to a Channel Tunnel at
Various Levels of Toll and Resulting Revenue

(1957 tons)

<u>Traffic from:</u>	<u>Tonnage</u>	<u>Toll=</u>	<u>0</u>	<u>30s</u>	<u>60s</u>	<u>100s</u>	<u>130s</u>
Germany	1,600		1,600	1,600	1,600	1,600	800
Belgium	800		800	800	800	400	
Netherlands	300		300	300	300	150	
France	300		300	300	300	300	300
Switzerland	400		400	400	400	400	400
Austria	100		100	100	100	100	50
Italy	600		600	600	600	600	450
Total	4,100		4,100	4,100	4,100	3,550	2,000
(of which Dover-Dunkirk	700		700	700	700	700	700)
Revenue (to nearest £'00)			6,200	12,300	17,800	13,000	

a Transport costs as shown in Table 2, plus 20/- a ton for the Harwich-Zeebrugge and Tilbury-Antwerp ferries and 40/- a ton for the loose cargo shipping routes.

(Voir TRADUCTION page 200)

MACHINES A LAVER - EXPORTATIONS

WASHING MACHINES - EXPORTS

Table 5 Diversion of Export Traffic to a Channel Tunnel at
Various Levels of Toll and Resulting Revenue in 1965

(tons)

<u>Traffic to:</u> <u>Without FTA</u>	<u>Tonnage</u>	<u>Toll=</u>	<u>0</u>	<u>30s</u>	<u>60s</u>	<u>100s</u>	<u>130s</u>
Germany	1,600		1,600	1,600	1,600	1,600	800
Belgium	700		700	700	700	350	
Netherlands	200		200	200	200	100	
France	200		200	200	200	200	200
Switzerland	400		400	400	400	400	400
Austria	100		100	100	100	100	50
Italy	500		500	500	500	500	370
Total	3,700		3,700	3,700	3,700	3,250	1,820
Revenue (to nearest £'00)				5,600	11,100	16,300	11,800
<u>With FTA</u>							
Germany	3,200		3,200	3,200	3,200	3,200	1,600
Belgium	1,300		1,300	1,300	1,300	750	
Netherlands	800		800	800	800	400	
France	1,800		1,800	1,800	1,800	1,800	1,800
Switzerland	400		400	400	400	400	400
Austria	100		100	100	100	100	50
Italy	1,600		1,600	1,600	1,600	1,600	1,200
Total	9,200		9,200	9,200	9,200	8,250	5,050
Revenue (to nearest £'00)				13,800	27,600	41,300	32,800

TRADUCTION du Renvoi de la page 198

a Les coûts de transport indiqués dans le tableau 2, plus 20 shillings, pour les ferries Harwich-Zeebrugge et Tilbury-Anvers et 40 shillings par tonne pour les routes cargo.

TRADUCTION du Renvoi de la page 199

a Les coûts de transport indiqués dans le tableau 2, plus 20 shillings, pour les ferries Harwich-Zeebrugge et Tilbury-Anvers et 40 shillings par tonne pour les routes cargo.

MACHINES A LAVER - EXPORTATIONS

WASHING MACHINES - EXPORTS

Table 6 Diversion of Export Traffic to a Channel Tunnel at Various Levels of Toll and Resulting Revenue in 1980^a

(tons)

<u>Traffic to:</u> <u>Without FTA</u>	<u>Tonnage</u>	<u>Toll=</u>	<u>0</u>	<u>30s</u>	<u>60s</u>	<u>100s</u>	<u>130s</u>
Germany	1,700		1,700	1,700	1,700	1,700	850
Belgium	600		600	600	600	300	
Netherlands	200		200	200	200	100	
France	300		300	300	300	300	300
Switzerland	500		500	500	500	500	500
Austria	100		100	100	100	100	50
Italy	600		600	600	600	600	450
Total	4,000		4,000	4,000	4,000	3,600	2,150
Revenue (to nearest £'00)				6,000	12,000	18,000	14,000
<u>With FTA</u>							
Germany	4,500		4,500	4,500	4,500	4,500	2,250
Belgium	1,800		1,800	1,800	1,800	900	
Netherlands	1,300		1,300	1,300	1,300	650	
France	3,200		3,200	3,200	3,200	3,200	3,200
Switzerland	500		500	500	500	500	500
Austria	100		100	100	100	100	50
Italy	2,600		2,600	2,600	2,600	2,600	1,950
Total	14,000		14,000	14,000	14,000	12,450	7,950
Revenue (to nearest £'00)				21,000	42,000	62,300	51,700

^a Optimum toll - 100 shillings.

^a Péage optimum - 100 shillings.

EQUIPEMENT ELECTRIQUE LOURD
EXPORTATIONS

HEAVY ELECTRICAL EQUIPMENT - EXPORTS

HEAVY ELECTRICAL EQUIPMENT^a

Table 1 U.K. Exports to Tunnel Countries by Route, in 1957
(⁰000 tons)

<u>Country</u>	<u>Hamburg and Bremen</u>			<u>Dutch and Belgian ports</u>			<u>Harwich- Zeebrugge</u>
	<u>Total</u>	<u>E. Coast</u>	<u>London & S. Coast</u>	<u>E. Coast</u>	<u>London & S. Coast</u>	<u>W. Coast</u>	
Germany ^b	0.2	0.1	0.1				
Belgium	1.0			0.3	0.4	0.2	0.1
Netherlands	4.1			0.5	2.7	0.8	0.1
France ^c	0.6						
Switzerland	0.2				0.1		
Austria	0.1						0.1
Italy	1.1						
Total	7.3	0.1	0.1	0.8	3.2	1.0	0.3

	<u>Dunkirk and Cherbourg range</u>			<u>Marseilles and Italian ports</u>	
	<u>London & S. Coast</u>	<u>W. Coast</u>	<u>Dover- Dunkirk</u>	<u>W. Coast</u>	
France	0.2	0.2	0.2		
Switzerland			0.1		
Italy			0.6		0.5
Total	0.2	0.2	0.9		0.5

- a Generators, motors, transformers, switchgear, converters and cable.
b All to N. Germany.
c All to N.E. France.

- a Générateurs, moteurs, transformateurs, commutateurs, convertisseurs et
cable.
b Tout vers le Nord de l'Allemagne.
c Tout vers le N.E. de la France.

EQUIPEMENT ELECTRIQUE LOURD
EXPORTATIONS

HEAVY ELECTRICAL EQUIPMENT - EXPORTS

Table 2

Transport Costs

(shillings per ton - 4 ton loads)

<u>Route</u>	<u>N.Germany</u>	<u>Belgium</u>	<u>Nether-</u>	<u>France</u>	<u>Switzer-</u>	<u>Austria</u>	<u>Italy</u>
	<u>(Hanover)</u>	<u>(Brussels)</u>	<u>lands</u>	<u>(Paris)</u>	<u>land</u>	<u>(Vienna)</u>	<u>(Milan)</u>
Manchester via Tunnel	350	260	280	270			380
E. Coast-German ports	280						
W. Coast-Benelux ports		210	170				
E. Coast-Benelux ports		270	240				
E. Coast-Paris				230			
W. Coast-Italy							240
Loughborough via Tunnel		240	260	250	310	410	360
Dover-Dunkirk				330	380		440
Harwich-Zeebrugge		340	360			520	
London-Benelux ports		270	250		380		330
E.Coast-Benelux ports		270					
London-Paris				240			

Table 3

Diversion of Export Traffics to a Channel Tunnel
at Various Levels of Toll^a

Table 3a

Diversion of Traffic to Germany

<u>Route</u>	<u>Excess over Tunnel costs (sh.)</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll=</u>				
			<u>0</u>	<u>40s</u>	<u>60s</u>	<u>80s</u>	<u>120s</u>
To N. Germany from Manchester via cargo vessel	- 70	200	20				
Total Germany		200	20				

a See footnote to Table 3 for basis of allocation.

a Voir le renvoi du Tableau 3 pour la base d'affectation.

EQUIPEMENT ELECTRIQUE LOURD
EXPORTATIONS

HEAVY ELECTRICAL EQUIPMENT - EXPORTS

Table 3b

Diversion of Traffic to Belgium

<u>Route</u>	<u>Excess over Tunnel costs (sh.)</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll=</u>				
			<u>0</u>	<u>40s</u>	<u>60s</u>	<u>80s</u>	<u>120s</u>
From Manchester via cargo vessel	- 50	200	40	10			
From Loughborough via Harwich-Zeebrugge Cargo vessel	120 30	100 700	100 700	100 560	100 230	100 130	100 30
Total Belgium		1,000	840	670	330	230	130

Table 3c

Diversion of Traffic to the Netherlands

From Manchester via cargo vessel	-110	1,300					
From Loughborough via Harwich-Zeebrugge Cargo vessel	120 - 10	100 2,700	100 2,030	100 490	100 270	100 110	100
Total Netherlands		4,100	2,130	590	370	210	100

Table 3d

Diversion of Traffic to France

From Manchester via cargo vessel	- 40	200	50	20			
From Loughborough via Dover-Dunkirk Cargo vessel	- 10	200 200	200 150	200 40	200 20	200 10	200
Total France		600	400	260	220	210	200

Table 3e

Diversion of Traffic to Switzerland

From Loughborough via Dover-Dunkirk Cargo vessel	70	100 100	100 100	100 100	100 100	100 80	100 20
Total Switzerland		200	200	200	200	180	120

Table 3f

Diversion of Traffic to Austria

From Loughborough via Harwich-Zeebrugge	110	100	100	100	100	100	
---	-----	-----	-----	-----	-----	-----	--

EQUIPEMENT ELECTRIQUE LOURD
EXPORTATIONS

HEAVY ELECTRICAL EQUIPMENT - EXPORTS

Table 3g

Diversion of Traffic to Italy

	Excess over Tunnel costs (sh.)	Tonnage	Tonnage diverted when toll=				
			0	40s	60s	80s	120s
From Manchester via cargo vessel	-140	100					
From Loughborough via Dover-Dunkirk Cargo vessel	- 30	600 400	600 130	600 40	600 20	600	600
Total Italy		1,100	730	640	620	600	600

a Footnote

20 shillings is added to the Harwich-Zeebrugge ferry costs as a straight bonus to the Tunnel.

The basis of allocation for loose cargo traffic is as follows:

Excess of Tunnel cost sh. per ton	Percentage to Tunnel %
-10	100
0	90
20	50
40	25
70	10
100	0

Percentage of traffic by cargo vessel 84 per cent

" " " " ferries 16 per cent

Additional payment for use of ferry generally, £5-10 per ton

Saving in packing costs on through rail shipment 0-£20 per ton

TRADUCTION du Renvoi ci-dessus

20 shillings sont ajoutés aux coûts du ferry Harwich-Zeebrugge comme bonus pour le Tunnel.

La base d'affectation pour le trafic en vrac par cargo est la suivante :

<u>Excès coûts tunnel</u> <u>shilling/tonne</u>	<u>% pour le</u> <u>Tunnel</u>	<u>Excès coûts tunnel</u> <u>shilling/tonne</u>	<u>% pour le</u> <u>Tunnel</u>
-10	100	40	25
0	90	70	10
20	50	100	0

Pourcentage du trafic par bateau=cargo

- 84 pour cent

Pourcentage du trafic par ferries

- 16 pour cent

Montant supplémentaire payé pour

l'utilisation du ferry, généralement

- £5-10 par tonne

Economie d'emballage sur les services fer directs

- £0-20 par tonne

EQUIPEMENT ELECTRIQUE LOURD
EXPORTATIONS

HEAVY ELECTRICAL EQUIPMENT - EXPORTS

Table 4 Diversion of Export Traffic to a Channel Tunnel at
Various Levels of Toll and the Resulting Revenue
(1957 tons)

<u>Traffic to:</u>	<u>Tonnage</u>	<u>Toll=</u>	<u>0</u>	<u>40s</u>	<u>60s</u>	<u>80s</u>	<u>120s</u>
Germany	200		20				
Belgium	1,000		840	670	330	230	130
Netherlands	4,100		2,130	590	370	210	100
France	600		400	260	220	210	200
Switzerland	200		200	200	200	180	120
Austria	100		100	100	100	100	
Italy	1,100		730	640	620	600	600
Total	7,300		4,420	2,460	1,840	1,530	1,150
(of which Dover-Dunkirk	900		900	900	900	900	900 ^a)
Revenue (to nearest £'00)				4,900	5,500	6,100	6,900

a At a toll exceeding 120/- Dover-Dunkirk traffic would be more likely to be diverted to the Harwich-Zeebrugge ferry than to a Tunnel and revenue would therefore sharply decline.

a A un péage supérieur à 120/, le trafic Douvres-Dunkerque serait plutôt détourné au ferry Harwich-Zeebrugge qu'à travers un tunnel et les recettes diminueraient brusquement.

EQUIPEMENT ELECTRIQUE LOURD
EXPORTATIONS

HEAVY ELECTRICAL EQUIPMENT - EXPORTS

Table 5 Diversion of Export Traffic to a Channel Tunnel at
Various Levels of Toll and Resulting Revenue in 1965

	(tons)						
<u>Traffic to:</u>	<u>Tonnage</u>	<u>Toll=</u>	<u>0</u>	<u>40s</u>	<u>60s</u>	<u>80s</u>	<u>120s</u>
<u>Without FTA</u>							
Germany	700		70				
Belgium	1,500		1,260	1,005	495	345	195
Netherlands	4,800		2,490	690	430	250	120
France	1,100		730	480	400	380	370
Switzerland	300		300	300	300	270	180
Austria	200		200	200	200	200	
Italy	1,600		1,060	930	900	870	870
Total	10,200		6,110	3,605	2,725	2,315	1,735
Revenue (to nearest £'00)				7,200	8,200	9,300	10,400
<u>With FTA</u>							
Germany	1,200		120				
Belgium	1,700		1,430	1,140	560	390	220
Netherlands	5,000		2,600	720	450	260	120
France	1,300		870	560	480	450	430
Switzerland	300		300	300	300	270	180
Austria	200		200	200	200	200	
Italy	2,000		1,330	1,160	1,130	1,090	1,090
Total	11,700		6,850	4,080	3,120	2,660	2,040
Revenue (to nearest £'00)				8,200	9,400	10,600	12,200

EQUIPEMENT ELECTRIQUE LOURD
EXPORTATIONS

HEAVY ELECTRICAL EQUIPMENT - EXPORTS

Table 6 Diversion of Export Traffic to a Channel Tunnel at Various Levels of Toll and Resulting Revenue in 1980^a

(tons)

<u>Traffic to:</u> <u>Without FTA</u>	<u>Tonnage</u>	<u>Toll=</u>	<u>0</u>	<u>40s</u>	<u>60s</u>	<u>80s</u>	<u>120s</u>
Germany	2,200		220				
Belgium	2,500		2,100	1,675	825	575	325
Netherlands	6,000		3,120	860	540	310	150
France	2,600		1,740	1,120	960	900	860
Switzerland	400		400	400	400	360	240
Austria	300		300	300	300	300	
Italy	3,100		2,060	1,800	1,750	1,690	1,690
Total	17,100		9,940	6,155	4,775	4,135	3,265
Revenue (to nearest £'00)				12,300	14,300	16,500	19,600
 <u>With FTA</u>							
Germany	4,500		450				
Belgium	3,400		2,860	2,280	1,120	780	440
Netherlands	6,900		3,580	990	620	350	170
France	4,400		2,920	1,920	1,600	1,520	1,480
Switzerland	400		400	400	400	360	240
Austria	300		300	300	300	300	
Italy	4,400		2,920	2,560	2,480	2,400	2,400
Total	24,300		13,430	8,450	6,520	5,710	4,730
Revenue (to nearest £'00)				16,900	19,600	22,800	28,400

a Optimum toll - 120 shillings.

a Péage optimum - 120 shillings.

APPAREILS ELECTRIQUES ET DE RADIO EXPORTATIONS

ELECTRICAL & RADIO APPARATUS - EXPORTS

ELECTRICAL AND RADIO APPARATUS

Table 1 U.K. Exports to Tunnel Countries by Route in 1957

('000 tons)

<u>Country</u>	<u>Total</u>	<u>Hamburg and Bremen</u>		<u>Dutch and Belgian ports</u>	
		<u>London & S. Coast</u>	<u>London & S. Coast</u>	<u>Harwich-Zeebrugge</u>	<u>Air</u>
Germany	0.8	0.3	0.2	0.1	0.2
Belgium	0.5		0.2	0.1	0.2
Netherlands	3.8		2.3		1.5
France	1.0				0.1
Switzerland	2.4		0.1		0.2
Austria	0.1			0.1	
Italy	1.1				0.2
Total	9.7	0.3	2.8	0.3	2.4

Dunkirk and Cherbourg range

<u>Country</u>	<u>London & S. Coast</u>	<u>Dover Dunkirk</u>
France	0.6	0.3
Switzerland		2.1
Italy		0.9
Total	0.6	3.3

Table 2

Transport Costs

(shillings per ton - 3 ton loads)

<u>Route</u>	<u>N. Germany (Hannover)</u>	<u>Belgium (Dusseldorf)</u>	<u>Netherlands (Brussels)</u>	<u>Netherlands (Eindhoven)</u>	<u>France (Paris)</u>	<u>Switzerland (Basle)</u>	<u>Italy (Milan)</u>	<u>Austria (Vienna)</u>
From London via Tunnel	260	210	160	180	180	230	290	340
Dover-Dunkirk					270	340	380	
Harwich-Zeebrugge	380	330	280	290		350	430	470
London-German ports	480							
London-Benelux					220			

APPAREILS ELECTRIQUES ET DE RADIO
EXPORTATIONS

ELECTRICAL & RADIO APPARATUS - EXPORTS

Table 3 Diversion of Export Traffic to a Channel
Tunnel at Various Levels of Toll^a

<u>Route</u>	<u>Excess over Tunnel costs (sh.)</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll =</u>				
			<u>0</u>	<u>120s</u>	<u>130s</u>	<u>140s</u>	<u>150s</u>
From London to N.Germany via Harwich-Zeebrugge Cargo vessel	150 150	300	300	300	300	300	150
To Ruhr via Harwich-Zeebrugge Cargo vessel	150 150	100 200	100 200	100 200	100 200	100 200	50 100
Total Germany		600	600	600	600	600	300
To Belgium via Harwich-Zeebrugge Cargo vessel	150 150	100 200	100 200	100 200	100 200	100 200	50 100
Total Belgium		300	300	300	300	300	150
To Netherlands via Harwich-Zeebrugge Cargo vessel	140 140	2,300	2,300	1,150	1,150		
Total Netherlands		2,300	2,300	1,150	1,150		
To France via Dover-Dunkirk Cargo vessel	70	300 600	300	300	300	300	300
Total France		900	300	300	300	300	300
To Switzerland via Dover-Dunkirk Cargo vessel	150	2,100 100	2,100 100	2,100 100	2,100 100	2,100 50	2,100
Total Switzerland		2,200	2,200	2,200	2,200	2,150	2,100
To Austria via Harwich-Zeebrugge	160	100	100	100	100	100	50
To Italy via Dover-Dunkirk		900	900	900	900	900	900

a On future costings, the Harwich-Zeebrugge ferry is generally no more expensive and often cheaper than loose cargo routes. Except for traffic to France, allocation of traffic, other than Dover-Dunkirk traffic, is therefore based on a straight cost comparison between the Tunnel route and the Harwich-Zeebrugge ferry. The Tunnel is given a small bonus of 30 shillings (about 10 per cent of average transit cost) for superior service by adding this amount to the ferry costings, or the loose-cargo costings, used.

