

FRUITS EN CONSERVE, ETC.-
IMPORTATIONS

CANNED FRUIT, ETC. - IMPORTS

Table 3d Diversion of Traffic from France

<u>Route</u>	<u>Excess over 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>
From N.E. France to London via cargo vessel	30	1,000	1,000	1,000	1,000	1,000	500
From N.W. France to Hereford via cargo vessel	30	2,000	2,000	2,000	2,000	2,000	1,000
From S. France to London via Dover Dunkirk	25	9,000	9,000	9,000	9,000	9,000	9,000
Via cargo vessel	20	4,000	4,000	4,000	4,000		
To Liverpool via cargo vessel	5	4,000	4,000	2,000			
Total		20,000	20,000	18,000	16,000	12,000	10,500

Table 3e Diversion of Traffic from Switzerland

<u>Route</u>	<u>Excess over 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 Dover-Dunkirk	30	1,000	All traffic diverted. Trafic engendrement détourné.				

Table 3f Diversion of Traffic from Italy

<u>Route</u>	<u>Excess over 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	-40	67,000	No traffic diverted Aucun trafic détourné				
To Hull via cargo vessel	-75	27,000					
To Liverpool via cargo vessel	-70	40,000					
Total		134,000					

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CANNED FRUIT, ETC. - IMPORTS

Table 3g

Diversion of Traffic from Spain

<u>Route</u>	<u>Excess over 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	-25	21,000)					
To Hull via cargo vessel	-65	3,000)					
To Liverpool via cargo vessel	-60	20,000)					
Total		44,000)					

No traffic diverted.
Aucun trafic détourné.

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>Toll =</u>	<u>0</u>	<u>5s</u>	<u>10s</u>	<u>25s</u>	<u>30s</u>
Germany	8,000						
Belgium	23,000		10,500	16,000	8,000		
Netherlands	75,000		37,500	15,000			
France	20,000		20,000	18,000	16,000	12,000	10,500
Switzerland	1,000		1,000	1,000	1,000	1,000	1,000
Italy	134,000						
Spain	44,000						
Total	305,000		77,000	50,000	25,000	13,000	10,500
(of which Dover-Dunkirk)	10,000		10,000	10,000	10,000	10,000	10,000)
Revenue (to nearest £'00)				12,500	12,500	16,300	17,300

FRUITS EN CONSERVE, ETC.-
IMPORTATIONS

CANNED FRUIT, ETC. - 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>Total</u>	<u>Toll =</u>	<u>0</u>	<u>5s</u>	<u>10s</u>	<u>25s</u>	<u>30s</u>
<u>Without FTA</u>							
Germany	12,000						
Belgium	35,000		28,000	24,000	12,000		
Netherlands	85,000		42,500	17,000			
France	35,000		35,000	31,500	28,000	21,000	18,500
Switzerland	3,000		3,000	3,000	3,000	3,000	3,000
Italy	185,000						
Spain	90,000						
Total	445,000		108,500	75,500	43,000	24,000	21,500
Revenue (to nearest £'00)				18,900	21,500	30,000	32,300
<u>With FTA</u>							
Germany	15,000						
Belgium	45,000		36,000	31,000	15,500		
Netherlands	105,000		52,500	21,000			
France	40,000		40,000	36,000	32,000	24,000	21,000
Switzerland	5,000		5,000	5,000	5,000	5,000	5,000
Italy	200,000						
Spain	90,000						
Total	500,000		133,500	93,000	52,500	29,000	26,000
Revenue (to nearest £'00)				23,300	26,300	36,300	39,000

FRUITS EN CONSERVE, ETC. -
IMPORTATIONS

CANNED FRUIT, 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>Total</u>	<u>Toll =</u>	<u>0</u>	<u>5s</u>	<u>10s</u>	<u>25s</u>	<u>30s</u>
<u>Without FTA</u>							
Germany	15,000						
Belgium	40,000		32,000	28,000	14,000		
Netherlands	90,000		45,000	18,000			
France	50,000		50,000	45,000	40,000	30,000	26,000
Switzerland	5,000		5,000	5,000	5,000	5,000	5,000
Italy	200,000						
Spain	110,000						
Total	510,000		132,000	96,000	59,000	35,000	31,000
Revenue (to nearest £'00)				24,000	29,500	43,800	46,500
<u>With FTA</u>							
Germany	18,000						
Belgium	50,000		40,000	35,000	17,500		
Netherlands	110,000		55,000	22,000			
France	55,000		55,000	49,500	44,000	33,000	29,000
Switzerland	7,000		7,000	7,000	7,000	7,000	7,000
Italy	215,000						
Spain	100,000						
Total	555,000		157,000	113,500	68,500	40,000	36,000
Revenue (to nearest £'00)				28,400	34,300	50,000	54,000

a Optimum toll - 30 shillings.