(Voir TRADUCTION page 212)

APPAREILS ELECTRIQUES ET DE RADIO EXPORTATIONS

ELECTRICAL & RADIO APPARATUS - EXPORTS

Table 4 Diversion of Export Traffic to a Channel Tunnel at Various Levels of Toll and Resulting Revenue

(1957 tons)

<u>Traffic to</u>	<u>Tonnage</u>	<u>Tonnage less Air</u>	<u>Toll =</u>	<u>0</u>	<u>120s</u>	<u>130s</u>	<u>140s</u>	<u>150s</u>
Germany	800	600	600	600	600	600	600	300
Belgium	500	300	300	300	300	300	300	150
Netherlands	3,800	2,300	2,300	2,300	2,300	2,300	1,150	
France	1,000	900	300	300	300	300	300	300
Switzerland	2,400	2,200	2,200	2,200	2,200	2,200	2,200	2,150
Austria	100	100	100	100	100	100	100	100
Italy	1,100	900	900	900	900	900	900	900
Total	9,700	7,300	6,700	6,700	6,700	6,700	5,550	3,900
(of which Dover- Dunkirk	3,300	3,300	3,300	3,300	3,300	3,300	3,300	3,300)
Revenue (to nearest £000)				40,000	44,000	39,000	29,000	

Table 5 Diversion of Traffic to a Channel Tunnel at Various Levels of Toll and Resulting Revenue in 1965

(tons)

<u>Traffic to:</u>	<u>Tonnage</u>	<u>Tonnage less Air</u>	<u>Toll =</u>	<u>0</u>	<u>120s</u>	<u>130s</u>	<u>140s</u>	<u>150s</u>
<u>Without FTA</u>								
Germany	1,400	1,050	1,050	1,050	1,050	1,050	1,050	525
Belgium	500	300	300	300	300	300	300	150
Netherlands	3,500	2,120	2,120	2,120	2,120	2,120	1,060	
France	1,500	450	450	450	450	450	450	450
Switzerland	2,500	2,290	2,290	2,290	2,290	2,290	2,290	2,240
Austria	100	100	100	100	100	100	100	100
Italy	1,500	1,230	1,230	1,230	1,230	1,230	1,230	1,230
Total	11,000	7,540	7,540	7,540	7,540	7,540	6,480	4,695
Revenue (to nearest £000)				45,000	49,000	45,000	35,000	
<u>With FTA</u>								
Germany	2,400	1,800	1,800	1,800	1,800	1,800	1,800	900
Belgium	1,000	600	600	600	600	600	600	300
Netherlands	7,000	4,240	4,240	4,240	4,240	4,240	2,120	
France	3,000	900	900	900	900	900	900	900
Switzerland	3,400	3,120	3,120	3,120	3,120	3,120	3,120	3,050
Austria	200	200	200	200	200	200	200	200
Italy	3,000	2,460	2,460	2,460	2,460	2,460	2,460	2,460
Total	20,000	13,320	13,320	13,320	13,320	13,320	11,200	7,810
Revenue (to (nearest £000)				80,000	87,000	78,000	59,000	

APPAREILS ELECTRIQUES ET DE RADIO
EXPORTATIONS

ELECTRICAL & RADIO APPARATUS - EXPORTS

Table 6 Diversion of Traffic to a Channel Tunnel at Various
Levels of Toll and Resulting Revenue in 1980

(tons)

<u>Traffic to:</u> <u>Without FTA</u>	<u>Tonnage</u>	<u>Tonnage less</u>		<u>Toll =</u>	<u>0</u>	<u>120s</u>	<u>130s</u>	<u>140s</u>	<u>150s</u>
		<u>Air</u>	<u>Toll =</u>						
Germany	2,300	1,725		1,725	1,725	1,725	1,725	1,725	860
Belgium	1,000	600		600	600	600	600	600	300
Netherlands	4,000	2,420		2,420	2,420	2,420	2,420	1,210	
France	2,500	750		750	750	750	750	750	750
Switzerland	3,000	2,750		2,750	2,750	2,750	2,750	2,750	2,690
Austria	200	200		200	200	200	200	200	200
Italy	2,500	2,050		2,050	2,050	2,050	2,050	2,050	2,050
Total	15,500	10,495		10,495	10,495	10,495	10,495	9,285	6,850
Revenue (to nearest £000)					63,000	68,000	65,000	51,000	
<u>With FTA</u>									
Germany	5,500	4,125		4,125	4,125	4,125	4,125	4,125	2,060
Belgium	2,300	1,380		1,380	1,380	1,380	1,380	1,380	690
Netherlands	8,800	5,330		5,330	5,330	5,330	5,330	2,665	
France	6,500	1,950		1,950	1,950	1,950	1,950	1,950	1,950
Switzerland	5,000	4,580		4,580	4,580	4,580	4,580	4,580	4,480
Austria	400	400		400	400	400	400	400	400
Italy	7,000	5,730		5,730	5,730	5,730	5,730	5,730	5,730
Total	35,500	23,495		23,495	23,495	23,495	23,495	20,830	15,310
Revenue (to nearest £000)					141,000	153,000	146,000	115,000	

TRADUCTION du Renvoi de la page 210

a Dans l'optique des prix de revient futurs, le ferry Harwich-Zeebrugge n'est pas généralement plus coûteux et souvent plus économique que les routes cargo. Sauf pour le trafic vers la France, l'affectation du trafic autre que le trafic Douvres-Dunkerque est donc basée sur une comparaison directe des coûts entre la route du tunnel et le ferry Harwich-Zeebrugge. Le tunnel reçoit un faible bonus de 30 shillings (environ 10% du coût moyen de transit) pour un service supérieur. Ce montant est ajouté au prix de revient du ferry ou au prix de revient du transport en vrac utilisé.

APPAREILS ELECTRIQUES ET DE RADIO
IMPORTATIONS

ELECTRICAL & RADIO APPARATUS - IMPORTS

ELECTRICAL AND RADIO APPARATUS

Table 1 U.K. Imports from Tunnel Countries by Route in 1957
('000 tons)

Country	Total	<u>Hamburg and Bremen</u>			<u>Dutch and Belgium ports</u>			Zeebrugge	Air
		E.Coast	London &		E.Coast	London &			
			S.Coast	W.Coast		S.Coast	W.Coast		
Germany ^a	3.3	0.4	0.6	0.1	0.2	0.3	1.2	0.5	
Belgium	0.3					0.1	0.2		
Nether-lands	2.6				0.1	2.0	0.1	0.3	
France	0.3							0.1	
Switzer-land	0.2		0.1			0.1			
Austria	0.1		0.1						
Italy	0.3						0.2	0.1	
Total	7.1	0.4	0.8	0.1	0.3	2.5	0.1	1.0	

<u>Country</u>	<u>Dover</u>
	<u>Dunkirk</u>
France	0.2
Total	0.2

a All from South Germany.

a Tout en provenance de l'Allemagne du Sud.

APPAREILS ELECTRIQUES ET DE RADIO
IMPORTATIONS

ELECTRICAL & RADIO APPARATUS - IMPORTS

Table 2

Transport Costs

(shillings per ton - 3 ton loads)

<u>Route</u>	<u>S.Ger- many</u> (<u>Stutt- gart</u>)	<u>Bel- gium</u> (<u>Brus- sels</u>)	<u>Nether- lands</u> (<u>Eind- hoven</u>)	<u>France</u> (<u>Paris</u>)	<u>Switzer- land</u> (<u>Basle</u>)	<u>Austria</u> (<u>Vienna</u>)	<u>Italy</u> (<u>Milan</u>)
To London via Tunnel	240	160	180	180	250	340	290
Harwich-Zeebrugge	350	280	300			480	420
Dover-Dunkirk				270			
London-German ports						680	
London-Benelux ports	350	250	300		360		
To Manchester via Tunnel	340		280				
Harwich-Zeebrugge	440		400				
E.Coast-German ports	540						
W.Coast-German ports	840						
E.Coast-Dutch ports			400				

APPAREILS ELECTRIQUES ET DE RADIO
IMPORTATIONS

ELECTRICAL & RADIO APPARATUS - IMPORTS

Table 3 Diversion of Import Traffic to a Channel
Tunnel at Various Levels of Toll^a

<u>Route</u>	<u>Excess over Tunnel costs (sh.)</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll =</u>				
			<u>0</u>	<u>120s</u>	<u>130s</u>	<u>140s</u>	<u>150s</u>
From S. Germany to London via Harwich-Zeebrugge Cargo vessel	140 140	900 900	900 900	900 900	900 900	450 450	
To Manchester via Harwich-Zeebrugge Cargo vessel	130 130	300 700	300 700	300 700	150 350		
Total Germany		2,800	2,800	2,800	2,300	900	
From Belgium to London via Harwich-Zeebrugge Cargo vessel	150 120	200 100	200 100	200 50	200 200	200 200	100 100
Total Belgium		300	300	250	200	200	100
From Netherlands to London via Harwich-Zeebrugge Cargo vessel	150 150	100 2,000	100 2,000	100 2,000	100 2,000	100 2,000	50 1,000
To Manchester via cargo vessel	150	200	200	200	200	200	100
Total Netherlands		2,300	2,300	2,300	2,300	2,300	1,150
From France to London via Dover-Dunkirk		200	200	200	200	200	200
From Switzerland to London via cargo vessel	140	200	200	200	200	100	
From Austria via cargo vessel	170	100	100	100	100	100	100
From Italy via Harwich-Zeebrugge	160	200	200	200	200	200	200

a Basis of allocation, as for exports.

a Base d'affectation comme pour les exportations.

APPAREILS ELECTRIQUES ET DE RADIO
IMPORTATIONS

ELECTRICAL & RADIO APPARATUS - IMPORTS

Table 4 Diversion of Import Traffic to a Channel Tunnel
at Various Levels of Toll and Resulting Revenue

(1957 tons)

<u>Traffic from:</u>	<u>Tonnage</u>	<u>Tonnage less</u>		<u>Toll =</u>	<u>0</u>	<u>120s</u>	<u>130s</u>	<u>140s</u>	<u>150s</u>
		<u>Air</u>	<u>Toll =</u>						
Germany	3,300	2,800		2,800	2,800	2,300		900	
Belgium	300	300		300	250	200		200	100
Netherlands	2,600	2,300		2,300	2,300	2,300		2,300	1,150
France	300	200		200	200	200		200	200
Switzerland	200	200		200	200	200		100	
Austria	100	100		100	100	100		100	100
Italy	300	200		200	200	200		200	200
Total	7,100	6,100		6,100	6,050	5,500		4,000	1,750
(of which Dover-Dunkirk	200	200		200	200	200		200	200)
Revenue (to nearest £000)					36,000	36,000		28,000	13,000

Table 5 Diversion of Traffic to a Channel Tunnel at Various
Levels of Toll and Resulting Revenue in 1965

(tons)

<u>Traffic from:</u>	<u>Tonnage</u>	<u>Tonnage less</u>		<u>Toll =</u>	<u>0</u>	<u>120s</u>	<u>130s</u>	<u>140s</u>	<u>150s</u>
		<u>Air</u>	<u>Toll =</u>						
<u>Without FTA</u>									
Germany	5,700	4,840		4,840	4,840	3,970		1,550	
Belgium	500	500		500	420	330		330	170
Netherlands	4,000	3,540		3,540	3,540	3,540		3,540	1,770
France	500	330		330	330	330		330	330
Switzerland	400	400		400	400	400		200	
Austria	100	100		100	100	100		100	100
Italy	500	330		330	330	330		330	330
Total	11,700	10,040		10,040	9,960	9,000		6,380	2,700
Revenue (to nearest £000)					60,000	59,000		45,000	20,000
<u>With FTA</u>									
Germany	7,600	6,450		6,450	6,450	5,300		2,070	
Belgium	600	600		600	500	400		400	200
Netherlands	5,600	4,950		4,950	4,950	4,950		4,950	2,470
France	700	470		470	470	470		470	470
Switzerland	500	500		500	500	500		250	
Austria	100	100		100	100	100		100	100
Italy	700	470		470	470	470		470	470
Total	15,800	13,540		13,540	13,440	12,190		8,710	3,710
Revenue (to nearest £000)					81,000	79,000		61,000	28,000

APPAREILS ELECTRIQUES ET DE RADIO
IMPORTATIONS

ELECTRICAL & RADIO APPARATUS - IMPORTS

Table 6 Diversion of Traffic to a Channel Tunnel at Various
Levels of Toll and Resulting Revenue in 1980

<u>Traffic from:</u>	<u>Tonnage</u>		<u>Toll =</u>	<u>(tons)</u>				
	<u>Tonnage</u>	<u>less</u> <u>Air</u>		<u>0</u>	<u>120s</u>	<u>130s</u>	<u>140s</u>	<u>150s</u>
<u>Without FTA</u>								
Germany	8,200	7,040	7,040	7,040	5,780	2,260		
Belgium	1,000	1,000	1,000	840	660	660	330	
Netherlands	6,000	5,310	5,310	5,310	5,310	5,310	2,650	
France	1,000	670	670	670	670	670	670	
Switzerland	600	600	600	600	600	300		
Austria	200	200	200	200	200	200	200	
Italy	1,000	670	670	670	670	670	670	
Total	18,000	15,490	15,490	15,330	13,890	10,070	4,520	
Revenue (to nearest £000)				92,000	90,000	70,000	34,000	
<u>With FTA</u>								
Germany	11,000	9,320	9,320	9,320	7,660	3,000		
Belgium	1,200	1,200	1,200	750	600	600	300	
Netherlands	8,500	7,520	7,520	7,520	7,520	7,520	3,760	
France	1,400	940	940	940	940	940	940	
Switzerland	800	800	800	800	800	400		
Austria	200	200	200	200	200	200	200	
Italy	1,400	940	940	940	940	940	940	
Total	24,500	20,920	20,920	20,470	18,660	13,600	6,140	
Revenue (to nearest £000)				123,000	121,000	95,000	46,000	

APPAREILS ELECTRIQUES ET DE RADIO

ELECTRICAL & RADIO APPARATUS

Table 7

Total Tonnage Diverted to a Channel Tunnel
and Resulting Revenue

	Tonnage	Tonnage less		(tons)				
		Air	Toll =	0	120s	130s	140s	150s
<u>1965</u>								
<u>Without FTA</u>								
Exports	11,000	7,540		7,540	7,540	7,540	6,480	4,695
Imports	11,700	10,040		10,040	9,960	9,000	6,380	2,700
Total	22,700	17,580		17,580	17,500	16,540	12,860	7,395
Revenue (to nearest £000)					105,000	108,000	90,000	55,000
<u>With FTA</u>								
Exports	20,000	13,320		13,320	13,320	13,320	11,200	7,810
Imports	15,800	13,540		13,540	13,440	12,190	8,710	3,710
Total	35,800	26,860		26,860	26,760	25,510	19,910	11,520
Revenue (to nearest £000)					161,000	166,000	139,000	86,000
<u>1980</u>								
<u>Without FTA</u>								
Exports	15,500	10,495		10,495	10,495	10,495	9,285	6,850
Imports	18,000	15,490		15,490	15,330	13,890	10,070	4,520
Total	33,500	25,985		25,985	25,825	24,385	19,355	11,370
Revenue (to nearest £000)					155,000	159,000	135,000	85,000
<u>With FTA</u>								
Exports	35,500	23,495		23,495	23,495	23,495	20,830	15,310
Imports	24,500	20,920		20,920	20,470	18,660	13,600	6,140
Total	60,000	44,415		44,415	43,965	42,155	34,430	21,450
Revenue (to nearest £000)					264,000	274,000	241,000	161,000

a Optimum toll = 130 shillings.

a Péage optimum = 130 shillings.

VOITURES - EXPORTATIONS

CARS - EXPORTS

CARS

Table 1 U.K. Exports to Tunnel Countries by Route. in 1957
(Number in hundreds)
(Number)

<u>Country</u>	<u>Total</u>	<u>Hamburg and Bremen</u>		<u>Dutch and Belgian Ports</u>		<u>Harwich Zeebrugge</u>
		<u>London & S. Coast</u>	<u>E. Coast</u>	<u>London & S. Coast</u>		
Germany	3,900		300	3,400		200
Belgium	17,600			17,600		
Netherlands	9,400			9,400		
France	2,800					
Switzerland	4,000			900		
Austria	4,000	900		2,400		
Italy	1,000					
Spain	250					
Total	42,950	900	300	33,700		200

	<u>Dunkirk and Cherbourg Range</u>		<u>Marseilles and Italian Ports</u>		
	<u>S. Coast</u>	<u>Dover Dunkirk</u>	<u>London & S. Coast</u>	<u>W. Coast</u>	<u>Air</u>
France	700	100			2,000
Switzerland	800	2,300			
Austria		700			
Italy		700	150	150	
Spain		250			
Total	1,500	4,050	150	150	2,000

VOITURES - EXPORTATIONS

CARS - EXPORTS

Table 2

Transport Costs

(shillings per car - load 2 cars)

<u>Route</u>	<u>Germany</u> (<u>Dussel-</u> <u>dorf</u>)	<u>Belg-</u> <u>gium</u> (<u>Ant-</u> <u>werp</u>)	<u>Nether-</u> <u>lands</u> (<u>Amster-</u> <u>dam</u>)	<u>France</u> (<u>Paris</u>)	<u>Switzer-</u> <u>land</u> (<u>Basle</u>)	<u>Austria</u> (<u>Vienna</u>)	<u>Italy</u> (<u>Milan</u>)	<u>Spain</u> (<u>Madrid</u>)
From Dagenham via Tunnel		200	210	220		440		
London-Benelux		180	180			540		
" -France				220				
From Luton via Tunnel		230	260	250	330	470		
Dover-Dunkirk					430			
London-Benelux		230	230		430	570		
" -France				280				
From Coventry via Tunnel	330	270 ^b	300	290	360	500	430	
Dover-Dunkirk				390	460	600	530	
London-Benelux	310 ^a	310 ^b	270	390	460	600		
" -Italy								500
Harwich-Zeebrugge	410							

a London-Dusseldorf direct.

b To Brussels.

a Londres-Dusseldorf direct.

b Vers Bruxelles.

VOITURES - EXPORTATIONS

CARS - EXPORTS

Table 3 Diversion of Export Traffic to the Channel Tunnel
at Various Levels of Toll

Table 3a Diversion of Traffic to Germany

<u>Route</u>	<u>Excess over Tunnel Cost (sh)</u>	<u>No. of Cars</u>	<u>Number diverted when toll =</u>		
			<u>0</u>	<u>20s</u>	<u>40s</u>
To Dusseldorf via Cargo vessel	-20	3,700	No traffic diverted		
Harwich-Zeebrugge	80	200	200	200	200
Total		3,900	200	200	200

Table 3b Diversion of Traffic to Belgium

To Antwerp from Dagenham via cargo vessel	-20	9,700			
From Luton via cargo vessel	-	4,700			
To Brussels from Coventry via cargo vessel	40	3,200	3,200	3,200	1,600
Total		17,600	3,200	3,200	1,600

Table 3c Diversion of Traffic to the Netherlands

To Amsterdam from Dagenham via cargo vessel	-30	4,700			
From Luton via cargo vessel	-30	1,200	No traffic diverted		
From Coventry via cargo vessel	-30	3,500			
Total		9,400			

VOITURES - EXPORTATIONS

CARS - EXPORTS

Table 3d

Diversion of Traffic to France

<u>Route</u>	<u>Excess over Tunnel Cost (sh)</u>	<u>No. of cars</u>	<u>Traffic diverted when toll =</u>				
			<u>0</u>	<u>20s</u>	<u>40s</u>	<u>90s</u>	<u>100s</u>
To Paris from Dagenham via cargo vessel	-	200	100				
From Luton via cargo vessel	30	150	150	150			
From Coventry via cargo vessel	100	350	350	350	350	350	175
Dover-Dunkirk	100	100	100	100	100	100	100
Total		800	700	600	450	450	275

Table 3e

Diversion of Traffic to Switzerland

To Basle from Luton via cargo vessel	100	900	900	900	900	900	450
Dover-Dunkirk	100	300	300	300	300	300	300
From Coventry via cargo vessel	100	800	800	800	800	800	400
Dover-Dunkirk	100	2,000	2,000	2,000	2,000	2,000	2,000
Total		4,000	4,000	4,000	4,000	4,000	3,150

Table 3f

Diversion of Traffic to Austria

To Vienna from Dagenham via cargo vessel	100	1,800	1,800	1,800	1,800	1,800	900
From Luton via cargo vessel	100	1,000	1,000	1,000	1,000	1,000	500
From Coventry via cargo vessel	100	500	500	500	500	500	250
Dover-Dunkirk	100	700	700	700	700	700	700
Total		4,000	4,000	4,000	4,000	4,000	2,350

Table 3g

Diversion of Traffic to Italy

To Milan from Coventry via cargo vessel	70	300	300	300	300		
Dover-Dunkirk	100	700	700	700	700	700	700
Total		1,000	1,000	1,000	1,000	700	700

Traffic to Spain

All via Dover-Dunkirk - 100 per cent diversion assumed.

Trafic vers l'Espagne

Tout via Douvres-Dunkerque - détournement à 100% supposé.

VOITURES - EXPORTATIONS

CARS - EXPORTS

Table 4 Diversion of Export Traffic to a Channel Tunnel at Various Levels of Toll and Resulting Revenue
(1957 number)

<u>Traffic to:</u>	<u>No. of Cars</u>	<u>No. less Air</u>	<u>Toll =</u>	<u>0</u>	<u>20s</u>	<u>40s</u>	<u>90s</u>	<u>100s</u>
Germany	3,900	3,900		200	200	200		
Belgium	17,600	17,600		3,200	3,200	1,600		
Netherlands	9,400	9,400						
France	2,800	800		700	600	450	450	300
Switzerland	4,000	4,000		4,000	4,000	4,000	4,000	3,150
Austria	4,000	4,000		4,000	4,000	4,000	4,000	2,350
Italy	1,000	1,000		1,000	1,000	1,000	700	700
Spain	250	250		250	250	250	250	250
Total	42,950	40,950		13,350	13,250	11,500	9,400	6,750
(of which (Dover-Dunkirk ^a)	5,200	5,200		5,200	5,200	5,200	5,200	5,200)
Revenue (to nearest £'000)					13,000	23,000	43,000	34,000

a And Channel routes

a Et les lignes de la Manche

VOITURES - EXPORTATIONS

CARS - EXPORTS

Table 5 Diversion of Export Traffic to a Channel Tunnel at Various
Levels of Toll and Resulting Revenue in 1965

(Number)

<u>Traffic to:</u> <u>Without FTA</u>	<u>No. of</u> <u>Cars</u>	<u>No. less</u> <u>Air</u>	<u>Toll =</u>	<u>0</u>	<u>20s</u>	<u>40s</u>	<u>90s</u>	<u>100s</u>
Germany	3,000	3,000						
Belgium	12,000	12,000		2,200	2,200	1,100		
Netherlands	8,000	8,000						
France	2,600	750		700	600	400	400	250
Switzerland	4,300	4,300		4,300	4,300	4,300	4,300	3,800
Austria	4,200	4,200		4,200	4,200	4,200	4,200	2,470
Italy	1,000	1,000		1,000	1,000	1,000	700	700
Spain	1,200	1,200		1,200	1,200	1,200	1,200	1,200
Total	36,300	34,450		13,600	13,500	12,200	10,800	8,420
Revenue (to nearest £'000)					14,000	24,000	49,000	42,000
<u>With FTA</u>								
Germany	12,300	12,300						
Belgium	35,000	35,000		6,400	6,400	3,200		
Netherlands	24,000	24,000						
France	9,400	2,700		2,400	2,000	1,500	1,500	1,000
Switzerland	6,500	6,500		6,500	6,500	6,500	6,500	5,800
Austria	6,300	6,300		6,300	6,300	6,300	6,300	3,700
Italy	4,600	4,600		4,600	4,600	4,600	3,200	3,200
Spain	1,200	1,200		1,200	1,200	1,200	1,200	1,200
Total	99,300	92,600		27,400	27,000	23,300	18,700	14,900
Revenue (to nearest £'000)					27,000	47,000	84,000	75,000

VOITURES - EXPORTATIONS

CARS - EXPORTS

Table 6 Diversion of Export Traffic to a Channel Tunnel at Various
Levels of Toll and Resulting Revenue in 1980

(Number)

<u>Traffic to:</u> <u>Without FTA</u>	<u>No. of</u> <u>Cars</u>	<u>No. less</u> <u>Air</u>	<u>Toll =</u>	<u>0</u>	<u>20s</u>	<u>40s</u>	<u>90s</u>	<u>100s</u>
Germany	2,500	2,500						
Belgium	12,000	12,000		2,200	2,200	1,100		
Netherlands	8,000	8,000						
France	3,700	1,100		900	800	600	600	400
Switzerland	6,200	6,200		6,200	6,200	6,200	6,200	5,500
Austria	6,000	6,000		6,000	6,000	6,000	6,000	3,530
Italy	1,800	1,800		1,800	1,800	1,800	1,300	1,300
Spain	2,500	2,500		2,500	2,500	2,500	2,500	2,500
Total	42,700	40,100		19,600	19,500	18,200	16,600	13,230
Revenue (to nearest £'000)					20,000	36,000	75,000	66,000
<u>With FTA</u>								
Germany	40,000	40,000						
Belgium	45,000	45,000		8,200	8,200	4,100		
Netherlands	35,000	35,000						
France	35,000	10,000		8,750	7,500	5,600	5,600	3,750
Switzerland	9,200	9,200		9,200	9,200	9,200	9,200	8,200
Austria	9,000	9,000		9,000	9,000	9,000	9,000	5,290
Italy	20,000	20,000		20,000	20,000	20,000	14,000	14,000
Spain	2,500	2,500		2,500	2,500	2,500	2,500	2,500
Total	195,700	170,700		57,650	56,400	50,400	40,300	33,740
Revenue (to nearest £'000)					56,000	101,000	181,000	169,000

VOITURES - IMPORTATIONS

CARS - IMPORTS

CARS

Table 1 U.K. Imports from Tunnel Countries by Route in 1957

(Number)

<u>Country</u>	<u>Total</u>	<u>Dutch and Belgian Ports</u>	
		<u>London & S. Coast</u>	<u>Harwich-Zeebrugge</u>
Germany	4,600	2,100	2,500
France	3,000		
Italy	1,000		
Total	8,600	2,100	2,500

Dunkirk and Cherbourg Range

	<u>London & S. Coast</u>	<u>Dover Dunkirk</u>	<u>Air</u>
France	300	2,000	700
Italy		1,000	
Total	300	3,000	700

Table 2

Transport Costs

(shillings per car - load 2 cars)

<u>Route</u>	<u>N. Germany (Wolfsburg)</u>	<u>S. Germany (Mannheim)</u>	<u>France (Paris)</u>	<u>Italy (Milan)</u>
To London via Tunnel	350	320	200	400
Dover-Dunkirk			340	400
Harwich-Zeebrugge	440			
London-Benelux		420		
" -France			340	

VOITURES - IMPORTATIONS

CARS - IMPORTS

Table 3 Diversion of Import Traffic to a Channel Tunnel at Various Levels of Toll

France and Italy All traffic by Dover-Dunkirk or Channel route (except air traffic) and hence assumed to be diverted.

Table 3a Diversion of Traffic from Germany at Various Levels of Toll

<u>Route</u>	<u>Excess over Tunnel Costs (sh)</u>	<u>No. of Cars</u>	<u>Number diverted when toll =</u>				
			<u>0</u>	<u>20s</u>	<u>40s</u>	<u>90s</u>	<u>100s</u>
To London via Harwich-Zeebrugge	90	2,500	2,500	2,500	2,500	2,500	
From S. Germany via cargo vessel	100	2,100	2,100	2,100	2,100	2,100	1,050
Total		4,600	4,600	4,600	4,600	4,600	1,050

Table 4 Diversion of Import Traffic to a Channel Tunnel at Various Levels of Toll and Resulting Revenue (1957 Number)

<u>Traffic from:</u>	<u>No. of Cars</u>	<u>No. less Air</u>	<u>Toll =</u>	<u>0</u>	<u>20s</u>	<u>40s</u>	<u>90s</u>	<u>100s</u>
Germany	4,600	4,600		4,600	4,600	4,600	4,600	1,050
France	3,000	2,300		2,300	2,300	2,300	2,300	2,300
Italy	1,000	1,000		1,000	1,000	1,000	1,000	1,000
Total	8,600	7,900		7,900	7,900	7,900	7,900	4,350
of which (Dover-Dunkirk ^a)	3,300	3,300		3,300	3,300	3,300	3,300	3,300
Revenue (to nearest £'000)					8,000	16,000	36,000	22,000

a And Channel routes

a Et les lignes de la Manche

VOITURES - IMPORTATIONS

CARS - IMPORTS

Table 5 Diversion of Import Traffic to a Channel Tunnel at Various
Levels of Toll and Resulting Revenue in 1965

(Number)

<u>Traffic from:</u>	<u>No. of</u>	<u>No. less</u>	<u>Toll =</u>	<u>0</u>	<u>20s</u>	<u>40s</u>	<u>90s</u>	<u>100s</u>
<u>Without FTA :</u>	<u>Cars</u>	<u>Air</u>						
Germany	6,500	6,500		6,500	6,500	6,500	6,500	1,500
France	4,300	3,300		3,300	3,300	3,300	3,300	3,300
Italy	1,500	1,500		1,500	1,500	1,500	1,500	1,500
Total	12,300	11,300		11,300	11,300	11,300	11,300	6,300
Revenue (to nearest £'000)					11,000	23,000	51,000	32,000
 <u>With FTA:</u>								
Germany	25,400	25,400		25,400	25,400	25,400	25,400	5,800
France	17,000	13,000		13,000	13,000	13,000	13,000	13,000
Italy	4,100	4,100		4,100	4,100	4,100	4,100	4,100
Total	46,500	42,500		42,500	42,500	42,500	42,500	22,900
Revenue (to nearest £'000)					43,000	85,000	191,000	115,000

VOITURES - IMPORTATIONS

CARS - IMPORTS

Table 6 Diversion of Import Traffic to a Channel Tunnel at Various
Levels of Toll and Resulting Revenue in 1980

(Number)

<u>Traffic from:</u>	<u>No. of No. less</u>		<u>Toll =</u>	<u>0</u>	<u>20s</u>	<u>40s</u>	<u>90s</u>	<u>100s</u>
<u>Without FTA</u>	<u>Cars</u>	<u>Air</u>						
Germany	10,000	10,000		10,000	10,000	10,000	10,000	2,300
France	6,600	5,100		5,100	5,100	5,100	5,100	5,100
Italy	2,400	2,400		2,400	2,400	2,400	2,400	2,400
Total	19,000	17,500		17,500	17,500	17,500	17,500	9,800
Revenue (to nearest £'000)					18,000	35,000	79,000	49,000
	<u>No. of No. less</u>		<u>Toll =</u>	<u>0</u>	<u>20s</u>	<u>40s</u>	<u>90s</u>	<u>100s</u>
<u>With FTA</u>	<u>Cars</u>	<u>Air</u>						
Germany	47,500	47,500		47,500	47,500	47,500	47,500	10,900
France	39,000	29,900		29,900	29,900	29,900	29,900	29,900
Italy	8,500	8,500		8,500	8,500	8,500	8,500	8,500
Total	95,000	85,900		85,900	85,900	85,900	85,900	49,300
Revenue (to nearest £'000)					86,000	172,000	387,000	246,000

VOITURES

CARS

Table 7

Total Number Diverted to a Channel
Tunnel and Resulting Revenue^a

(Number)

<u>1965</u>	No. of	No. less						
<u>Without FTA</u>	<u>Cars</u>	<u>Air</u>	<u>Toll =</u>	<u>0</u>	<u>20s</u>	<u>40s</u>	<u>90s</u>	<u>100s</u>
Exports	36,300	34,450		13,600	13,500	12,200	10,800	8,500
Imports	12,300	11,300		11,300	11,300	11,300	11,300	6,300
Total	48,600	45,750		24,900	24,800	23,500	22,100	14,800
Revenue (to nearest £'000)					25,000	47,000	99,000	74,000
<u>With FTA</u>								
Exports	99,300	92,600		27,400	26,900	23,300	18,700	14,800
Imports	46,500	42,500		42,500	42,500	42,500	42,500	22,900
Total	145,800	135,100		69,900	69,400	65,800	61,200	37,700
Revenue (to nearest £'000)					69,000	132,000	275,000	189,000
<u>1980</u>								
<u>Without FTA</u>								
Exports	42,700	40,100		19,600	19,500	18,200	16,600	13,100
Imports	19,000	17,500		17,500	17,500	17,500	17,500	9,800
Total	61,700	57,600		37,100	37,000	35,700	34,100	22,900
Revenue (to nearest £'000)					37,000	71,000	153,000	115,000
<u>With FTA</u>								
Exports	195,700	170,700		57,650	56,400	50,400	40,300	33,650
Imports	95,000	85,900		85,900	85,900	85,900	77,400	49,300
Total	290,700	256,600		143,500	142,300	136,300	117,700	82,950
Revenue (to nearest £'000)					142,000	273,000	530,000	415,000

a Optimum toll-90 shillings

a Péage optimum - 90 shillings

VEHICULES COMMERCIAUX
ET CHASSIS - EXPORTATIONS

COMMERCIAL VEHICLES AND CHASSIS - EXPORTS

COMMERCIAL VEHICLES AND CHASSIS

Table 1 U.K. Exports to Tunnel Countries by Route in 1957

(Number)

Dutch and Belgian ports

<u>Country</u>	<u>Total</u>	<u>London & S. Coast</u>	<u>Dover- Dunkirk</u>
Belgium	3,250	3,250	
Netherlands	3,250	3,250	
Switzerland	500	170	330
Total	7,000	6,670	330

Table 2

Transport Costs

(shillings per vehicle - load 2 vehicles)

	<u>Belgium</u> <u>(Antwerp)^a</u>	<u>Netherlands</u> <u>(Amsterdam)</u>	<u>Switzerland</u> <u>(Basle)</u>
From London via Tunnel	190	220	
London-Benelux	180	180	
From Coventry via Tunnel	260	290	350
London-Benelux	300	280	
Dover-Dunkirk			460
From Luton via Tunnel	230	260	320
London-Benelux	240	240	430

a. Brussels for shipments from Coventry. & Bruxelles pour envois de Coventry.

Table 3

Diversion of Export Traffic to a Channel
Tunnel at Various Levels of Toll

Table 3a

Diversion of Traffic to Belgium

<u>Route</u>	<u>Excess over Tunnel costs (sh.)</u>	<u>No. of vehicles</u>	<u>Number diverted when toll =</u>		
			<u>0</u>	<u>30s</u>	<u>40s</u>
From London via cargo vessel	-10	800			
Coventry via cargo vessel	40	1,350	1,350	1,350	675
Luton via cargo vessel	10	1,100	1,100		
Total		3,250	2,450	1,350	675

VEHICULES COMMERCIAUX
ET CHASSIS - EXPORTATIONS

COMMERCIAL VEHICLES AND CHASSIS - EXPORTS

Table 3b Diversion of Traffic to the Netherlands

<u>Route</u>	<u>Excess over Tunnel costs (sh.)</u>	<u>No. of vehicles</u>	<u>Number diverted when toll =</u>				
			<u>0</u>	<u>30s</u>	<u>40s</u>	<u>100s</u>	<u>110s</u>
From London via cargo vessel	-40	400					
Coventry via cargo vessel	-10	2,350	No traffic diverted				
Luton via cargo vessel	-20	900					
Total		3,250					

Table 3c Diversion of Traffic to Switzerland

From Coventry via Dover-Dunkirk	-	330	330	330	330	330	330
Luton via cargo vessel	110	170	170	170	170	170	85
Total		500	500	500	500	500	415

Table 4 Diversion of Export Traffic to a Channel Tunnel at Various Levels of Toll and Resulting Revenue

(1957 number)

<u>Traffic to</u>	<u>Number</u>	<u>Toll =</u>	<u>0</u>	<u>30s</u>	<u>40s</u>	<u>100s</u>	<u>110s</u>
Belgium	3,250		2,450	1,350	675		
Netherlands	3,250						
Switzerland	500		500	500	500	500	415
Total	7,000		2,950	1,850	1,175	500	415
of which (Dover-Dunkirk)	330		330	330	330	330	330
Revenue (to nearest £'00)				2,800	2,400	2,500	2,300

VEHICULES COMMERCIAUX
ET CHASSIS - EXPORTATIONS

COMMERCIAL VEHICLES AND CHASSIS - EXPORTS

Table 5 Diversion of Export Traffic to a Channel Tunnel at
Various Levels of Toll and Resulting Revenue in 1965

(Number)

<u>Traffic ECU</u> <u>Without ECU</u>	<u>Number</u>	<u>Toll =</u>	<u>0</u>	<u>30s</u>	<u>40s</u>	<u>100s</u>	<u>110s</u>
Belgium	2,700		2,035	1,120	560		
Netherlands	3,800						
Switzerland	700		700	700	700	700	580
Total	7,200		2,735	1,820	1,260	700	580
Revenue (to nearest £'00)				2,700	2,500	3,500	3,200
<u>With ECU</u>							
Belgium	4,600		3,470	1,910	955		
Netherlands	7,000						
Switzerland	800		800	800	800	800	665
+ new traffics ^a							
Germany	5,000						
France	5,000		4,300	3,300	2,800	1,800	600
Austria	100		100	100	100	50	
Italy	2,000		2,000	2,000	2,000	1,400	1,400
Total	24,500		10,670	8,110	6,655	4,050	2,665
Revenue (to nearest £'00)				12,200	13,300	20,200	14,700

a Allotted on the assumption that the Tunnel would get the same proportions as for cars.

a Affecté sur la base que le tunnel attirerait la même proportion que les voitures particulières.

VEHICULES COMMERCIAUX
ET CHASSIS - EXPORTATIONS

COMMERCIAL VEHICLES AND CHASSIS - EXPORTS

Table 6 Diversion of Export Traffic to a Channel Tunnel at
Various Levels of Toll and Resulting Revenue in 1980

(Number)

<u>Traffic to</u> <u>Without FTA</u>	<u>Number</u>	<u>Toll =</u>	<u>0</u>	<u>30s</u>	<u>40s</u>	<u>100s</u>	<u>110s</u>
Belgium	2,500		1,880	810	520		
Netherlands	3,600						
Switzerland	1,000		1,000	1,000	1,000	1,000	830
Total	7,100		2,880	1,810	1,520	1,000	830
Revenue (to nearest £'00)				2,700	3,000	5,000	4,600
<u>With FTA</u>							
Belgium	8,000		6,030	3,320	1,660		
Netherlands	12,000						
Switzerland	1,200		1,200	1,200	1,200	1,200	1,000
+ new traffics ^a							
Germany	9,000						
France	11,000		9,500	8,300	6,200	3,900	1,300
Austria	200		200	200	200	100	
Italy	8,000		8,000	8,000	8,000	5,600	5,600
Total	49,400		24,930	21,020	17,260	10,800	7,900
Revenue (to nearest £'00)				31,500	34,500	54,000	43,500

a Allotted on assumption that Tunnel would get the same proportions as for cars.

a. Affecté sur la base que le tunnel attirerait la même proportion que les voitures particulières.

VEHICULES COMMERCIAUX
ET CHASSIS - IMPORTATIONS

COMMERCIAL VEHICLES AND CHASSIS - IMPORTS

COMMERCIAL VEHICLES AND CHASSIS

Table 1 U.K. Imports from Tunnel Countries by Route in 1957
(Number)

<u>Country</u>	<u>Total</u>	<u>Harwich-Zeebrugge</u>
Germany	1,100 ^a	1,100
Total	1,100	1,100

a All from N. Germany.

Table 2 Transport Costs
(shillings per vehicle - load 2 vehicles)

	<u>Germany</u> (Hanover)
To London via Tunnel	340
Harwich-Zeebrugge	440

Table 3 Diversion of Import Traffic to a Channel
Tunnel at Various Levels of Toll

	<u>Excess over</u> <u>Tunnel</u> <u>costs (sh.)</u>	<u>No. of</u> <u>vehicles</u>	<u>Number diverted when toll =</u>			
			<u>0</u>	<u>30s</u>	<u>40s</u>	<u>100s</u>
From Germany to London via Harwich-Zeebrugge	100	1,100	1,100	1,100	1,100	1,100
Revenue (to nearest £'00)			1,700	2,200	5,500	

Table 4 Diversion of Import Traffic to a Channel Tunnel at
Various Levels of Toll and Resulting Revenue in 1965
(Number)

<u>Traffic from:</u>	<u>Number</u>	<u>Toll =</u>	<u>0</u>	<u>30s</u>	<u>40s</u>	<u>100s</u>	<u>110s</u>
<u>Without FTA :</u>							
Germany	2,000		2,000	2,000	2,000	2,000	
Revenue (To nearest '00)			3,000	4,000	10,000		
<u>With FTA</u>							
Germany	11,000		11,000	11,000	11,000	11,000	
France ^a	1,000		1,000	1,000	1,000	1,000	1,000
Total	12,000		12,000	12,000	12,000	12,000	1,000
Revenue (To nearest £'00)			18,000	24,000	60,000	5,500	

a Allotted on assumption that Tunnel would get the same proportions as for cars.

a Affecté sur la base que le tunnel attirerait la même proportion que les voitures particulières.

VEHICULES COMMERCIAUX
ET CHASSIS - IMPORTATIONS

COMMERCIAL VEHICLES AND CHASSIS - IMPORTS

Table 5 Diversion of Import Traffic to a Channel Tunnel at
Various Levels of Toll and Resulting Revenue in 1980

(Number)

Traffic from:

Without FTA

	<u>Number</u>	<u>Toll =</u>	<u>0</u>	<u>30s</u>	<u>40s</u>	<u>100s</u>	<u>110s</u>
Germany	4,500		4,500	4,500	4,500	4,500	
Revenue (To nearest £'00)				6,800	9,000	22,500	

With FTA

Germany	20,000		20,000	20,000	20,000	20,000	
France ^a	2,000		2,000	2,000	2,000	2,000	2,000
Total	22,000		22,000	22,000	22,000	22,000	2,000
Revenue (To nearest £'00)				33,000	44,000	110,000	11,000

a. Allotted on assumption that Tunnel would get the same proportions as for cars.

a. Affecté sur la base que le tunnel attirerait la même proportion que les voitures particulières.

VEHICULES COMMERCIAUX
ET CHASSIS

COMMERCIAL VEHICLES AND CHASSIS

Table 7 Total Number Diverted to a Channel Tunnel
and Resulting Revenue^a

	(Number)						
	<u>Number</u>	<u>Toll =</u>	<u>0</u>	<u>30s</u>	<u>40s</u>	<u>100s</u>	<u>110s</u>
<u>1965</u>							
<u>Without FTA</u>							
Exports	7,200		2,735	1,820	1,260	700	580
Imports	2,000		2,000	2,000	2,000	2,000	
Total	9,200		4,735	3,820	3,260	2,700	580
Revenue (to nearest £'00)				5,700	6,500	13,500	3,200
<u>With FTA</u>							
Exports	24,500		10,670	8,110	6,655	4,050	2,665
Imports	12,000		12,000	12,000	12,000	12,000	1,000
Total	36,500		22,670	20,110	18,655	16,050	3,665
Revenue (to nearest £'00)				30,200	37,300	80,300	20,200
<u>1980</u>							
<u>Without FTA</u>							
Exports	7,100		2,880	1,810	1,520	1,000	830
Imports	4,500		4,500	4,500	4,500	4,500	
Total	11,600		7,380	6,310	6,020	5,500	830
Revenue (to nearest £'00)				9,500	12,000	27,500	4,600
<u>With FTA</u>							
Exports	49,400		24,930	21,020	17,260	10,800	7,900
Imports	22,000		22,000	22,000	22,000	22,000	2,000
Total	71,400		46,930	43,020	39,260	32,800	9,900
Revenue (to nearest £'00)				64,500	78,500	164,000	54,500

a Optimum toll-100 shillings.

a Péage optimum = 100 shillings.