a Péage optimum - 30 shillings

BOISSONS ALCOOLISEES
EXPORTATIONS

ALCOHOLIC DRINKS - EXPORTS

ALCOHOLIC DRINKS

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

<u>Country</u>	<u>Total</u>	<u>Hamburg & Bremen</u>		<u>Dutch and Belgian ports</u>				
		<u>E.Coast</u>	<u>E.Coast</u>	<u>London &</u>		<u>Harwich-</u>	<u>Dover-</u>	<u>Tilbury-</u>
			<u>E.Coast</u>	<u>S.Coast</u>	<u>W.Coast</u>	<u>Zeebrugge</u>	<u>Dunkirk</u>	<u>Antwerp</u>
Germany	0.5	0.1	0.2	0.1		0.1		
Belgium	12.8		1.3	6.5	0.5	0.5		4.0
Netherlands	0.4		0.2	0.2				
France	1.3						1.3	
Italy	0.5		0.3	0.2				
Total	15.5	0.1	2.0	7.0	0.5	0.6	1.3	4.0

Table 2 Transport Costs
(Shillings per ton^a)

	<u>W.Germany</u> (<u>Dusseldorf</u>)	<u>Belgium</u> (<u>Brussels</u>)	<u>Netherlands</u> (<u>Rotterdam</u>)	<u>France</u> (<u>Paris</u>)	<u>Italy</u> (<u>Milan</u>)
From London via Tunnel	180	70 ^c	140	40 ^c	230
Dover-Dunkirk				70 ^c	
Tilbury-Antwerp		90 ^c			
London-Benelux	150 ^b	80 ^d	80		270
Harwich-Zeebrugge	240				
From Burton via Tunnel		80 ^c 110 ^d			
Harwich-Zeebrugge		100 ^c			
E.Coast-Benelux		120 ^d			
From Edinburgh via Tunnel	250		210		300
E.Coast-Benelux	220		90		300

a 5 ton loads unless otherwise stated

c In tank waggons - 15½ ton loads

b London-Dusseldorf

d In barrels - 10 ton loads

a Chargement de 5 tonnes sauf mention contraire

c En wagons-citernes - chargements de 15,5 tonnes

b Londres - Dusseldorf

d En barils - chargements de 10 tonnes

BOISSONS ALCOOLISEES
EXPORTATIONS

ALCOHOLIC DRINKS - 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</u> <u>Tunnel cost</u>	<u>Tonnage</u>	<u>0</u>	<u>10s</u>	<u>20s</u>	<u>30s</u>
From London via Harwich-Zeebrugge Cargo vessel	60 30	100 100	100	100	100	100
From Edinburgh via Cargo vessel	30	300				
Total		500	100	100	100	100

Table 3b Diversion of Traffic to Belgium

From London via Tilbury-Antwerp Cargo vessel	20 10	4,000 6,500	4,000 6,500	4,000 3,250	2,000	
From Burton via Harwich-Zeebrugge Cargo vessel	20 10	500 1,800	500 1,800	500 900	250	
Total		12,800	12,800	8,650	2,250	

Table 3c Diversion of Traffic to the Netherlands

From London via Cargo vessel	60	200	} No traffic diverted Aucun trafic détourné
From Edinburgh via Cargo vessel	120	200	
Total		400	

Table 3d Diversion of Traffic to France

From London via Dover-Dunkirk	30	1,300	All traffic diverted - trafic engendrement détourné
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Table 3e Diversion of Traffic to Italy

From London via Cargo vessel	40	200	200	200	200	200
From Edinburgh via Cargo vessel	-	300	150			
Total		500	350	200	200	200