SCOOTERS, ETC. - IMPORTATIONS

MOTOR SCOOTERS, ETC. - IMPORTS

MOTOR SCOOTERS, MOPEDS AND MOTORCYCLES

Table 1 U.K. Imports from Tunnel Countries by Route in 1957

(⁰000 tons)^a

<u>Country</u>	<u>Total</u>	<u>Dutch and Belgian ports</u>	
		<u>London & S.Coast</u>	<u>Harwich-Zeebrugge</u>
Germany	4.8		4.8
Netherlands	0.3	0.3	
France ^b	0.5		
Austria	0.1		0.1
Italy	5.3		
Total	11.0	0.3	4.9

		<u>Dover Dunkirk</u>
France		0.5
Italy		5.3
Total		5.8

Table 1a U.K. Imports from Germany by Area and Route

(⁰000 tons)

N. Germany	1.1	} all by Harwich-Zeebrugge ferry tout par le ferry Harwich-Zeebrugge
Ruhr		
S. Germany	3.7	
Total	4.8	

a Distribution of imports by numbers in 1957 is as follows:

W. Germany	44,000
Netherlands	7,000
France	11,000
Austria	1,000
Italy	49,000
	<u>112,000</u>

b All from Paris.

(Voir TRADUCTION page 239)

SCOOTERS, ETC. - IMPORTATIONS

MOTOR SCOOTERS, ETC. - IMPORTS

Table 2

Transport Costs

(shillings per ton - 3 ton loads)

	<u>Ruhr</u> (Bielefeld)	<u>S.Germany</u> (Nurnberg)	<u>Netherlands</u> (Rotterdam)	<u>France</u> (Paris)	<u>Austria</u> (Vienna)	<u>Italy</u> (Milan)
To London via Tunnel	280	330	240	230	400	350
Dover-Dunkirk				360		480
Harwich-Zeebrugge	440	490			570	
Harwich-Rotterdam	530	550	400			
London-Rotterdam			410			

Table 3

Diversion of Import Traffic to a Channel
Tunnel at Various Levels of Toll

(Note - All shipments go to London)

<u>Route</u>	<u>Excess over Tunnel costs (sh.)</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll =</u>			
			<u>0</u>	<u>150s</u>	<u>160s</u>	<u>170s</u>
From S. Germany via Harwich-Zeebrugge	160	3,700	3,700	3,700	1,850	nil
From N. Germany via Harwich-Zeebrugge	160	1,100	1,100	1,100	550	nil
Total Germany		4,800	4,800	4,800	2,400	nil
From Netherlands via Harwich-Rotterdam	160	300	300	300	150	nil
From France via Dover-Dunkirk		500	500	500	500	500
From Austria via Harwich-Zeebrugge	170	100	100	100	100	50
From Italy via Dover-Dunkirk		5,300	5,300	5,300	5,300	5,300

TRADUCTION des Renvois de la page 238

a La répartition des importations en 1957 est la suivante :

Allemagne de l'Ouest	44.000
Pays-Bas	7.000
France	11.000
Autriche	1.000
Italie	49.000

112.000

b Tout en provenance de Paris.

SCOOTERS, ETC - IMPORTATIONS

MOTOR SCOOTERS, ETC. - IMPORTS

Table 4 Diversion of Import Traffic to a Tunnel at Various Levels
of Toll and Resulting Revenue

(1957 tons)

<u>From</u>	<u>Tonnage</u>	<u>Toll =</u>	<u>0</u>	<u>150s</u>	<u>160s</u>	<u>170</u>
Germany	4,800		4,800	4,800	2,400	nil
Netherlands	300		300	300	150	nil
France	500		500	500	500	500
Austria	100		100	100	100	50
Italy	5,300		5,300	5,300	5,300	5,300
Total	11,000		11,000	11,000	8,450	5,850
Revenue (to nearest £'000)				83,000	68,000	50,000

Table 5 Diversion of Import Traffic to a Channel Tunnel at
Various Levels of Toll and Resulting Revenue in 1965

(Tons)

<u>Traffic from:</u>	<u>Tonnage</u>	<u>Toll =</u>	<u>0</u>	<u>150s</u>	<u>160s</u>	<u>170</u>
<u>Without FTA</u>						
W. Germany	3,500		3,500	3,500	1,750	-
Netherlands	250		250	250	125	-
France	500		500	500	500	500
Italy	4,500		4,500	4,500	4,500	4,500
Total	8,750		8,750	8,750	6,875	5,000
Revenue (to nearest £'000)				66,000	55,000	43,000

With FTA:

W. Germany	4,500		4,500	4,500	2,250	-
Netherlands	250		250	250	125	-
France	750		750	750	750	750
Italy	5,500		5,500	5,500	5,500	5,500
Total	11,000		11,000	11,000	8,625	6,250
Revenue (to nearest £'000)				83,000	69,000	53,000

SCOOTERS, ETC - IMPORTATIONS

MOTOR SCOOTERS, ETC. - IMPORTS

Table 6 Diversion of Import Traffic to a Channel Tunnel at Various Levels of Toll and Resulting Revenue in 1980^a

		(Tons)				
<u>Traffic from:</u>	<u>Tonnage</u>	<u>Toll =</u>	<u>0</u>	<u>150s</u>	<u>160s</u>	<u>170s</u>
<u>Without FTA^a:</u>						
Germany	3,000		3,000	3,000	1,500	-
Netherlands	250		250	250	125	-
France	500		500	500	500	500
Italy	4,000		4,000	4,000	4,000	4,000
Total	7,750		7,750	7,750	6,125	4,500
Revenue (to nearest £'000)				58,000	49,000	38,000
<u>With FTA^a:</u>						
Germany	4,500		4,500	4,500	2,250	-
Netherlands	250		250	250	125	-
France	750		750	750	750	750
Italy	5,500		5,500	5,500	5,500	5,500
Total	11,000		11,000	11,000	8,625	6,250
Revenue (to nearest £'000)				83,000	69,000	53,000

^a Optimum toll 150 shillings.

^a Péage optimum = 150 shillings.

PIECES DETACHEES POUR VEHICULES
EXPORTATIONS

VEHICLE PARTS - EXPORTS

VEHICLE PARTS

Table 1 U.K. Exports to Tunnel Countries by Route in 1957
('000 tons)

	<u>Dutch and Belgian ports</u>			
	<u>Total</u>	<u>E. Coast</u>	<u>London & S. Coast</u>	<u>Harwich-Zeebrugge</u>
Germany ^a	0.7	0.1	0.5	0.1
Belgium	7.4		7.4	
Netherlands	6.5		6.5	
France ^b	1.6			
Switzerland	0.5			
Austria	0.2			0.2
Italy	2.0			
Total	18.9	0.1	14.4	0.3

	<u>Dunkirk and Cherbourg range</u>		<u>Marseilles and Italian ports</u>		
	<u>London & S. Coast</u>	<u>Dover Dunkirk</u>	<u>London & S. Coast</u>	<u>W.Coast</u>	<u>Air</u>
France	0.4	0.6			0.6
Switzerland		0.5			
Italy		1.4	0.3	0.3	
Total	0.4	2.5	0.3	0.3	0.6

a All to Ruhr

a Tout vers la Ruhr

b All to Paris

b Tout vers Paris

PIECES DETACHEES POUR VEHICULES
EXPORTATIONS

VEHICLE PARTS - EXPORTS

Table 2

Transport Costs

(shillings per ton - 1 ton groupage)

	<u>Germany</u>	<u>Belgium</u>	<u>Nether-</u>	<u>France</u>	<u>Switz-</u>	<u>Austria</u>	<u>Italy</u>
	<u>(Cologne)</u>	<u>(Antwerp)</u>	<u>lands</u>	<u>(Paris)</u>	<u>erland</u>	<u>(Vienna)</u>	<u>(Milan)</u>
			<u>(Amst-</u>		<u>(Basle)</u>		
			<u>erdam)</u>				
From Dagenham via Tunnel		240	270	260		360	
London-Benelux		150	150				
London-France				150			
Harwich-Zeebrugge						460	
From Luton via Tunnel		250	280	270	300	370	
Dover-Dunkirk					380		
London-Benelux		150	150	150		470	
London-France				150			
From Coventry via Tunnel	280	250(b)	260	260	290	360	300
Dover-Dunkirk				330	360		380
Harwich-Zeebrugge	370					460	
London-Benelux	200(a)	200(b)	200				
London-Italy							240(c)

(a) London-Cologne direct

(b) to Brussels

(c) also W. Coast - Italy

(a) Londres - Cologne direct

(b) Vers Bruxelles

(c) Egalement la Côte Ouest - Italie

PIECES DETACHEES POUR VEHICULES
EXPORTATIONS

VEHICLE PARTS - EXPORTS

Table 3 Diversion of Export Traffic to a Channel Tunnel
at Various Levels of Toll

Table 3a Diversion of Traffic to Germany

<u>Route</u>	<u>Excess over Tunnel cost</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll =</u>				
			<u>0</u>	<u>70s</u>	<u>80s</u>	<u>90s</u>	<u>100s</u>
To Cologne from Coventry via Harwich- Zeebrugge Cargo vessel	90 -80	100 600	100	100	100	50	
Total		700	100	100	100	50	

Table 3b Diversion of Traffic to Belgium

To Antwerp from Dagenham via cargo vessel	-90	4,000				
From Luton via cargo vessel	-100	2,000			No traffic diverted Aucun trafic détourné	
To Brussels from Coventry via cargo vessel	-50	1,400				
Total		7,400				

Table 3c Diversion of Traffic to the Netherlands

To Amsterdam from Dagenham via cargo vessel	-120	3,300				
From Luton via cargo vessel	-130	800			No traffic diverted Aucun trafic détourné	
From Coventry via cargo vessel	-60	2,400				
Total		6,500				

PIECES DETACHEES POUR VEHICULES
EXPORTATIONS

VEHICLE PARTS - EXPORTS

Table 3d Diversion of Traffic to France

<u>Route</u>	<u>Excess over Tunnel cost</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll =</u>				
			<u>0</u>	<u>70s</u>	<u>80s</u>	<u>90s</u>	<u>100s</u>
To Paris from Dagenham via cargo vessel	-110	200					
From Luton via cargo vessel	-120	200					
From Coventry via Dover- Dunkirk		600	600	600	600	600	600
Total		1,000	600	600	600	600	600

Table 3e Diversion of Traffic to Switzerland

To Basle from Luton via Dover-Dunkirk		150	}	All traffic assumed diverted Tout le trafic supposé détourné			
From Coventry via Dover- Dunkirk	70	350					
Total		500					

Table 3f Diversion of Traffic to Austria

To Vienna from Dagenham via Harwich- Zeebrugge	100	100	100	100	100	100	50
From Luton via Harwich- Zeebrugge	100	50	50	50	50	50	25
From Coventry via Harwich- Zeebrugge	100	50	50	50	50	50	25
Total		200	200	200	200	200	100

Table 3g Diversion of Traffic to Italy

To Milan from Coventry via cargo vessel	-60	600					
Dover-Dunkirk		1,400	1,400	1,400	1,400	1,400	1,400
Total		2,000	1,400	1,400	1,400	1,400	1,400

PIECES DETACHEES POUR VEHICULES
EXPORTATIONS

VEHICLE PARTS - EXPORTS

Table 4 Diversion of Export Traffic to a Channel Tunnel at
Various Levels of Toll and Resulting Revenue
(1957 tons)

<u>Traffic to:</u>	<u>Tonnage</u>	<u>Tonnage</u> <u>less air</u>	<u>Toll =</u>	<u>0</u>	<u>70s</u>	<u>80s</u>	<u>90s</u>	<u>100s</u>
Germany	700	700	100	100	100	100	50	
Belgium	7,400	7,400						
Netherlands	6,500	6,500						
France	1,600	1,000	600	600	600	600	600	600
Switzerland	500	500	500	500	500	500	500	500
Austria	200	200	200	200	200	200	200	100
Italy	2,000	2,000	1,400	1,400	1,400	1,400	1,400	1,400
Total	18,900	18,300	2,800	2,800	2,800	2,800	2,750	2,600
(of which Dover-Dunkirk	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500)
Revenue (to nearest £'00)				9,800	11,200	12,400	13,000	

PIECES DETACHEES POUR VEHICULES
EXPORTATIONS

VEHICLE PARTS - EXPORTS

Table 5 Diversion of Export Traffic to a Channel Tunnel at
Various Levels of Toll and Resulting Revenue in 1965

<u>Traffic to</u> <u>Without FTA</u>	(tons)							
	<u>Tonnage</u>	<u>Tonnage</u> <u>less air</u>	<u>Toll =</u>	<u>0</u>	<u>70s</u>	<u>80s</u>	<u>90s</u>	<u>100s</u>
Germany	600	600	100	100	100	50		
Belgium	6,600	6,600						
Netherlands	5,900	5,900						
France	1,600	1,000	600	600	600	600	600	600
Switzerland	500	500	500	500	500	500	500	500
Austria	200	200	200	200	200	200	200	100
Italy	2,000	2,000	1,400	1,400	1,400	1,400	1,400	1,400
Total	17,400	16,800	2,800	2,800	2,800	2,750	2,600	
Revenue (to nearest £'00)				9,800	11,200	12,400	13,000	
<u>With FTA</u>								
Germany	3,500	3,500	500	500	500	250		
Belgium	13,100	13,100						
Netherlands	11,300	11,300						
France	6,000	3,750	2,250	2,250	2,250	2,250	2,250	2,250
Switzerland	600	600	600	600	600	600	600	600
Austria	300	300	300	300	300	300	300	150
Italy	8,000	8,000	5,600	5,600	5,600	5,600	5,600	5,600
Total	42,800	40,550	9,250	9,250	9,250	9,000	8,600	
Revenue (to nearest £'00)				32,400	37,000	40,500	43,000	

PIECES DETACHEES POUR VEHICULES
EXPORTATIONS

VEHICLE PARTS - EXPORTS

Table 6 Diversion of Export Traffic to a Channel Tunnel at
Various Levels of Toll and Resulting Revenue in 1980
(tons)

<u>Traffic to</u> <u>Without FTA</u>	<u>Tonnage</u>	<u>Tonnage</u> <u>less air</u>	<u>Toll =</u>	<u>0</u>	<u>70s</u>	<u>80s</u>	<u>90s</u>	<u>100s</u>
Germany	1,200	1,200		200	200	200	100	
Belgium	8,800	8,800						
Netherlands	8,000	8,000						
France	2,000	1,250		750	750	750	750	750
Switzerland	800	800		800	800	800	800	800
Austria	300	300		300	300	300	300	150
Italy	2,800	2,800		2,000	2,000	2,000	2,000	2,000
Total	23,900	23,150		4,050	4,050	4,050	3,950	3,700
Revenue (to nearest £'00)					14,200	16,200	17,800	18,500

With FTA

Germany	9,500	9,500		1,400	1,400	1,400	700	
Belgium	17,800	17,800						
Netherlands	16,600	16,600						
France	12,500	7,800		4,700	4,700	4,700	4,700	4,700
Switzerland	1,000	1,000		1,000	1,000	1,000	1,000	1,000
Austria	500	500		500	500	500	500	250
Italy	11,500	11,500		8,100	8,100	8,100	8,100	8,100
Total	69,400	64,700		15,700	15,700	15,700	15,000	14,050
Revenue (to nearest £'00)					55,000	62,800	67,500	70,300

PIECES DETACHEES POUR VEHICULES
IMPORTATIONS

VEHICLE PARTS - IMPORTS

VEHICLE PARTS

Table 1 U.K. Imports from Tunnel Countries by Route in 1957
('000 tons)

	<u>Dutch and Belgian ports</u>			
	<u>Total</u>	<u>London & S. Coast</u>	<u>Harwich- Zeebrugge</u>	<u>Dover- Dunkirk</u>
W. Germany	1.0	0.5(a)	0.5(b)	
France	0.5			0.5 ^(c)
Italy	0.5			0.5 ^(c)
Total	2.0	0.5	0.5	1.0
(a) From S. Germany		(a) En provenance du Sud de l'Allemagne		
(b) From N. Germany		(b) En provenance du Nord de l'Allemagne		
(c) From N.E. France		(c) En provenance du N.E. de la France		

Table 2 Transport Costs
(shillings per ton - 1 ton groupage)

	<u>N. Germany (Wolfsburg)</u>	<u>S. Germany (Mannheim)</u>	<u>France (Paris)</u>	<u>Italy (Milan)</u>
To London via Tunnel	370	350	260	300
Dover-Dunkirk				
Harwich-Zeebrugge	470		340	380
London Benelux		390		

Table 3 Diversion of Import Traffic to a Channel Tunnel
at Various Levels of Toll and Resulting Revenue
(1957 tons)

<u>Route</u>	<u>Excess over Tunnel cost</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll =</u>				
			<u>0</u>	<u>70s</u>	<u>80s</u>	<u>90s</u>	<u>100s</u>
From Germany via Harwich- Zeebrugge	100	500	500	500	500	500	500
Cargo vessel	40	500	500				
From France via Dover-Dunkirk		500	500	500	500	500	500
From Italy via Dover-Dunkirk		500	500	500	500	500	500
Total		2,000	2,000	1,500	1,500	1,500	1,500
(of which Dover-Dunkirk		1,000	1,000	1,000	1,000	1,000	1,000)
Revenue (to nearest £'00)				5,300	6,000	6,800	7,500

PIECES DETACHEES POUR VEHICULES
IMPORTATIONS

VEHICLE PARTS - IMPORTS

Table 4 Diversion of Import Traffic to a Channel Tunnel at
Various Levels of Toll and Resulting Revenue in 1965
(tons)

<u>Traffic from Without FTA</u>	<u>Tonnage</u>	<u>Toll =</u>	<u>0</u>	<u>70s</u>	<u>80s</u>	<u>90s</u>	<u>100s</u>
Germany	1,500	1,500	750	750	750	750	750
France	700	700	700	700	700	700	700
Italy	500	500	500	500	500	500	500
Total	2,700	2,700	1,950	1,950	1,950	1,950	1,950
Revenue (to nearest £'00)			6,800	7,800	8,800	9,800	
 <u>With FTA</u>							
Germany	6,000	6,000	3,000	3,000	3,000	3,000	3,000
France	3,000	3,000	3,000	3,000	3,000	3,000	3,000
Italy	600	600	600	600	600	600	600
Total	9,600	9,600	6,600	6,600	6,600	6,600	6,600
Revenue (to nearest £'00)			23,100	26,400	29,700	33,000	

PIECES DETACHEES POUR VEHICULES
IMPORTATIONS

VEHICLE PARTS - IMPORTS

Table 5 Diversion of Import Traffic to a Channel Tunnel at
Various Levels of Toll and Resulting Revenue in 1980

(tons)

<u>Traffic from</u> <u>Without FTA</u>	<u>Tonnage</u>	<u>Toll = 0</u>	<u>70s</u>	<u>80s</u>	<u>90s</u>	<u>100s</u>
Germany	2,500	2,500	1,250	1,250	1,250	1,250
France	1,000	1,000	1,000	1,000	1,000	1,000
Italy	400	400	400	400	400	400
Total	3,900	3,900	2,650	2,650	2,650	2,650
Revenue (to nearest £'00)			9,300	10,600	11,900	13,300
With FTA						
Germany	11,000	11,000	5,500	5,500	5,500	5,500
France	7,000	7,000	7,000	7,000	7,000	7,000
Italy	600	600	600	600	600	600
Total	18,600	18,600	13,100	13,100	13,100	13,100
Revenue (to nearest £'00)			45,900	52,400	59,000	65,500

PIECES DETACHEES POUR VEHICULES

VEHICLE PARTS

Table 7 Total Tonnage Diverted to a Channel Tunnel
and Resulting Revenue^a

		(tons)						
<u>1965</u>		<u>Tonnage</u>	<u>Tonnage</u>	<u>Toll = 0</u>	<u>70s</u>	<u>80s</u>	<u>90s</u>	<u>100s</u>
<u>Without FTA:</u>	<u>Tonnage</u>	<u>less air</u>						
Exports	17,400	16,800	2,800	2,800	2,800	2,750	2,600	
Imports	2,700	2,700	2,700	1,950	1,950	1,950	1,950	
Total	20,100	19,500	5,500	4,750	4,750	4,700	4,550	
Revenue (to nearest £'00)				16,600	19,000	21,200	22,800	
<u>With FTA:</u>								
Exports	42,800	40,550	9,250	9,250	9,250	9,000	8,600	
Imports	9,600	9,600	9,600	6,600	6,600	6,600	6,600	
Total	52,400	50,150	18,850	15,850	15,850	15,600	15,200	
Revenue (to nearest £'00)				55,500	63,400	70,200	76,000	
<u>1980</u>								
<u>Without FTA:</u>								
Exports	23,900	23,150	4,050	4,050	4,050	3,950	3,700	
Imports	3,900	3,900	3,900	2,650	2,650	2,650	2,650	
Total	27,800	27,050	7,950	6,700	6,700	6,600	6,350	
Revenue (to nearest £'00)				23,500	26,800	29,700	31,800	
<u>With FTA:</u>								
Exports	69,400	64,700	15,700	15,700	15,700	15,000	14,050	
Imports	18,600	18,600	18,600	13,100	13,100	13,100	13,100	
Total	88,000	83,300	34,300	28,800	28,800	28,100	27,150	
Revenue (to nearest £'00)				100,800	115,200	126,500	135,800	

a Optimum toll-100 shillings.

a Péage optimum - 100 shillings.

INSTRUMENTS SCIENTIFIQUES
EXPORTATIONS

SCIENTIFIC INSTRUMENTS - EXPORTS

SCIENTIFIC INSTRUMENTS
(including cameras, clocks, watches and film)

Table 1 U.K. Exports to Tunnel Countries by Route in 1957
(¹000 tons)

	<u>Total</u>	<u>Hamburg and</u>	<u>Dutch and Belgian</u>	<u>Harwich-</u>	<u>Air &</u>
		<u>Bremen</u>	<u>Ports</u>		
		<u>London &</u>	<u>London &</u>		<u>Post</u>
		<u>S. Coast</u>	<u>S. Coast</u>		
Germany ^a	0.4	0.2	0.1		0.1
Belgium	0.4		0.2	0.1	0.1
Netherlands	0.9		0.6		0.3
France ^b	0.6				0.3
Switzerland	0.2				0.1
Austria	0.2	0.1		0.1	
Italy	0.4		0.2		0.1
Total	3.1	0.3	1.1	0.2	1.0

Dunkirk and Cherbourg Range

	<u>London &</u>	<u>Dover</u>
	<u>S. Coast</u>	<u>Dunkirk</u>
France	0.2	0.1
Switzerland		0.1
Italy		0.1
Total	0.2	0.3

a All to Ruhr

a Tout vers la Ruhr

b All to Paris

b Tout vers Paris

INSTRUMENTS SCIENTIFIQUES
EXPORTATIONS

SCIENTIFIC INSTRUMENTS - EXPORTS

Table 2

Transport Costs

(shillings per ton - 1 ton groupage)

	<u>Germany-</u> <u>Ruhr</u> <u>(Dussel-</u> <u>dorf)</u>	<u>Bel-</u> <u>gium</u> <u>(Brus-</u> <u>sels)</u>	<u>Nether-</u> <u>lands</u> <u>(Utrecht)</u>	<u>France</u> <u>(Paris)</u>	<u>Switz-</u> <u>erland</u> <u>(Basle)</u>	<u>Austria</u> <u>(Vienna)</u>	<u>Italy</u> <u>(Milan)</u>
From London via Tunnel	290	250	270	260	300	370	310
Via Dover- Dunkirk				330	370		390
Via Harwich- Zeebrugge		350	370			470	
London-Hamburg	440					500	
London-Benelux	350	230	240				400
Harwich- Rotterdam Containership	360		240				
London-Paris direct				260			
London-Brussels direct		260					

INSTRUMENTS SCIENTIFIQUES
EXPORTATIONS

SCIENTIFIC INSTRUMENTS - EXPORTS

Table 3 Diversion of Export Traffic to a Channel Tunnel
at Various Levels of Toll^a

Table 3a Diversion of Traffic to Germany

<u>Route</u>	<u>Excess over Tunnel costs (sh.)^a</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll =</u>				
			<u>0</u>	<u>40s</u>	<u>80s</u>	<u>120s</u>	<u>160s</u>
Via Cargo vessels	60	300	300	300	180	100	50

Table 3b Diversion of Traffic to Belgium

Via Harwich- Zeebrugge	140	100	100	100	100	100	
Via Cargo vessel	- 20	200	120	70	40	10	
Total		300	220	170	140	110	

Table 3c Diversion of Traffic to the Netherlands

Via Cargo vessel	- 30	600	300	100	90	10	
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Table 3d Diversion of Traffic to France

Via Dover-Dunkirk		100	100	100	100	100	100
Via Cargo vessel	-	200	140	90	60	20	
Total		300	240	190	160	120	100

Table 3e Diversion of Traffic to Switzerland

Via Dover-Dunkirk		100	100	100	100	100	100
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Table 3f Diversion of Traffic to Austria

Via Harwich- Zeebrugge	140	100	100	100	100	100	
Via Cargo vessel	100	100	100	100	100	60	30
Total							

a See footnote for basis of allocation

a Voir le renvoi pour la base d'affectation

INSTRUMENTS SCIENTIFIQUES
EXPORTATIONS

SCIENTIFIC INSTRUMENTS - EXPORTS

Table 3g Diversion of Traffic to Italy

<u>Route</u>	<u>Excess over Tunnel costs (sh.)^a</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll =</u>				
			<u>0</u>	<u>40s</u>	<u>80s</u>	<u>120s</u>	<u>160s</u>
Via Dover-Dunkirk		100	100	100	100	100	100
Via Cargo vessel	90	200	200	200	200	100	60
Total		300	300	300	300	200	160

a Footnote: 40 shillings a ton is added to Harwich-Zeebrugge ferry costs as a straight bonus to the Tunnel.

The basis of allocation for loose-cargo traffic is as follows:

<u>Excess of Tunnel cost sh. per ton</u>	<u>Percentage to Tunnel %</u>
- 20	100
0	70
30	50
80	30
120	10
160	0

Percentage of traffic by cargo vessel 58 per cent
 " " " " ferries 17 per cent
 " " " " air and parcel post 25 per cent

(Voir TRADUCTION page 258)

Table 4 Diversion of Export Traffic to a Channel Tunnel
at Various Levels of Toll and the Resulting Revenue
(1957 tons)

<u>Traffic from:</u>	<u>Tonnage</u>		<u>Toll =</u>	<u>0</u>	<u>40s</u>	<u>80s</u>	<u>120s</u>	<u>160s</u>
	<u>Total</u>	<u>less air</u>						
Germany	400	300		300	300	180	100	50
Belgium	400	300		220	170	140	110	
Netherlands	900	600		300	180	90	10	
France	600	300		240	190	160	120	100
Switzerland	200	100		100	100	100	100	100
Austria	200	200		100	100	100	60	30
Italy	400	300		300	300	300	200	160
Total	3,100	2,100		1,560	1,340	1,070	700	440
(of which								
Dover-Dunkirk		300		300	300	300	300	300)
Revenue (to nearest £'00)					2,700	4,300	4,200	3,500

INSTRUMENTS SCIENTIFIQUES
EXPORTATIONS

SCIENTIFIC INSTRUMENTS - EXPORTS

Table 5 Diversion of Export Traffic to a Channel Tunnel
at Various Levels of Toll and Resulting Revenue in 1965
(tons)

<u>Traffic to</u> <u>Without FTA</u>	<u>Tonnage</u>	<u>Tonnage</u> <u>less air</u>	<u>0</u>	<u>40s</u>	<u>80s</u>	<u>120s</u>	<u>160s</u>
Germany	800	600	600	600	360	200	100
Belgium	600	450	330	255	210	165	
Netherlands	1,200	800	400	240	120	10	
France	900	450	360	285	240	180	150
Switzerland	300	150	150	150	150	150	150
Austria	200	200	100	100	100	60	30
Italy	700	525	525	525	525	350	280
Total	4,700	3,175	2,465	2,155	1,705	1,115	710
Revenue (to nearest £'00)				4,300	6,800	6,700	5,700
<u>With FTA</u>							
W. Germany	1,200	900	900	900	540	300	150
Belgium	800	600	440	340	280	220	
Netherlands	1,500	1,000	500	300	150	20	
France	1,400	700	560	440	370	280	230
Switzerland	300	150	150	150	150	150	150
Austria	200	200	100	100	100	60	30
Italy	1,100	825	825	825	825	550	440
Total	6,500	4,375	3,475	3,055	2,415	1,580	1,000
Revenue (to nearest £'00)				6,100	9,700	9,500	8,000

INSTRUMENTS SCIENTIFIQUES
EXPORTATIONS

SCIENTIFIC INSTRUMENTS - EXPORTS

Table 6 Diversion of Export Traffic to a Channel Tunnel
at Various Levels of Toll and Resulting Revenue in 1980
(tons)

<u>Traffic to</u> <u>Without FTA</u>	<u>Tonnage</u>	<u>Tonnage</u> <u>less air</u>	<u>0</u>	<u>40s</u>	<u>80s</u>	<u>120s</u>	<u>160s</u>
Germany	1,500	1,130	1,125	1,125	675	375	190
Belgium	1,000	750	550	425	350	275	
Netherlands	1,600	1,070	530	320	160	20	
France	1,600	800	640	510	430	320	270
Switzerland	400	200	200	200	200	200	200
Austria	300	300	150	150	150	90	45
Italy	1,400	1,050	1,050	1,050	1,050	700	560
Total	7,800	5,300	4,245	3,780	3,015	1,980	1,265
Revenue (to nearest £'00)				7,600	12,100	11,900	10,100

With FTA

Germany	2,800	2,100	2,100	2,100	1,260	700	350
Belgium	1,600	1,200	880	680	560	440	
Netherlands	2,400	1,600	800	480	240	20	
France	3,000	1,500	1,200	950	800	600	500
Switzerland	400	200	200	200	200	200	200
Austria	300	300	150	150	150	90	45
Italy	2,400	1,800	1,800	1,800	1,800	1,200	960
Total	12,900	8,700	7,130	6,360	5,010	3,250	2,055
Revenue (to nearest £'00)				12,700	20,000	19,500	16,400

TRADUCTION du Renvoi de la page 256

a 40 shillings par tonne sont ajoutés aux coûts du ferry Harwich-Zeebrugge comme bonus pour le Tunnel.

La base d'affectation pour le trafic en vrac par cargo est la suivante :

<u>Excès coûts tunnel</u> <u>shilling/tonne</u>	<u>% pour le</u> <u>Tunnel</u>	<u>Excès coûts tunnel</u> <u>shilling/tonne</u>	<u>% pour le</u> <u>Tunnel</u>
-20	100	80	30
0	70	120	10
30	50	160	0

Pourcentage du trafic par bateau-cargo

= 58 pour cent

Pourcentage du trafic par ferries

= 17 pour cent

Pourcentage du trafic par air et par
colis postal

= 25 pour cent

INSTRUMENTS SCIENTIFIQUES
IMPORTATIONS

SCIENTIFIC INSTRUMENTS - IMPORTS

SCIENTIFIC INSTRUMENTS
(including cameras, clocks, watches and film)

Table 1 U.K. Imports from Tunnel Countries by Route in 1957
(⁰000 tons)

		<u>Hamburg and Bremen</u>	<u>Dutch and Belgian Ports</u>	<u>Harwich- Zeebrugge</u>	<u>Dover- Dunkirk</u>	<u>Air and Parcel Post</u>
	<u>Total</u>	<u>London & S. Coast</u>	<u>London & S. Coast</u>			
Germany ^a	1.7	0.5	0.8	0.1		0.3
Belgium	0.9		0.8	0.1		
Netherlands	0.1		0.1			
France ^b	0.2				0.1	0.1
Switzerland	0.7		0.2		0.2	0.3
Austria	0.1			0.1		
Italy	0.1				0.1	
Total	3.8	0.5	1.9	0.3	0.4	0.7

a All from S. Germany

a Tout en provenance de l'Allemagne du Sud

b All from N.E. France

b Tout en provenance du N.E. de la France

Table 2 Transport Costs
(shillings per ton - 1 ton groupage)

	<u>S. Germany</u>	<u>Bel-</u>	<u>Nether-</u>	<u>France</u>	<u>Switz-</u>	<u>Austria</u>	<u>Italy</u>
	<u>(Mann-</u>	<u>gium</u>	<u>lands</u>		<u>erland</u>		
	<u>heim)</u>	<u>(Brus-</u>	<u>(Utrecht)</u>	<u>(Paris)</u>	<u>(Basle)</u>	<u>(Vienna)</u>	<u>(Milan)</u>
		<u>sels)</u>					
To London via Tunnel	300	250	270	260	300	370	310
Dover-Dunkirk				330	370		390
Harwich- Zeebrugge	410	260				470	
London-Hamburg	500						
London-Benelux	430	230	280		440		
Harwich- Rotterdam (Containership)	400		240		410		

INSTRUMENTS SCIENTIFIQUES
IMPORTATIONS

SCIENTIFIC INSTRUMENTS - IMPORTS

Table 3 Diversion of Import Traffic to a Channel Tunnel
at Various Levels of Toll^a

Table 3a Diversion of Traffic from Germany

<u>Route</u>	<u>Excess over</u> <u>Tunnel</u> <u>costs</u>	<u>Tonnage diverted when toll =</u>					
		<u>Tonnage</u>	<u>0</u>	<u>40s</u>	<u>80s</u>	<u>120s</u>	<u>160s</u>
From S. Germany via Harwich- Zeebrugge	150	100	100	100	100	100	
Containership	100	1,300	1,300	1,300	1,300	740	430
Total		1,400	1,400	1,400	1,400	840	430

Table 3b Diversion of Traffic from Belgium

Via Harwich- Zeebrugge	150	100	100	100	100	100	
Cargo vessel	- 20	800	460	260	160	40	
Total		900	560	360	260	140	

Table 3c Diversion of Traffic from the Netherlands

Via Containership	- 30	100	50	30	15	5	
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Table 3d Diversion of Traffic from France

Via Dover- Dunkirk		100	100	100	100	100	100
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Table 3e Diversion of Traffic from Switzerland

Via Dover-Dunkirk		200	200	200	200	200	200
Cargo vessel	100	200	200	200	200	110	40
Total		400	400	400	400	310	240

Table 3f Diversion of Traffic from Austria

Via Harwich- Zeebrugge	150	100	100	100	100	100	
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Table 3g Diversion of Traffic from Italy

Via Dover-Dunkirk		100	100	100	100	100	100
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a Basis of allocation, as for exports.

a Base d'affectation comme pour les exportations.

INSTRUMENTS SCIENTIFIQUES
IMPORTATIONS

SCIENTIFIC INSTRUMENTS - IMPORTS

Table 4

Diversion of Import Traffic to a Channel Tunnel
at Various Levels of Toll and Resulting Revenue
(1957 tons)

<u>Traffic from:</u>	<u>Total</u>	<u>Tonnage</u> <u>less air</u>	<u>Toll =</u>	<u>0</u>	<u>40s</u>	<u>80s</u>	<u>120s</u>	<u>160s</u>
W. Germany	1,700	1,400	1,400	1,400	1,400	1,400	840	430
Belgium	900	900	560	360	260	140		
Netherlands	100	100	50	30	15	5		
France	200	100	100	100	100	100	100	100
Switzerland	700	400	400	400	400	310	240	
Austria	100	100	100	100	100	100	100	
Italy	100	100	100	100	100	100	100	100
Total	3,800	3,100	2,710	2,490	2,375	1,595	870	
(of which Dover-Dunkirk	400	400	400	400	400	400	400	400)
Revenue (to nearest £'00)				5,000	9,500	9,600	7,000	

INSTRUMENTS SCIENTIFIQUES
IMPORTATIONS

SCIENTIFIC INSTRUMENTS - IMPORTS

Table 5 Diversion of Import Traffic to a Channel Tunnel
at Various Levels of Toll and Resulting Revenue in 1965
(tons)

<u>Traffic from</u> <u>Without FTA</u>	<u>Tonnage</u>	<u>Tonnage</u> <u>less air</u>	<u>0</u>	<u>40s</u>	<u>80s</u>	<u>120s</u>	<u>160s</u>
Germany	3,000	2,470	2,470	2,470	2,470	1,480	760
Belgium	1,500	1,500	930	600	430	230	
Netherlands	200	200	100	60	30	10	
France	400	200	200	200	200	200	200
Switzerland	600	340	340	340	340	270	210
Austria	100	100	100	100	100	100	
Italy	100	100	100	100	100	100	100
Total	5,900	4,910	4,240	3,870	3,670	2,390	1,270
Revenue (to nearest £'00)				7,700	14,700	14,300	10,200
<u>With FTA</u>							
Germany	3,200	2,640	2,630	2,630	2,630	1,580	810
Belgium	1,600	1,600	1,000	640	460	250	
Netherlands	200	200	100	60	30	10	
France	400	200	200	200	200	200	200
Switzerland	800	460	460	460	460	350	270
Austria	100	100	100	100	100	100	
Italy	100	100	100	100	100	100	100
Total	6,400	5,300	4,590	4,190	3,980	2,590	1,380
Revenue (to nearest £'00)				8,400	15,900	15,500	11,000

INSTRUMENTS SCIENTIFIQUES
IMPORTATIONS

SCIENTIFIC INSTRUMENTS - IMPORTS

Table 6 Diversion of Import Traffic to a Channel Tunnel
at Various Levels of Toll and Resulting Revenue in 1980
(tons)

<u>Traffic from</u> <u>Without FTA</u>	<u>Tonnage</u>	<u>Tonnage</u> <u>less air</u>	<u>0</u>	<u>40s</u>	<u>80s</u>	<u>120s</u>	<u>160s</u>
Germany	5,000	4,120	4,120	4,120	4,120	2,470	1,260
Belgium	2,600	2,600	1,620	1,040	750	400	
Netherlands	400	400	200	120	60	20	
France	700	350	350	350	350	350	350
Switzerland	800	460	460	460	460	350	270
Austria	100	100	100	100	100	100	
Italy	200	200	200	200	200	200	200
Total	9,800	8,230	7,050	6,390	6,040	3,890	2,080
Revenue (to nearest £'00)				12,800	24,200	23,300	16,600
<u>With FTA</u>							
Germany	5,600	4,610	4,610	4,610	4,610	2,770	1,420
Belgium	2,900	2,900	1,800	1,160	830	450	
Netherlands	400	400	200	120	60	20	
France	700	350	350	350	350	350	350
Switzerland	1,300	740	740	740	740	580	450
Austria	100	100	100	100	100	100	
Italy	200	200	200	200	200	200	200
Total	11,200	9,300	8,000	7,280	6,890	4,470	2,420
Revenue (to nearest £'00)				14,600	27,600	26,800	19,400

INSTRUMENTS SCIENTIFIQUES

SCIENTIFIC INSTRUMENTS

Table 7

Total Tonnage Diverted to a
Channel Tunnel and Resulting Revenue
(tons)

1965

<u>Without FTA</u>	<u>Tonnage</u>	<u>Tonnage less air</u>	<u>0</u>	<u>40s</u>	<u>80s</u>	<u>120s</u>	<u>160s</u>
Exports	4,700	3,175	2,465	2,155	1,705	1,115	710
Imports	5,900	4,910	4,240	3,870	3,670	2,390	1,270
Total	10,600	8,085	6,705	6,025	5,375	3,505	1,980
Revenue (to nearest £'00)				12,100	21,500	21,000	15,800

With FTA

Exports	6,500	4,375	3,475	3,055	2,415	1,580	1,000
Imports	6,400	5,300	4,590	4,190	3,980	2,590	1,380
Total	12,900	9,675	8,065	7,245	6,395	4,170	2,380
Revenue (to nearest £'00)				14,500	25,600	25,000	19,000

1980

Without FTA

Exports	7,800	5,300	4,245	3,780	3,015	1,980	1,265
Imports	9,800	8,230	7,050	6,390	6,040	3,890	2,080
Total	17,600	13,530	11,295	10,170	9,055	5,870	3,345
Revenue (to nearest £'00)				20,300	36,200	35,200	26,800

With FTA

Exports	12,900	8,500	7,130	6,360	5,010	3,250	2,055
Imports	11,200	9,300	8,000	7,280	6,890	4,470	2,420
Total	24,100	17,800	15,130	13,640	11,900	7,720	4,475
Revenue (to nearest £'00)				27,300	47,600	46,300	35,800

a Optimum toll - 80 shillings.

a Péage optimum - 80 shillings.

REFRIGERATEURS - EXPORTATIONS

REFRIGERATORS - EXPORTS

REFRIGERATORS

Table 1 U.K. Exports to Tunnel Countries by Route in 1957
('000 tons)

<u>Country</u>	<u>Total</u>	<u>Dutch and Belgian ports</u>		
		<u>London & S.Coast</u>	<u>Harwich-Zeebrugge</u>	<u>Dover-Dunkirk</u>
Germany	0.7		0.7	
Belgium	0.5		0.5	
Netherlands	0.2	0.1	0.1	
France ^a	0.2			0.2
Switzerland	0.2	0.1	0.1	
Austria	0.1		0.1	
Italy	0.4	0.2	0.2	
Total	2.3	0.4	1.7	0.2

Table 1a Exports to Germany by Area and Route
('000 tons)

	<u>Harwich-Zeebrugge</u>
N. Germany	0.04
Ruhr	0.43
S. Germany	0.23
Total	0.7

a All to Paris.

a Tout vers Paris

Table 2 Transport Costs
(shillings per ton - 5 ton loads)

<u>Route</u>	<u>N.Ger-many</u> (Han- over)	<u>S.Ger-many</u> (Dussel- dorf)	<u>Bel-gium</u> (Mann- heim)	<u>Nether-lands</u> (Brus- sels)	<u>France</u> (Utrecht)	<u>Switzer-land</u> (Paris)	<u>Aus-tria</u> (Basle)	<u>Italy</u> (Vien- na)	<u>Italy</u> (Milan)
Birmingham via Tunnel	140	140	160	110	130	120	160	230	190
Dover-Dunkirk						190			
Harwich-Zeebrugge	270	240	260	210	230		280	310	300
London-Rotterdam					230		240		260

REFRIGERATEURS - EXPORTATIONS

REFRIGERATORS - EXPORTS

Table 3 Diversion of Export Traffic to a Channel Tunnel at Various Levels of Toll

Table 3a Diversion of Traffic to Germany

<u>Route</u>	<u>Excess over Tunnel costs (sh.)^a</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll =</u>				
			<u>0</u>	<u>40s</u>	<u>80s</u>	<u>120s</u>	<u>140s</u>
N.Germany via Harwich-Zeebrugge	120	40	40	40	40	20	
Ruhr via Harwich-Zeebrugge	120	430	430	430	430	215	
S.Germany via Harwich-Zeebrugge	120	230	230	230	230	115	
Total		700	700	700	700	350	

Table 3b Diversion of Traffic to Belgium

Via Harwich-Zeebrugge	120	500	500	500	500	250	
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Table 3c Diversion of Traffic to Netherlands

Via Harwich-Zeebrugge	120	100	100	100	100	50	
Cargo Vessel	140	100	100	100	100	50	
Total		200	200	200	200	100	

Table 3d Diversion of Traffic to France

Via Dover-Dunkirk	200	200	200	200	200	200	
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Table 3e Diversion of Traffic to Switzerland

Via Harwich-Zeebrugge	140	100	100	100	100	100	50
Cargo vessel	120	100	100	100	100	50	
Total		200	200	200	200	150	50

Table 3f Diversion of Traffic to Austria

Via Harwich-Zeebrugge	100	100	100	100	100		
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Table 3g Diversion of Traffic to Italy

Via Harwich-Zeebrugge	130	200	200	200	200	200	
Cargo vessel	110	200	200	200	200		
Total		400	400	400	400	200	

a Transport costs as shown in Table 2, plus 20/- for the Harwich-Zeebrugge ferry and 40/- for loose cargo routes to give the Tunnel a bonus of these amounts.