BOISSONS ALCOOLISEES
EXPORTATIONS

ALCOHOLIC DRINKS - 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>10s</u>	<u>20s</u>	<u>30s</u>
Germany	500		100	100	100	100
Belgium	12,800		12,800	8,650	2,250	
Netherlands	400					
France	1,300		1,300	1,300	1,300	1,300
Italy	500		350	200	200	200
Total	15,500		14,550	10,250	3,850	1,600
(of which Dover- Dunkirk	1,300		1,300	1,300	1,300	1,300)
Revenue (to nearest £'00)				5,100	3,900	2,400

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>10s</u>	<u>20s</u>	<u>30s</u>
<u>Without FTA</u>						
Germany	1,000		200	200	200	200
Belgium	13,000		13,000	8,790	2,290	
Netherlands	800					
France	2,000		2,000	2,000	2,000	2,000
Italy	700		490	280	280	280
Total	17,500		15,690	11,270	4,770	2,580
Revenue (to nearest £'00)				5,600	4,800	3,700
<u>With FTA</u>						
Germany	13,00		260	260	260	260
Belgium	15,000		15,000	10,140	2,640	
Netherlands	1,000					
France	2,300		2,300	2,300	2,300	2,300
Italy	900		630	360	360	360
Total	20,500		18,190	13,060	5,560	2,920
Revenue (to nearest £'00)				6,500	5,600	4,400

BOISSONS ALCOOLISEES
EXPORTATIONS

ALCOHOLIC DRINKS - 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>Tonnage</u>	<u>Toll =</u>	<u>0</u>	<u>10s</u>	<u>20s</u>	<u>30s</u>	
<u>Without FTA</u>							
Germany	1,500		300	300	300	300	
Belgium	14,000		14,000	9,460	2,460		
Netherlands	900						
France	2,500		2,500	2,500	2,500	2,500	
Italy	1,100		770	440	440	440	
Total	20,000		17,570	12,700	5,700	3,240	
Revenue (to nearest £'00)					6,400	5,700	4,900
<u>With FTA</u>							
Germany	2,000		400	400	400	400	
Belgium	18,000		18,000	12,460	3,240		
Netherlands	1,600						
France	2,900		2,900	2,900	2,900	2,900	
Italy	1,500		1,050	600	600	600	
Total	26,000		22,350	16,360	7,140	3,900	
Revenue (to nearest £'00)					8,200	7,100	5,900

^a Optimum toll - 10 shillings

^a Péage optimum - 10 shillings

VINS ET ALCOOLS - IMPORTATIONS

WINES AND SPIRITS - IMPORTS

WINES AND SPIRITS^a

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

('000 tons)

Country	Total	Dutch and Belgian ports	
		London & S.Coast	W.Coast
Germany ^b	3	2	1
Netherlands	1	1	
France	40		
Italy	5		
Total	49	3	1

	Dunkirk and Cherbourg range		Dover Dunkirk	French Atlantic ports		Marseilles and Italian ports	
	London & S.Coast	W.Coast		London & S.Coast	W.Coast	London & S.Coast	W.Coast
France	9	11	4	12	2	2	
Italy						3	2
Total	9	11	4	12	2	5	2

a Including perry.

b All from Ruhr.

a Y compris le cidre de poire

b Tout en provenance de la Ruhr

Table 1a
Table 1a

Imports by Area and Route from France
Imports by Area and Route from France

	Total	Dunkirk & Cherbourg range to		French Atlantic ports to		Marseilles to	Dover Dunkirk
		London & S.Coast	W.Coast	London & S.Coast	W.Coast	London & S.Coast	
N.E. France	5	2					3
N.W. France	11		11				
S.France	24	7		12	2	2	1
Total	40	9	11	12	2	2	4

a Including perry.

b All from Ruhr.

a Y compris le cidre de poire

b Tout en provenance de la Ruhr

VINS ET ALCOOLS - IMPORTATIONS

WINES AND SPIRITS - IMPORTS

Table 2

Transport Costs

(shillings per ton - 10 ton loads^a)