REFRIGERATEURS - EXPORTATIONS

REFRIGERATORS - EXPORTS

Table 4 Diversion of Export Traffic to a Channel Tunnel
at Various Levels of Toll and Resulting Revenue
(1957 tons)

<u>Traffic to:</u>	<u>Tonnage</u>	<u>Toll =</u>	<u>0</u>	<u>40s</u>	<u>80s</u>	<u>120s</u>	<u>140s</u>
Germany	700		700	700	700	350	
Belgium	500		500	500	500	250	
Netherlands	200		200	200	200	100	
France	200		200	200	200	200	200
Switzerland	200		200	200	200	150	50
Austria	100		100	100	100		
Italy	400		400	400	400	200	
Total	2,300		2,300	2,300	2,300	1,250	250
(of which Dover-Dunkirk	200		200	200	200	200	200)
Revenue (to nearest £00)				4,600	9,200	7,500	1,800

Table 5 Diversion of Traffic to a Channel Tunnel at Various
Levels of Toll and Resulting Revenue in 1965
(tons)

<u>Traffic to:</u>	<u>Tonnage</u>	<u>Toll =</u>	<u>0</u>	<u>40s</u>	<u>80s</u>	<u>120s</u>	<u>140s</u>
<u>Without FTA</u>							
Germany	500		500	500	500	250	
Belgium	200		200	200	200	100	
Netherlands	100		100	100	100	50	
France	100		100	100	100	100	100
Switzerland	200		200	200	200	150	50
Austria	100		100	100	100		
Italy	300		300	300	300	150	
Total	1,500		1,500	1,500	1,500	800	150
Revenue (to nearest £00)				3,000	6,000	4,800	1,100
<u>With FTA</u>							
Germany	1,500		1,500	1,500	1,500	750	
Belgium	900		900	900	900	450	
Netherlands	700		700	700	700	350	
France	1,000		1,000	1,000	1,000	1,000	1,000
Switzerland	200		200	200	200	150	50
Austria	100		100	100	100		
Italy	1,100		1,100	1,100	1,100	550	
Total	5,500		5,500	5,500	5,500	3,250	1,050
Revenue (to nearest £00)				11,000	22,000	19,500	7,400

REFRIGERATEURS - EXPORTATIONS

REFRIGERATORS - EXPORTS

Table 6 Diversion of Traffic to a Channel Tunnel at Various
Levels of Toll and Resulting Revenue in 1980^a

		(tons)					
<u>Traffic to:</u>							
<u>Without FTA</u>	<u>Tonnage</u>	<u>Toll =</u>	<u>0</u>	<u>40s</u>	<u>80s</u>	<u>120s</u>	<u>140s</u>
Germany	300		300	300	300	150	
Belgium	100		100	100	100	50	
Netherlands	100		100	100	100	50	
France	100		100	100	100	100	100
Switzerland	300		300	300	300	230	80
Austria	100		100	100	100		
Italy	200		200	200	200	100	
Total	1,200		1,200	1,200	1,200	680	180
Revenue (to nearest £00)				2,400	4,800	4,100	1,300
 <u>With FTA</u>							
Germany	2,200		2,200	2,200	2,200	1,100	
Belgium	1,400		1,400	1,400	1,400	700	
Netherlands	1,200		1,200	1,200	1,200	600	
France	1,700		1,700	1,700	1,700	1,700	1,700
Switzerland	300		300	300	300	230	80
Austria	100		100	100	100		
Italy	1,700		1,700	1,700	1,700	850	
Total	8,600		8,600	8,600	8,600	5,180	1,700
Revenue (to nearest £00)				17,200	34,400	31,100	12,500

a Optimum toll - 110 shillings.

a Peage optimum - 110 shillings.

TRADUCTION du Renvoi de la page 266

a Coûts de transport tels qu'indiqués dans le Tableau 2, plus 20 shillings- pour le ferry Harwich-Zeebrugge et 40 shillings- pour les routes cargo afin de donner au tunnel un bonus égal à ces montants.

PRODUITS MANUFACTURES DIVERS
EXPORTATIONS

MISCELLANEOUS MANUFACTURES - EXPORTS

MISCELLANEOUS MANUFACTURES^a

Table 1 U.K. Exports to Tunnel Countries by Route in 1957
('000 tons)

<u>Country</u>	<u>Total</u>	<u>Hamburg and Bremen</u>		<u>Dutch and Belgium ports</u>		
		<u>London & S.Coast</u>	<u>E.Coast</u>	<u>London & S.Coast</u>	<u>W.Coast</u>	<u>Harwich-Zeebrugge</u>
Germany	14	3	1	6	1	3
Belgium	9		1	6	1	1
Netherlands	12		2	9	1	
France	5					
Switzerland	1			1		1
Austria	1			1		
Italy	15					
Total	47	3	4	22	3	5
		<u>Dunkirk and Cherbourg range</u>		<u>Marseilles and Italian ports</u>		
		<u>London & S.Coast</u>	<u>Dover Dunkirk</u>	<u>London & S.Coast</u>	<u>W.Coast</u>	
France		3	2			
Italy				2		3
Total		3	2	2		3

Table 1a Exports to Germany by Area and Route
('000 tons)

	<u>Total</u>	<u>Hamburg and Bremen</u>		<u>Dutch and Belgian ports</u>		
		<u>London & S.Coast</u>	<u>E.Coast</u>	<u>London & S.Coast</u>	<u>W.Coast</u>	<u>Harwich-Zeebrugge</u>
N. Germany	3	3				
Ruhr	7		1	3	1	2
S. Germany	4			3		1
Total	14	3	1	6	1	3

a Composed as follows in 1957.

a Composés comme suit en 1957.

	<u>Per cent</u>	
Mineral manufactures	20	Minéraux manufacturés
Printed matter	8	Imprimés
Leather	8	Cuir
Pottery and sanitary ware	5	Poteries et sanitaires
Clothing	4	Vêtements
Musical instruments	2	Instruments musicaux
Others	53	Autres
Total	100	Total

PRODUITS MANUFACTURES DIVERS
EXPORTATIONS

MISCELLANEOUS MANUFACTURES - EXPORTS

Table 1b Exports to France by Area and Route
('000 tons)

	<u>Dunkirk and Cherbourg</u>		
	<u>Total</u>	<u>London & S.Coast</u>	<u>Dover-Dunkirk</u>
N.E. France	4	2	2
S. France	1	1	
Total	5	3	2

Table 2 Transport Costs
(shillings per ton - 5 ton loads)

<u>Route</u>	<u>N.Ger- many</u> (Han- over)	<u>Ruhr</u> (Dussel- dorf)	<u>S.Ger- many</u> (Mann- heim)	<u>Bel- gium</u> (Brus- sels)	<u>Nether- lands</u> (Utre- cht)	<u>N.E. France</u> (Paris)	<u>S. France</u> (Lyons)	<u>Switzer- land</u> (Basle)	<u>Aust- ria</u> (Vien- na)	<u>Italy</u> (Milan)
From Lon- don via Tunnel	240	190	220	150	170	160	240	230	350	270
Dover- Dunkirk						240				
Harw-Zeebr.		290	320	240				340		
London- Germany	290	310								
London- Benelux	270	230	260	200	190			300	420	
London- France						230	270	300		350
London- Italy										290
From Bir- mingham via Tunnel	270	220	250	180	200	190	270			300
Harw-Zeebr.		330	360							
London- Benelux				220						
E.Coast- Germany	330									
W.Coast- Germany	310									
E.Coast- Benelux	310	270	300	240	230					
W.Coast- Italy										320
London- Italy										320
London- France						270	310			

PRODUITS MANUFACTURES DIVERS
EXPORTATIONS

MISCELLANEOUS MANUFACTURES - EXPORTS

Table 3 Diversion of Export Traffic to a Channel
Tunnel at Various Levels of Tolla^a

Table 3a Diversion of Traffic to Germany

<u>Route</u>	<u>Excess over Tunnel costs (sh.)</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll =</u>				
			<u>0</u>	<u>30s</u>	<u>50s</u>	<u>60s</u>	<u>100s</u>
To N. Germany from London via cargo vessel	30	2,000	2,000	1,800	700	400	
From Birmingham via cargo vessel	30	1,000	1,000	900	350	200	
To Ruhr from London via Harwich-Zeebrugge Cargo vessel	100 40	1,000 3,000	1,000 3,000	1,000 3,000	1,000 1,800	1,000 1,050	500
From Birmingham via Harwich-Zeebrugge Cargo vessel	110 50	1,000 2,000	1,000 2,000	1,000 2,000	1,000 1,800	1,000 1,200	1,000 100
To S. Germany from London via Harwich-Zeebrugge Cargo vessel	100 40	500 2,000	500 2,000	500 2,000	500 1,200	500 700	250
From Birmingham via Harwich-Zeebrugge Cargo vessel	110 50	500 1,000	500 1,000	500 1,000	500 900	500 600	500 50
Total		14,000	14,000	13,700	9,750	7,150	2,400

Table 3b Diversion of Traffic to Belgium

From London via Harwich-Zeebrugge Cargo vessel	100 50	1,000 5,000	1,000 5,000	1,000 5,000	1,000 4,500	1,000 3,000	500 250
From Birmingham via Cargo vessel	40	3,000	3,000	3,000	1,800	1,050	
Total		9,000	9,000	9,000	7,300	5,050	750

Table 3c Diversion of Traffic to the Netherlands

From London)all via	20	8,000	8,000	4,800	1,600	800	
Birmingham)cargo							
vessel	30	4,000	4,000	3,600	1,400	800	
Total		12,000	12,000	8,400	3,000	1,600	

a See footnote to Table 3 for basis of allocation.

a Voir le renvoi du Tableau 3 pour la base d'affectation.

PRODUITS MANUFACTURES DIVERS
EXPORTATIONS

MISCELLANEOUS MANUFACTURES - EXPORTS

Table 3d

Diversion of Traffic to France

	Excess over Tunnel costs (sh.)	Tonnage	Tonnage diverted when toll =				
			<u>0</u>	<u>30s</u>	<u>50s</u>	<u>60s</u>	<u>100s</u>
N.E. France from London via Dover-Dunkirk Cargo vessel	70	1,500 1,500	1,500 1,500	1,500 1,500	1,500 1,500	1,500 1,500	1,500 300
From Birmingham via Dover-Dunkirk Cargo vessel	80	500 500	500 500	500 500	500 500	500 500	500 180
S. France from London via Cargo vessel	30	500	500	450	180	100	
From Birmingham via Cargo vessel	40	500	500	500	300	180	
Total		5,000	5,000	4,950	4,480	4,280	2,480

Table 3e

Diversion of Traffic to Switzerland

From London via Harwich-Zeebrugge	110	1,000	1,000	1,000	1,000	1,000	1,000
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Table 3f

Diversion of Traffic to Austria

From London via Cargo vessel	70	1,000	1,000	1,000	1,000	1,000	200
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Table 3g

Diversion of Traffic to Italy

From London)all by cargo)vessel	20	2,000	2,000	1,200	400	200
From Birmingham		20	3,000	3,000	1,800	600	300
Total			5,000	5,000	3,000	1,000	500

PRODUITS MANUFACTURES DIVERS
EXPORTATIONS

MISCELLANEOUS MANUFACTURES - EXPORTS

a Footnote (Voir TRADUCTION page 274)

The basis of allocation for loose-cargo traffic is as follows.

<u>Excess of</u> <u>Tunnel costs</u> sh. per ton	<u>Percentage</u> <u>to Tunnel</u> %
-10	100
Nil	90
10	60
15	50
20	35
30	20
50	5
60	Nil

Percentage of traffic by cargo vessel	85 per cent
" " " " ferries	14 per cent
" " " " air	1 per cent
Additional amount paid for use of ferry, generally	£2-£4 per ton
Packing savings on through rail shipment, for an estimated one third of traffic up to	£8 a ton

Table 4 Diversion of Export Traffics to a Channel Tunnel
at Various Levels of Toll and Resulting Revenue
(1957 tons)

<u>Traffic to</u>	<u>Tonnage</u>	<u>Toll=</u>	<u>0</u>	<u>30s</u>	<u>50s</u>	<u>60s</u>	<u>100s</u>
Germany	14,000		14,000	13,700	9,750	7,150	2,400
Belgium	9,000		9,000	9,000	7,300	5,050	750
Netherlands	12,000		12,000	8,400	3,000	1,600	
France	5,000		5,000	4,950	4,480	4,280	2,480
Switzerland	1,000		1,000	1,000	1,000	1,000	1,000
Austria	1,000		1,000	1,000	1,000	1,000	200
Italy	5,000		5,000	3,000	1,000	500	
Total	47,000		47,000	41,050	27,530	20,580	6,830
(of which Dover-Dunkirk	2,000		2,000	2,000	2,000	2,000	2,000)
Revenue (to nearest £'000)				62,000	69,000	62,000	34,000

PRODUITS MANUFACTURES DIVERS
EXPORTATIONS

MISCELLANEOUS MANUFACTURES - EXPORTS

Table 5 Diversion of Export Traffic to a Channel Tunnel at Various
Levels of Toll and Resulting Revenue in 1965
(tons)

<u>Traffic to:</u> <u>Without FTA</u>	<u>Tonnage</u>	<u>Toll =</u>	<u>0</u>	<u>30s</u>	<u>50s</u>	<u>60s</u>	<u>100s</u>
Germany	15,000	15,000	15,000	14,680	10,450	7,660	2,570
Belgium	9,000	9,000	9,000	9,000	7,300	5,050	750
Netherlands	12,000	12,000	12,000	8,400	3,000	1,600	
France	5,000	5,000	5,000	4,950	4,480	4,280	2,480
Switzerland	2,000	2,000	2,000	2,000	2,000	2,000	2,000
Austria	2,000	2,000	2,000	2,000	2,000	2,000	400
Italy	5,000	5,000	5,000	3,000	1,000	500	
Total	50,000	50,000	50,000	44,030	30,230	23,090	8,200
Revenue (to nearest £'000)				66,000	76,000	69,000	41,000
<u>With FTA</u>							
Germany	23,000	23,000	23,000	22,500	16,020	11,750	3,940
Belgium	13,000	13,000	13,000	13,000	10,540	7,290	1,080
Netherlands	18,000	18,000	18,000	12,600	4,500	2,400	
France	8,000	8,000	8,000	7,920	7,170	6,850	3,970
Switzerland	3,000	3,000	3,000	3,000	3,000	3,000	3,000
Austria	3,000	3,000	3,000	3,000	3,000	3,000	600
Italy	7,000	7,000	7,000	4,200	1,400	700	
Total	75,000	75,000	75,000	66,220	45,630	34,990	12,590
Revenue (to nearest £'000)				99,000	114,000	105,000	63,000

TRADUCTION du Renvoi de la page 273

a La base d'affectation pour le trafic en vrac par cargo est la suivante :

<u>Excès coûts tunnel</u> <u>shilling/tonne</u>	<u>% pour le</u> <u>Tunnel</u>	<u>Excès coûts tunnel</u> <u>shilling/tonne</u>	<u>% pour le</u> <u>Tunnel</u>
-10	100	20	35
nul	90	30	20
10	60	50	5
15	50	60	nul

Pourcentage du trafic par bateau-cargo - 85 pour cent
 Pourcentage du trafic par ferries - 14 pour cent
 Pourcentage du trafic par air - 1 pour cent
 Montant supplémentaire payé pour l'utilisation du ferry, généralement - £2-£4 par tonne
 Economie d'emballage sur les services fer directs, pour un trafic total estimé au 1/3 du trafic jusqu'à - £8 par tonne

PRODUITS MANUFACTURES DIVERS
EXPORTATIONS

MISCELLANEOUS MANUFACTURES - EXPORTS

Table 6 Diversion of Export Traffic to a Channel Tunnel at
Various Levels of Toll and Resulting Revenue in 1980
(tons)

<u>Traffic to:</u> <u>Without FTA</u>	<u>Tonnage</u>	<u>Toll =</u>	<u>0</u>	<u>30s</u>	<u>50s</u>	<u>60s</u>	<u>100s</u>
Germany	20,000		20,000	19,570	13,930	10,210	3,430
Belgium	10,000		10,000	10,000	8,110	5,610	830
Netherlands	13,000		13,000	9,100	3,250	1,730	
France	7,000		7,000	6,930	6,270	5,990	3,470
Switzerland	4,000		4,000	4,000	4,000	4,000	4,000
Austria	4,000		4,000	4,000	4,000	4,000	800
Italy	7,000		7,000	4,200	1,400	700	
Total	65,000		65,000	57,800	40,960	32,240	12,530
Revenue (to nearest £'000)				87,000	102,000	97,000	63,000
<u>With FTA to:</u>							
Germany	33,000		33,000	32,290	22,980	16,850	5,660
Belgium	20,000		20,000	20,000	16,220	11,220	1,670
Netherlands	25,000		25,000	17,500	6,250	3,330	
France	15,000		15,000	14,850	13,440	12,840	7,440
Switzerland	6,000		6,000	6,000	6,000	6,000	6,000
Austria	6,000		6,000	6,000	6,000	6,000	1,200
Italy	15,000		15,000	9,000	3,000	1,500	
Total	120,000		120,000	105,640	73,890	57,740	21,970
Revenue ((to nearest £'000)				158,000	185,000	173,000	110,000

PRODUITS MANUFACTURES DIVERS
IMPORTATIONS

MISCELLANEOUS MANUFACTURES - IMPORTS

MISCELLANEOUS MANUFACTURES^a

Table 1 U.K. Imports from Tunnel Countries by Route in 1957
(⁰000 tons)

<u>Country</u>	<u>Total</u>	<u>Hamburg and Bremen</u>			<u>Dutch and Belgian ports</u>			<u>Harwich- Zeebrugge</u>	<u>Air</u>
		<u>E.Coast</u>	<u>S.Coast</u>	<u>W.Coast</u>	<u>E.Coast</u>	<u>S.Coast</u>	<u>W.Coast</u>		
Germany	14.6	2.0	6.0	1.0		2.4		3.0	0.2
Belgium	7.3				1.0	5.2	1.0		0.1
Netherlands	6.6				1.0	5.4			0.2
France ^b	5.6								0.3
Austria	2.0		1.0					1.0	
Italy	5.3								0.4
Total	41.4	2.0	7.0	1.0	2.0	13.0	1.0	4.0	1.2

Dunkirk and Cherbourg range

Marseilles and Italian ports

	<u>London & S.Coast</u>		<u>Dover- Dunkirk</u>	<u>S.Coast</u>		<u>W.Coast</u>
	France	4.2		1.1		
Italy			0.3	3.6		1.0
Total	4.2		1.4	3.6		1.0

Table 1a Imports from Germany by Area and Route
(⁰000 tons)

	<u>Total</u>	<u>Hamburg and Bremen</u>			<u>Dutch and Belgian ports</u>		<u>Harwich- Zeebrugge</u>
		<u>E.Coast</u>	<u>S.Coast</u>	<u>W.Coast</u>	<u>London & S.Coast</u>		
N.Germany	3.0		3.0				
Ruhr	4.2	1.0	0.2		2.0	1.0	
S.Germany	7.2	1.0	3.2	1.0		2.0	
Total	14.4	2.0	6.4	1.0	2.0	3.0	

^a Composed as follows in 1957. (Voir TRADUCTION page 277)

	<u>Per cent</u>
Rubber manufactures	10
Sanitary and heating	10
Clothing	10
Printed matter	12
Miscellaneous manufactures	7
Leather, furniture, pottery	
musical instruments	12
Others	39
Total	100

^b All from N.E. France.

^b Tout en provenance du N.E. de la France

PRODUITS MANUFACTURES DIVERS
IMPORTATIONS

MISCELLANEOUS MANUFACTURES - IMPORTS

Table 2

Transport Costs

(shillings per ton - 5 ton loads)

<u>Route</u>	<u>N.Ger-</u> <u>many</u> <u>(Han-</u> <u>over)</u>	<u>Ruhr</u> <u>(Dussel-</u> <u>dorf)</u>	<u>S.Ger-</u> <u>many</u> <u>(Mann-</u> <u>heim)</u>	<u>Bel-</u> <u>gium</u> <u>(Brus-</u> <u>sels)</u>	<u>Nether-</u> <u>lands</u> <u>(Utrecht)</u>	<u>France</u> <u>(Paris)</u>	<u>Austria</u> <u>(Vienna)</u>	<u>Italy</u> <u>(Milan)</u>
To London via Tunnel	240	190	220	150	170	160	350	270
Dover- Dunkirk						240		
Harw-Zeebr.		290	320				460	
London- Germany	290	310						
London- Benelux	270	230	260	200	190		420	
London- France						230		350
London- Italy								290
To Man- chester via Tunnel	290	240	270	200	220	210	400	320
Harw-Zeebr.		350	380				510	
E.Coast- Germany	290	330						
E.Coast- Benelux	310	270	300	240	240			
W.Coast- Germany	280							
W.Coast- Benelux			320	240	230		450	
W.Coast- France						260		
W.Coast- Italy								310

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a Composés comme suit en 1957

	<u>Pourcent</u>
Produits caoutchouc manufacturés	10
Sanitaire et chauffage	10
Vêtements	10
Imprimés	12
Produits manufacturés divers	7
Cuir, mobilier, poteries, instruments musicaux	12
Autres	39
Total	100

PRODUITS MANUFACTURES DIVERS
IMPORTATIONS

MISCELLANEOUS MANUFACTURES - IMPORTS

Table 3 Diversion of Import Traffic to a Channel
Tunnel at Various Levels of Toll^a

Table 3a Diversion of Traffic from Germany

<u>Route</u>	<u>Excess over Tunnel costs (sh.)</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll =</u>				
			<u>0</u>	<u>30s</u>	<u>50s</u>	<u>60s</u>	<u>100s</u>
From N. Germany to London via cargo vessel	30	2,500	2,500	2,250	880	500	
To Manchester via cargo vessel	10	500	300	50			
From Ruhr to London via Harwich-Zeebrugge Cargo vessel	100 40	700 2,200	700 2,200	700 2,200	700 1,320	700 770	350
To Manchester via Harwich-Zeebrugge Cargo vessel	110 30	300 1,000	300 1,000	300 900	300 350	300 200	300
From S. Germany to London via Harwich- Zeebrugge Cargo vessel	100 40	1,200 3,200	1,200 3,200	1,200 3,200	1,200 1,920	1,200 1,120	600
To Manchester via Harwich-Zeebrugge Cargo vessel	110 30	800 2,000	800 2,000	800 1,800	800 700	800 400	800
Total		14,400	14,200	13,400	8,170	5,990	2,050

Table 3b Diversion of Traffic from Belgium

To London	} all via cargo vessel	50	5,000	5,000	5,000	4,500	3,000	250
To Manchester		40	2,200	2,200	2,200	1,320	770	
Total			7,200	7,200	7,200	5,820	3,770	250

Table 3c Diversion of Traffic from the Netherlands

To London	} all via cargo vessel	20	5,000	5,000	3,000	1,000	500
To Manchester		10	1,400	1,400	490	140	70
Total			6,400	6,400	3,490	1,140	570

a Basis of allocation for loose cargo traffic, as for exports.

a Base d'affectation pour le trafic en vrac par cargo comme pour les exportations.

PRODUITS MANUFACTURES DIVERS
IMPORTATIONS

MISCELLANEOUS MANUFACTURES - IMPORTS

Table 3d

Diversion of Traffic from France

<u>Route</u>	<u>Excess over Tunnel costs (sh.)</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll =</u>				
			<u>0</u>	<u>30s</u>	<u>50s</u>	<u>60s</u>	<u>100s</u>
To London via Dover-Dunkirk Cargo vessel	70	900 3,000	900 3,000	900 3,000	900 3,000	900 3,000	900 600
To Manchester via Dover-Dunkirk Cargo vessel	50	200 1,200	200 1,200	200 1,200	200 1,080	200 720	200 60
Total		5,300	5,300	5,300	5,180	4,820	1,760

Table 3e

Diversion of Traffic from Austria

To London via Harwich-Zeebrugge Cargo vessel	110 70	700 700	700 700	700 700	700 700	700 700	700 140
To Manchester via Harwich-Zeebrugge Cargo vessel	110 50	300 300	300 300	300 300	300 270	300 180	300 20
Total		2,000	2,000	2,000	1,970	1,880	1,160

Table 3f

Diversion of Traffic from Italy

To London via Dover-Dunkirk Cargo vessel	20	300 3,600	300 3,600	300 2,160	300 720	300 360	300
To Manchester via cargo vessel	10	1,000	600	100			
Total		4,900	4,500	2,560	1,020	660	300

PRODUITS MANUFACTURES DIVERS
IMPORTATIONS

MISCELLANEOUS MANUFACTURES - IMPORTS

Table 4 Diversion of Import Traffic to a Channel Tunnel
at Various Levels of Toll and Resulting Revenue
(1957 tons)

<u>Traffic from</u>	<u>Tonnage</u>	<u>Total less</u> <u>air</u>	<u>Toll =</u>	<u>0</u>	<u>30a</u>	<u>50a</u>	<u>60a</u>	<u>100a</u>
Germany	14,600	14,400	14,200	13,400	8,170	5,990	2,050	
Belgium	7,300	7,200	7,200	7,200	5,820	3,770	250	
Netherlands	6,600	6,400	6,400	3,490	1,140	570		
France	5,600	5,300	5,300	5,300	5,180	4,820	1,760	
Austria	2,000	2,000	2,000	2,000	1,970	1,880	1,160	
Italy	5,300	4,900	4,500	2,560	1,020	660	300	
Total	41,400	40,200	39,600	33,950	23,300	17,690	5,520	
(of which Dover- Dunkirk	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400)
Revenue (to nearest £'000)				51,000	58,000	53,000	28,000	

Table 5 Diversion of Import Traffic to a Channel Tunnel at
Various levels of Toll and Resulting Revenue in 1965
(tons)

<u>Traffic from:</u>	<u>Tonnage</u>	<u>Total less</u> <u>Air</u>	<u>Toll =</u>	<u>0</u>	<u>30a</u>	<u>50a</u>	<u>60a</u>	<u>100a</u>
<u>Without FTA:</u>								
Germany	18,000	17,750	17,510	16,520	10,070	7,380	2,530	
Belgium	10,000	9,860	9,860	9,860	7,970	5,160	340	
Netherlands	9,000	8,730	8,730	4,760	1,550	610		
France	8,000	7,570	7,570	7,570	7,400	6,890	2,510	
Austria	3,000	3,000	3,000	3,000	2,960	2,820	1,740	
Italy	7,000	6,470	5,940	3,380	1,350	870	400	
Total	55,000	53,380	52,610	45,090	31,300	23,730	7,520	
Revenue (to nearest £'000)				68,000	78,000	71,000	38,000	
<u>With FTA:</u>								
Germany	23,000	22,680	22,370	21,110	12,870	9,440	3,230	
Belgium	12,000	11,840	11,840	11,840	9,570	5,540	410	
Netherlands	12,000	11,640	11,640	6,350	2,070	1,040		
France	10,000	9,460	9,460	9,460	9,250	8,600	3,140	
Austria	4,000	4,000	4,000	4,000	3,940	3,760	2,320	
Italy	9,000	8,320	7,040	4,350	1,730	1,120	510	
Total	70,000	67,940	66,950	57,110	39,430	29,500	9,610	
Revenue (to nearest £'000)				86,000	99,000	89,000	48,000	

PRODUCTS MANUFACTURES DIVERS
IMPORTATIONS

MISCELLANEOUS MANUFACTURES - IMPORTS

Table 6 Diversion of Import Traffic to a Channel Tunnel at
Various Levels of Toll and Resulting Revenue in 1980
(tons)

<u>Traffic From:</u>	<u>Total less</u>							
<u>Without FTA:</u>	<u>Tonnage</u>	<u>Air</u>	<u>Toll =</u>	<u>0</u>	<u>30s</u>	<u>50s</u>	<u>60s</u>	<u>100s</u>
Germany	28,000	27,620		27,230	25,700	15,670	11,490	3,930
Belgium	14,000	13,810		13,810	13,810	11,160	7,230	480
Netherlands	12,000	11,640		11,640	6,250	2,070	1,040	
France	12,000	11,360		11,360	11,360	11,100	10,330	3,770
Austria	4,000	4,000		4,000	4,000	3,940	2,760	2,320
Italy	10,000	9,250		8,490	4,830	1,920	1,250	570
Total	80,000	77,680		76,530	65,950	45,860	34,100	11,070
Revenue (to nearest £'000)					99,000	115,000	102,000	55,000
<u>With FTA</u>								
Germany	55,000	54,250		53,490	50,480	30,780	22,570	7,720
Belgium	25,000	24,660		24,660	24,660	19,930	12,910	860
Netherlands	24,000	23,270		23,270	12,690	4,150	2,070	
France	25,000	23,660		23,660	23,660	23,130	21,520	7,860
Austria	6,000	6,000		6,000	6,000	5,910	5,640	3,480
Italy	15,000	13,870		12,740	7,250	2,890	1,870	850
Total	150,000	145,710		143,820	124,740	86,790	66,580	20,770
Revenue (to nearest £'000)					187,000	217,000	200,000	104,000

PRODUITS MANUFACTURES DIVERS

MISCELLANEOUS MANUFACTURES

Table 7

Total Tonnage Diverted to a Channel
Tunnel and Resulting Revenue^a
(tons)

1965

Traffic from:

<u>Without FTA</u>	<u>Tonnage</u>	<u>Total less Air</u>	<u>Toll =</u>	<u>0</u>	<u>30s</u>	<u>50s</u>	<u>60s</u>	<u>100s</u>
Exports	50,000	50,000		50,000	44,030	30,230	23,090	8,200
Imports	55,000	53,380		52,610	45,090	31,300	23,730	7,520
Total	105,000	103,380		102,610	89,120	61,530	46,820	15,720
Revenue (to nearest £'000)					134,000	154,000	140,000	79,000

With FTA

Exports	75,000	75,000		75,000	66,220	45,630	34,990	12,590
Imports	70,000	67,940		66,950	57,110	39,430	29,500	9,610
Total	145,000	142,940		141,950	123,330	85,060	64,490	22,200
Revenue (to nearest £'000)					185,000	213,000	193,000	111,000

1980

Without FTA

Exports	65,000	65,000		65,000	57,800	40,960	32,240	12,530
Imports	80,000	77,680		76,530	65,950	45,860	34,100	11,070
Total	145,000	142,680		141,530	123,750	86,820	66,340	23,600
Revenue (to nearest £'000)					186,000	217,000	199,000	118,000

With FTA

Exports	120,000	120,000		120,000	105,640	73,890	57,740	21,970
Imports	150,000	145,710		143,820	124,740	86,790	66,580	20,770
Total	270,000	265,710		263,820	230,380	160,680	124,320	42,740
Revenue (to nearest £'000)					346,000	402,000	373,000	214,000

a Optimum toll = 50 shillings.

a Péage optimum = 50 shillings.

CHAPTER IV

DIVERSION OF TRAFFIC TO A CHANNEL TUNNEL

FOODSTUFFS, CHEMICALS, OTHERS

DIVERSION OF TRAFFIC BY CATEGORY OF GOODS

VIANDES EN BOITES ET CONDITIONNEES
IMPORTATIONS

CANNED AND PRESERVED MEAT - IMPORTS

CANNED AND PRESERVED MEAT

Table 1 U.K. Imports from Tunnel Countries by Route in 1957
(⁰000 tons)

Country	Total	<u>Hamburg and Bremen</u>			<u>Dutch and Belgian ports</u>		
		<u>E.Coast</u>	<u>London & S.Coast</u>	<u>W.Coast</u>	<u>E.Coast</u>	<u>London & S.Coast</u>	<u>W.Coast</u>
Germany ^a	3.9	1.0	2.0	0.9			
Belgium	1.0					1.0	
Netherlands	30.5				7.5	17.0	6.0
France ^b	3.0						
Switzerland	1.8				0.5	1.0	0.3
Italy	0.2						
Total	40.4	1.0	2.0	0.9	8.0	19.0	6.3

Dunkirk and Cherbourg range

	<u>London & S.Coast</u>	<u>Dover Dunkirk</u>
France	1.9	1.1
Italy		0.2
Total	1.9	1.3

a All from N.Germany.
b All from N.W. France

a Tout en provenance de l'Allemagne du Nord
b Tout en provenance du N.O. de la France

VIANDES EN BOITES ET CONDITIONNEES
IMPORTATIONS

CANNED AND PRESERVED MEAT - IMPORTS

Table 2

Transport Costs

(Shillings per ton - 5 ton loads)

	<u>Germany</u> <u>(Neu-</u> <u>munster)</u>	<u>Belgium</u> <u>(Jemell)</u>	<u>Nether-</u> <u>lands</u> <u>(Nijme-</u> <u>gen)</u>	<u>France</u> <u>(Ser-</u> <u>guigny)</u>	<u>Switzer-</u> <u>land</u> <u>(Brugg)</u>	<u>Italy</u> <u>(Parma)</u>
To London via Tunnel	170	110	120	110	150	190
Dover-Dunkirk				170		260
London-Germany	160					
Benelux		160	120		180	
				110		
To Hull via Tunnel	200		150		190	
Hull-Germany	150					
Benelux			140		210	
To Liverpool via Tunnel	200		150		190	
Liverpool-Germany	190					
Benelux			150		220	

VIANDES EN BOITES ET CONDITIONNEES
IMPORTATIONS

CANNED AND PRESERVED MEAT - IMPORTS

Table 3 Diversion of Import Traffic to a Channel
Tunnel at Various Levels of Toll^a

Table 3a Diversion of Traffic from Germany

<u>Route</u>	<u>Excess over Tunnel costs (sh.)</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll =</u>				
			<u>0</u>	<u>20s</u>	<u>30s</u>	<u>40s</u>	<u>50s</u>
To London via cargo vessel	-10	1,000	}	No traffic diverted	Aucun trafic détourné		
To Hull via cargo vessel	-50	2,000					
To Liverpool via cargo vessel	-10	900					
Total		3,900					

Table 3b Diversion of Traffic from Belgium

To London via cargo vessel	50	1,000	1,000	1,000	1,000	1,000	500
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Table 3c Diversion of Traffic from the Netherlands

To London via cargo vessel		17,000	8,500
To Hull via cargo vessel	-10	7,500	
To Liverpool via cargo vessel		6,000	3,000
Total		30,500	11,500

Table 3d Diversion of Traffic from France

To London via Dover-Dunkirk Cargo vessel	60	1,100 1,900	1,100 ¹ 950	1,100	1,100	1,100	1,100
Total			2,050	1,100	1,100	1,100	1,100

VIANDES EN BOITES ET CONDITIONNEES
IMPORTATIONS

CANNED AND PRESERVED MEAT - IMPORTS

Table 3e Diversion of Traffic from Switzerland

Route	Excess over Tunnel costs (sh.)	Tonnage	Tonnage diverted when toll =				
			0	20s	30s	40s	50s
To London via cargo vessel	30	500	500	500	250		
To Hull via cargo vessel	20	1,000	1,000	500			
To Liverpool via cargo vessel	30	300	300	300	150		
Total		1,800	1,800	1,300	400		

Table 3f Diversion of Traffic from Italy

To London via Dover-Dunkirk	70	200	200	200	200	200	200
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Table 4 Diversion of Import Traffic to a Channel Tunnel
at Various Levels of Toll and Resulting Revenue

(1957, tons)

Traffic from:	Tonnage	Toll=	0	20s	30s	40s	50s
Germany	3,900						
Belgium	1,000		1,000	1,000	1,000	1,000	500
Netherlands	30,500		11,500				
France	3,000		2,050	1,100	1,100	1,100	1,100
Switzerland	1,800		1,800	1,300	400		
Italy	200		200	200	200	200	200
Total	40,400		16,550	3,600	2,700	2,300	1,800
(of which Dover- Dunkirk)	1,300		1,300	1,300	1,300	1,300	1,300)
Revenue (to nearest £'00)				3,600	4,500	4,600	4,500

VIANDES EN BOITES ET CONDITIONNEES
IMPORTATIONS

CANNED AND PRESERVED MEAT - IMPORTS

Table 5 Diversion of Traffic to a Channel Tunnel at Various
Levels of Toll and Resulting Revenue in 1965

		(tons)					
<u>Traffic From:</u>							
<u>Without FTA:</u>	<u>Tonnage</u>	<u>Toll -</u>	<u>0</u>	<u>20s</u>	<u>30s</u>	<u>40s</u>	<u>50s</u>
Germany	3,600						
Belgium	1,300		1,300	1,300	1,300	1,300	1,650
Netherlands	30,000		11,300				
France	4,100		2,800	1,500	1,500	1,500	1,500
Switzerland	1,500		1,500	1,100	350		
Italy	300		300	300	300	300	300
Total	40,800		17,200	4,200	3,450	3,100	2,450
Revenue (to nearest £'00)				4,200	5,200	6,200	6,200
<u>With FTA</u>							
Germany	4,100						
Belgium	1,500		1,500	1,500	1,500	1,500	1,750
Netherlands	30,500		11,500				
France	4,600		3,140	1,690	1,690	1,690	1,690
Switzerland	2,000		2,000	1,450	450		
Italy	500		500	500	500	500	500
Total	43,200		18,640	5,140	4,140	3,690	2,940
Revenue (to nearest £'00)				5,100	6,200	7,400	7,400

VIANDES EN BOITES ET CONDITIONNEES
IMPORTATIONS

CANNED AND PRESERVED MEAT - IMPORTS

Table 6 Diversion of Traffic to a Channel Tunnel at Various
Levels of Toll and Resulting Revenue in 1980^a

		(tons)					
<u>Traffic from:</u>	<u>Tonnage</u>	<u>Toll =</u>	<u>0</u>	<u>20s</u>	<u>30s</u>	<u>40s</u>	<u>50s</u>
<u>Without FTA</u>							
Germany	4,800						
Belgium	1,500		1,500	1,500	1,500	1,500	750
Netherlands	31,500		11,900				
France	6,000		4,100	2,200	2,200	2,200	2,200
Switzerland	2,000		2,000	1,450	450		
Italy	800		800	800	800	800	800
Total	46,600		20,300	5,950	4,950	4,500	3,750
Revenue (to nearest £'00)				6,000	7,400	9,000	9,400
 <u>With FTA</u>							
Germany	6,100						
Belgium	1,900		1,900	1,900	1,900	1,900	950
Netherlands	34,000		12,850				
France	7,600		5,190	2,790	2,790	2,790	2,790
Switzerland	2,500		2,500	1,800	550		
Italy	1,800		1,800	1,800	1,800	1,800	1,800
Total	53,900		24,240	8,290	7,040	6,490	5,540
Revenue (to nearest £'00)				8,300	10,600	13,000	13,900

a. Optimum toll, 50 shillings.

a. Péage optimum = 50 shillings.

PRODUITS DE LAITERIE
IMPORTATIONS

DAIRY PRODUCTS - IMPORTS

DAIRY PRODUCTS

Table 1 U.K. Imports from Tunnel Countries by Route in 1957
('000 tons)

Country	Total	Hamburg & Bremen		Dutch and Belgian Ports			Dunkirk and Cherbourg Range	
		London & S.Coast	N.Coast	London & S.Coast	W.Coast	Harwich-Zeebrugge	London & Dover S.Coast	Dunkirk
Germany	0.5	0.2				0.1		
Netherlands	25.6		3.6	17.6	2.4			
France	1.8						0.6	1.2
Switzerland	0.9		0.1	0.6				0.2
Austria	1.3			0.9		0.4		
Italy	1.1							1.1
Total	29.0	0.2	3.7	19.1	2.4	0.5	0.6	2.5

Table 2 Transport Costs
(shillings per ton - 5 ton loads)

	<u>N.Germany</u> (<u>Hanover</u>)	<u>Netherlands</u> (<u>Rotterdam</u>)	<u>France</u> (<u>Amiens</u>)	<u>Switzerland</u> (<u>Basle</u>)	<u>Austria</u> (<u>Graz</u>)	<u>Italy</u> (<u>Modena</u>)
To London via Tunnel	160	120	90	140	210	260
Dover-Dunkirk		110	150	210		250
Harwich-Zeebrugge	240	190		230	300	
London-Germany	220					
London-Benelux	190	150		200	270	
London-Benelux Containership	170	140		180	250	
London-France			140			
To Liverpool via Tunnel		150				
W.Coast-Benelux		180				
London-Benelux Containership	170	170				
To Hull Via Tunnel	190	150		180	250	
Harwich-Zeebrugge	270	220		260	330	
E.Coast-Benelux	200	170		220	290	
London-Benelux Containership		160		220	280	

PRODUITS DE LAITERIE
IMPORTATIONS

DAIRY PRODUCTS - IMPORTS

Table 3 Diversion of Traffic to a Channel Tunnel
at Various Levels of Toll^a

Table 3a Diversion of Traffic from Germany

	<u>Excess over</u> <u>Tunnel Cost</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll =</u>				
			<u>0</u>	<u>20s</u>	<u>30s</u>	<u>50s</u>	<u>80s</u>
From N. Germany to London							
via Harwich-Zeebrugge	80	100	100	100	100	100	50
Cargo vessel	10	200	200	80	40	10	
Total		300	300	180	140	110	50

Table 3b Diversion of Traffic from the Netherlands

From Netherlands							
To London) All by	20	17,600	17,600	14,080	7,040	1,760	
Liverpool) Cargo	20	3,600	3,600	2,880	1,440	360	
Hull) Vessel	10	2,400	2,400	960	480	120	
Total Netherlands		23,600	23,600	27,920	8,960	2,240	

Table 3c Diversion of Traffic from France

From France to London							
via Dover-Dunkirk		1,200	1,200	1,200	1,200	1,200	1,200
Cargo vessel	40	600	600	600	600	240	30
Total		1,800	1,800	1,800	1,800	1,440	1,230

Table 3d Diversion of Traffic from Switzerland

To London							
via Dover-Dunkirk		200	200	200	200	200	200
Cargo vessel	40	400	400	400	400	160	20
To Hull							
via cargo vessel	40	300	300	300	300	120	
Total		900	900	900	900	480	220

Table 3e Diversion of Traffic from Austria

To London							
via Harwich-Zeebrugge	90	300	300	300	300	300	300
Cargo vessel	40	600	600	600	600	240	30
To Hull							
via Harwich-Zeebrugge	80	100	100	100	100	100	50
Cargo vessel	30	300	300	300	240	60	
Total		1,300	1,300	1,300	1,240	700	380

a See footnote for basis of allocation

a Voir le renvoi pour la base d'affectation.

PRODUITS DE LAITERIE
IMPORTATIONS

DAIRY PRODUCTS - IMPORTS

Table 3f

Diversion of Traffic from Italy

	<u>Excess over</u> <u>Tunnel Cost Tonnage</u>	<u>Tonnage diverted when toll =</u>				
		<u>0</u>	<u>20s</u>	<u>30s</u>	<u>50s</u>	<u>80s</u>
To London via Dover-Dunkirk	1,100	1,100	1,100	1,100	1,100	1,100
Total	1,100	1,100	1,100	1,100	1,100	1,100

(Voir TRADUCTION page 293)

a The basis of allocation of loose cargo traffic is as follows:

<u>Excess of</u> <u>Tunnel Costs</u>	<u>Per Cent</u> <u>To Tunnel</u>
-10	100
0	80
10	40
20	20
30	10
40	5
50	0

Percentage of traffic by cargo vessel 90 per cent
" " " " ferries 10 per cent

Additional amount paid for use of ferry 0-£3

Table 4

Diversion of Import Traffic from Italy to Channel Tunnel at Various Levels of Toll and Resulting Revenue

(1957 tons)

<u>Traffic from:</u>	<u>Total</u>	<u>Tolls =</u>	<u>0</u>	<u>20s</u>	<u>30s</u>	<u>50s</u>	<u>80s</u>
Germany	300		300	180	140	110	50
Netherlands	23,600		23,600	20,920	8,960	2,240	
France	1,800		1,800	1,800	1,800	1,440	1,230
Switzerland	900		900	900	900	480	220
Austria	1,300		1,300	1,300	1,240	700	380
Italy	1,100		1,100	1,100	1,100	1,100	1,100
Total	29,000		29,000	23,200	14,140	6,070	2,980
of which (Dover-Dunkirk)	b 2,500		2,500	2,500	2,500	2,500	2,500
Revenue (to nearest £'000)				23,000	21,000	15,000	12,000

PRODUITS DE LAITERIE
IMPORTATIONS

DAIRY PRODUCTS - IMPORTS

Table 5 Diversion of Traffic to a Channel Tunnel at Various
Levels of Toll and Resulting Revenue in 1965

<u>Traffic from</u> <u>Without FTA</u>	<u>Tonnage</u>	<u>Toll =</u>	<u>(tons)</u>				
			<u>0</u>	<u>20s</u>	<u>30s</u>	<u>50s</u>	<u>80s</u>
Germany	200		200	120	90	70	30
Netherlands	20,400		20,400	15,490	7,750	190	
France	2,000		2,000	2,000	2,000	1,600	1,360
Switzerland	1,200		1,200	1,200	1,200	640	290
Austria and Belgium	200		200	200	190	110	60
Italy	1,500		1,500	1,500	1,500	1,500	1,500
Total	25,500		25,500	20,510	12,730	4,110	3,240
Revenue (to nearest £'000)				22,000	19,000	10,000	13,000
<u>With FTA</u>							
Germany	300		300	180	140	110	50
Netherlands	21,400		21,400	16,250	8,130	200	
France	2,400		2,400	2,400	2,400	1,920	1,630
Switzerland	1,500		1,500	1,500	1,500	800	360
Austria and Belgium	600		600	600	570	330	200
Italy	1,800		1,800	1,800	1,800	1,800	1,800
Total	28,000		28,000	22,730	14,540	5,160	4,040
Revenue (to nearest £'000)				23,000	23,000	13,000	16,000

TRADUCTION du Renvoi de la page 292

a La base d'affectation du trafic en vrac par cargo est la suivante :

<u>Excès coûts tunnel</u> <u>shilling/tonne</u>	<u>% pour le</u> <u>Tunnel</u>	<u>Excès coûts tunnel</u> <u>shilling/tonne</u>	<u>% pour le</u> <u>Tunnel</u>
-10	100	30	10
0	80	40	5
10	40	50	0
20	20		

Pourcentage du trafic par bateau-cargo

= 90 pour cent

Pourcentage du trafic par ferries

= 10 pour cent

Montant supplémentaire payé pour
l'utilisation du ferry

= £0-£3

PRODUITS DE LAITERIE
IMPORTATIONS

DAIRY PRODUCTS - IMPORTS

Table 6 Diversion of Traffic to a Channel Tunnel at Various
Levels of Toll and Resulting Revenue in 1980
(tons)

<u>Traffic from:</u>	<u>Tonnage</u>	<u>Toll =</u>	<u>0</u>	<u>20s</u>	<u>30s</u>	<u>50s</u>	<u>80s</u>
<u>Without FTA</u>							
Germany	100		100	60	50	30	20
Netherlands	19,800		19,800	15,030	6,520	1,790	
France	2,300		2,300	2,300	2,300	1,840	1,550
Switzerland	500		500	500	500	270	120
Austria and Belgium	100		100	100	90	60	30
Italy	700		700	700	700	700	700
Total	23,500		23,500	28,690	10,160	4,690	2,420
Revenue (to nearest £'000)				19,000	15,000	12,000	10,000
<u>With FTA</u>							
Germany	500		500	300	230	180	80
Netherlands	32,800		32,800	24,910	12,460	3,080	
France	5,200		5,200	5,200	5,200	4,160	3,540
Switzerland	2,500		2,500	2,500	2,500	1,330	600
Austria and Belgium	1,000		1,000	1,000	950	540	290
Italy	3,000		3,000	3,000	3,000	3,000	3,000
Total	45,000		45,000	36,900	24,340	12,290	7,510
Revenue (to nearest £'000)				37,000	37,000	31,000	30,000

Optimum toll - 20 shillings

Péage optimum - 20 shillings

FRUITS ET LEGUMES FRAIS
IMPORTATIONS

FRESH FRUIT AND VEGETABLES - IMPORTS

FRESH FRUIT AND VEGETABLES

Table 1 U.K. Imports from Tunnel Countries by Route in 1957
('000 tons)

<u>Country</u>	<u>Total</u>	<u>Dutch and Belgian ports</u>				<u>Harwich-Zeebrugge</u>
		<u>E.Coast</u>	<u>London & S. Coast</u>	<u>W.Coast</u>		
Belgium	27	4	16	1	6	
Netherlands	132	20	105	7		
France	34					
Italy	140	5	22		63	
Spain	260					
Total	593	29	143	8	69	

	<u>Dunkirk & Cherbourg Range</u>	<u>French Atlantic Ports</u>	<u>Marseilles and Italian Ports</u>		<u>Spanish ports</u>	
	<u>London & S. Coast</u>	<u>Dover</u>	<u>S.Coast</u>	<u>E.Coast</u>	<u>S. Coast</u>	<u>W.Coast</u>
France	1	8	25			
Italy				2	5	4
Spain						15
Total	1	113	25	2	5	4

Table 1a Imports From France By Area and Route
('000 tons)

	<u>Total</u>	<u>Dunkirk and Cherbourg Range</u>	<u>French Atlantic Ports</u>	
		<u>London & S. Coast</u>	<u>London & S. Coast</u>	<u>Dover-Dunkirk</u>
N.E. France				
N.W. France	26	1	25	
S. France	8			8
Total	34	1	25	8

FRUITS ET LEGUMES FRAIS
IMPORTATIONS

FRESH FRUIT AND VEGETABLES - IMPORTS

Table 2

Transport Costs

(shillings per ton - 10 ton loads^a)

Route	Belgium	Nether-	France		Italy		Spain		
	(Ghent)	(Alk- maar)	(St. Malo)	(Mont- pellier)	(Mes- tre)	(Naples)	(Cata- nia)	(Bur- gos)	(Valen- cia)
To London Via Tunnel	70	100	120	130	150	190	190	190	210
Dover- Dunkirk				170	190	230	220	230	250
Harwich- Zeebrugge	110				200	250	240		
London-Benelux	70	80			190	230	220		
London-France			130 ^a						
London-Italy						180	150		
London-Spain								180	140
To Hull Via Tunnel	130	150			200	240	220	240	260
Harwich- Zeebrugge					260	310	270		
Hull-Benelux	60	60			240	290	250		
Hull-Italy						160	140		
Hull-Spain								160	120
To Liverpool Via Tunnel	130	150			200	240	230	240	260
Harwich- Zeebrugge					270	320	280		
Liverpool- Benelux	80	90							
Liverpool- Italy						170	150		
Liverpool- Spain								170	130

(a) 15 ton loads for shipments from Catania

(a) Chargements de 15 tonnes pour envois en provenance de Catane

FRUITS ET LEGUMES FRAIS
IMPORTATIONS

FRESH FRUIT AND VEGETABLES - IMPORTS

Table 3 Diversion of Traffic to a Channel Tunnel
at Various Levels of Toll^a

Table 3a Diversion of Traffic from Belgium

<u>Route</u>	<u>Excess over</u> <u>Tunnel Cost</u> <u>(sh)</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll =</u>			
			<u>0</u>	<u>30s</u>	<u>60s</u>	<u>70s</u>
To London via cargo vessel		16,000	14,000	2,400		
Harwich-Zeebrugge	40	6,000	6,000	6,000	3,000	
To Hull via cargo vessel	-70	4,000				
To Liverpool via cargo vessel	-50	1,000	30			
Total		27,000	20,030	8,400	3,000	

Table 3b Diversion of Traffic from the Netherlands

To London via cargo vessel	-20	105,000	26,250	3,150		
To Hull via cargo vessel	-90	20,000				
To Liverpool via cargo vessel	-60	7,000				
Total		132,000	26,250	3,150		

Table 3c Diversion of Traffic from France

From St. Malo to London via cargo vessel	10	26,000	24,400	6,500	780	
From Montpellier to London via Dover-Dunkirk	40	8,000	8,000	8,000	8,000	8,000
Total		34,000	32,400	14,500	8,780	8,000

a See footnote for basis of allocation.

a Voir le renvoi pour la base d'affectation.

FRUITS ET LEGUMES FRAIS
IMPORTATIONS

FRESH FRUIT AND VEGETABLES - IMPORTS

Table 3d

★ Diversion of Traffic from Italy

<u>Route</u>	<u>Excess over Tunnel Cost (sh)</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll =</u>			
			<u>0</u>	<u>30s</u>	<u>60s</u>	<u>70s</u>
From Mestre to London via Harwich-Zeebr.	50	27,800	27,800	27,800	27,800	13,900
Dover-Dunkirk	40	18,000	18,000	18,000	18,000	18,000
London-Benelux	40	8,000	8,000	8,000	4,000	
To Hull via Harwich-Zeebr.	60	4,600	4,600	4,600	4,600	4,600
Hull-Benelux	40	2,000	2,000	2,000	1,000	
To Liverpool via Harwich-Zeebr.	70	4,600	4,600	4,600	4,600	4,600
From Naples to London via Harwich-Zeebr.	60	12,600	12,600	12,600	12,600	12,600
Dover-Dunkirk	40	16,200	16,200	16,200	16,200	16,200
London-Benelux	40	13,000	13,000	13,000	6,500	
Direct sea	-10	2,000	1,900	100		
To Hull via Harwich-Zeebr.	70	2,100	2,100	2,100	2,100	2,100
Hull-Benelux	50	3,000	3,000	3,000	3,000	1,500
Direct sea	-80	1,800				
To Liverpool via Harwich-Zeebr.	80	2,100	2,100	2,100	2,100	2,100
Direct sea	-70	1,500				
From Catania to London via Harwich-Zeebr.	50	6,900	6,900	6,900	6,900	3,450
Dover-Dunkirk	30	4,800	4,800	4,800	4,800	4,800
London-Benelux	30	800	800	800		
Direct sea	-40	3,000	150			
To Hull via Harwich-Zeebr.	50	1,150	1,150	1,150	1,150	575
Hull-Benelux	30	200	200	200		
Direct sea	-80	200				
To Liverpool via Harwich-Zeebr.	50	1,150	1,150	1,150	1,150	575
Direct sea	-80	2,500				
Total		140,000	131,050	129,100	116,500	85,000

FRUITS ET LEGUMES FRAIS
IMPORTATIONS

FRESH FRUIT AND VEGETABLES - IMPORTS

Table 3e Diversion of Traffic from Spain

<u>Route</u>	<u>Excess over Tunnel Cost (sh)</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll =</u>			
			<u>0</u>	<u>30s</u>	<u>60s</u>	<u>70s</u>
From Burgos to London via cargo vessel	-10	15,000	7,500	1,130		
Dover-Dunkirk	40	15,500	15,500	15,500	15,500	15,500
To Hull via cargo vessel	-80	2,000				
To Liverpool via cargo vessel	-70	14,800				
From Valencia to London via cargo vessel	-70	77,000	19,250	8,470	3,080	2,310
Dover-Dunkirk	40	50,500	50,500	50,500	50,500	50,500
To Hull via cargo vessel	-140	13,000	390	70		
To Liverpool via cargo vessel	-130	72,200	2,890	720		
Total		260,000	96,030	76,390	68,580	68,319

a Footnote (Voir TRADUCTION page 300)

The basis of allocation of traffic is as follows:

(i) Ferry traffic from all countries, and other overland traffic from Italy

<u>Excess of Tunnel Cost</u> sh. per ton	<u>Percentage to Tunnel</u> %
10	100
20	50
30	0

(ii) Loose cargo traffic from Belgium, Netherlands, France and N.Spain

<u>Excess of Tunnel Cost</u> sh. per ton	<u>Percentage to Tunnel</u> %
-20	100
0	87.5
10	50
20	25
40	7.5
60	0

(iii) Loose cargo traffic from Italy

<u>Excess of Tunnel Cost</u> sh. per ton	<u>Percentage to Tunnel</u> %
0	100
10	95
20	80
25	50
30	20
40	5
50	0

FRUITS ET LEGUMES FRAIS
IMPORTATIONS

FRESH FRUIT AND VEGETABLES - IMPORTS

Table 4 Directions of Import Traffic to the Channel Islands
at Various Levels of Toll and Resulting Revenue
(1957 tons)

<u>Traffic from:</u>	<u>Tonnage</u>	<u>Tolls =</u>	<u>0</u>	<u>30s</u>	<u>60s</u>	<u>70s</u>
Belgium	27,000		20,090	8,400	3,000	
Netherlands	132,000		26,250	3,150		
France	34,000		32,400	14,500	8,780	8,000
Italy	140,000		131,050	129,100	116,500	85,000
Spain	260,000		96,030	76,390	68,580	68,310
Total	593,000		305,760	231,540	196,860	161,310
of which (Dover-Dunkirk	113,000		113,000	113,000	113,000	113,000)
Revenue (to nearest £'000)				347,000	591,000	565,000

FRUITS ET LEGUMES FRAIS
IMPORTATIONS

FRESH FRUIT AND VEGETABLES - IMPORTS

Table 5 Diversion of Traffic to a Channel Tunnel at Various
Levels of Toll and Resulting Revenue in 1965
(tons)

<u>Traffic from:</u> <u>Without FTA</u>	<u>Tonnage</u>	<u>Toll =</u>	<u>0</u>	<u>30s</u>	<u>60s</u>	<u>70s</u>
Belgium	55,000		40,000	17,100	6,100	
Netherlands	240,000		47,700	5,700		
France	40,000		30,120	16,400	9,400	8,500
Italy	155,000		145,000	142,900	129,000	94,100
Spain	275,000		101,600	80,800	72,600	72,300
Total	765,000		373,220	262,900	217,100	174,900
Revenue (to nearest £'000)				404,000	651,000	612,000
 <u>With FTA</u>						
Belgium	60,000		44,510	18,700	6,700	
Netherlands	290,000		57,700	6,900		
France	90,000		53,760	36,800	21,200	19,100
Italy	290,000		271,500	267,400	241,300	176,100
Spain	270,000		99,700	79,300	71,200	70,900
Total	1,000,000		559,170	409,100	340,400	266,100
Revenue (to nearest £'000)				614,000	1,021,000	931,000

FRUITS ET LEGUMES FRAIS
IMPORTATIONS

FRESH FRUIT AND VEGETABLES - IMPORTS

Table 6 Diversion of Traffic to a Channel Tunnel at Various
Levels of Toll and Resulting Revenue in 1980^a

(tons)

Traffic from:

Without FTA

	<u>Tonnage</u>	<u>Toll =</u>	<u>0</u>	<u>30s</u>	<u>60s</u>	<u>70s</u>
Belgium	55,000		40,800	17,100	6,100	
Netherlands	245,000		48,700	5,800		
France	50,000		47,640	20,500	11,800	10,600
Italy	170,000		159,100	156,800	141,500	1103,200
Spain	295,000		109,000	86,700	77,800	77,500
Total	815,000		405,240	286,900	237,200	191,300
Revenue (to nearest £'000?)				430,000	712,000	670,000

With FTA

Belgium	65,000		48,220	20,200	7,200	
Netherlands	370,000		73,600	8,800		
France	150,000		142,940	61,400	35,400	31,800
Italy	375,000		351,000	345,800	312,000	227,700
Spain	300,000		110,800	88,200	79,000	78,800
Total	1,260,000		726,560	524,400	433,700	338,300
Revenue (to nearest £'000)				787,000	1,301,000	1,184,000

a Optimum toll 60 shillings

a Péage optimum = 60 shillings

FRUITS EN CONSERVE, ECT.,
IMPORTATIONS

CANNED FRUIT, ETC. - IMPORTS

CANNED AND PRESERVED FRUIT AND VEGETABLES

Table 1 U.K. Imports from Tunnel Countries by Route in 1957
(⁰000 tons)

<u>Country</u>	<u>Total</u>	<u>Hamburg and Bremen</u>			<u>Dutch and Belgian ports</u>		
		<u>E.Coast</u>	<u>London & S.Coast</u>	<u>W.Coast</u>	<u>E.Coast</u>	<u>London & S.Coast</u>	<u>W.Coast</u>
Germany ^a	8	1	6	1			
Belgium	23				2	16	5
Netherlands	75				30	30	15
France	20						
Switzerland	1						
Italy	134						
Spain	44						
Total	305	1	6	1	32	46	20

Dunkirk and Cherbourg range

	<u>London & S.Coast</u>	<u>W. Coast</u>	<u>Dover Dunkirk</u>
France	3	2	9
Switzerland			1
Total	3	2	10

Marseilles and Italian ports

Spanish ports

	<u>E.Coast</u>	<u>London & S.Coast</u>	<u>W.Coast</u>	<u>E.Coast</u>	<u>London & S.Coast</u>	<u>W.Coast</u>
France		2	4			
Italy	27	67	40			
Spain				3	21	20
Total	27	69	44	3	21	20

a. All from N. Germany

a. Tout en provenance du Nord de l'Allemagne

FRUITS EN CONSERVE, ETC. -
IMPORTATIONS

CANNED FRUIT, ETC. - IMPORTS

Table 3 Diversion of Import Traffic to a Channel Tunnel
at Various Levels of Toll

Table 3a Diversion of Traffic from Germany

<u>Route</u>	<u>Excess over</u> <u>Tunnel cost</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll =</u>				
			<u>0</u>	<u>5s</u>	<u>10s</u>	<u>25s</u>	<u>30s</u>
To London via cargo vessel	-35	6,000	No traffic diverted Aucun trafic détourné				
To Hull via cargo vessel	-85	1,000					
To Liverpool via cargo vessel	-55	1,000					
Total		8,000					

Table 3b Diversion of Traffic from Belgium

<u>Rate</u>	<u>Excess over</u> <u>Tunnel cost</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll =</u>				
			<u>0</u>	<u>5s</u>	<u>10s</u>	<u>25s</u>	<u>30s</u>
To London via cargo vessel	10	16,000	16,000	16,000	8,000	-	-
To Hull via cargo vessel	-25	2,000	-	-	-	-	-
To Liverpool via cargo vessel	-	5,000	2,500	-	-	-	-
Total		23,000	18,500	16,000	8,000	-	-

Table 3c Diversion of Traffic from the Netherlands

<u>Route</u>	<u>Excess over</u> <u>Tunnel cost</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll =</u>				
			<u>0</u>	<u>5s</u>	<u>10s</u>	<u>25s</u>	<u>30s</u>
To London via cargo vessel	5	30,000	30,000	15,000	-	-	-
To Hull via cargo vessel	-20	30,000	-	-	-	-	-
To Liverpool via cargo vessel	-	15,000	7,500	-	-	-	-
Total		75,000	37,500	15,000	-	-	-