<u>Route</u>	<u>Ger-</u>	<u>Nether-</u>	<u>France</u>					<u>Italy</u>		
	<u>many</u>	<u>lands</u>	<u>(Cob-</u>	<u>(Schie-</u>	<u>(Bor-</u>	<u>(Angou-</u>	<u>(Ber-</u>	<u>(Di-</u>	<u>(Be-</u>	<u>(Genoa)</u>
	<u>lenz)</u>	<u>dam)</u>	<u>deaux)</u>	<u>leme)</u>	<u>nay)</u>	<u>(Reims)</u>	<u>ion)</u>	<u>siers)</u>		
To London via Tunnel	130	140	120	200		160	90	180		150
Dover-Dunkirk				260		220	130			
London-Benelux	140	90								
France			110	240		220	130			
Italy										160
To Liverpool via Tunnel	180		170	230		190	130			190
Dover-Dunkirk				300		260	180			
Liverpool-Bene.	190									
France			120	250		250	180			
Italy										150
To Bristol via Tunnel						90				
Bristol-France						100				

a 5 ton loads for shipments from the Netherlands and French shipments from Angouleme and Reims.

a Chargements de 5 tonnes pour expéditions des Pays-Bas, et expéditions françaises en provenance d'Angoulême et Reims.

VINS ET ALCOOLS - IMPORTATIONS

WINES AND SPIRITS - 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 Tunnel costs (sh.)</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll =</u>					
			<u>0</u>	<u>10s</u>	<u>30s</u>	<u>40s</u>	<u>60s</u>	
To London via cargo vessel	10	2,000	2,000	1,000				
To Liverpool via cargo vessel	10	1,000	1,000	500				
Total		3,000	3,000	1,500				

Table 3b Diversion of Traffic from the Netherlands

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

From Bordeaux to London via cargo vessel	-10	5,000						
To Liverpool via cargo vessel	-50	2,000						
From Angouleme to London via Dover-Dunkirk via cargo vessel	60	1,000	1,000	1,000	1,000	1,000	1,000	1,000
	40	5,000	5,000	5,000	5,000	2,500		
From Bernay to Bristel via cargo vessel	10	11,000	11,000	5,500				
From Reims to London via Dover-Dunkirk via cargo vessel	60	3,000	3,000	3,000	3,000	3,000	3,000	3,000
	60	2,000	2,000	2,000	2,000	2,000	1,000	
From Dijon to London via cargo vessel	40	2,000	2,000	2,000	2,000	1,000		
From Beziers to London via cargo vessel	20	9,000	9,000	9,000				
Total		40,000	33,000	27,500	13,000	9,500	5,000	

VINS ET ALCOOLS - IMPORTATIONS

WINES AND SPIRITS - IMPORTS

Table 3d

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>10s</u>	<u>30s</u>	<u>40s</u>	<u>60s</u>
To London via cargo vessel	10	3,000	3,000	1,500			
To Liverpool via cargo vessel	40	2,000					
Total		5,000	3,000	1,500			

Table 4

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

<u>Traffic from:</u>	<u>Tonnage</u>	<u>Toll =</u>	<u>(1957 tons)</u>				
			<u>0</u>	<u>10s</u>	<u>30s</u>	<u>40s</u>	<u>60s</u>
Germany	3,000		3,000	1,500			
Netherlands	1,000						
France	40,000		33,000	27,500	13,000	9,500	5,000
Italy	5,000		3,000	1,500			
Total	49,000		39,000	30,500	13,000	9,500	5,000
(of which Dover-Dunkirk	4,000		4,000	4,000	4,000	4,000	4,000)
Revenue (to nearest £00)				15,300	19,500	19,000	15,000

VINS ET ALCOOLS - IMPORTATIONS

WINES AND SPIRITS - 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>10s</u>	<u>30s</u>	<u>40s</u>	<u>60s</u>
Germany	4,000		4,000	2,000			
Netherlands	1,000						
France	72,000		59,400	49,500	23,400	17,100	9,000
Italy	8,000		4,800	2,400			
Total	85,000		68,200	53,900	23,400	17,100	9,000
Revenue (to nearest £00)				27,000	35,100	32,200	27,000
<u>With FTA:</u>							
Germany	6,000		6,000	3,000			
Netherlands	2,000						
France	116,000		98,700	79,750	37,700	27,500	14,500
Italy	14,000		8,400	4,200			
Total	138,000		110,100	83,950	37,700	27,550	14,500
Revenue (to nearest £00)				42,000	56,600	55,100	43,500

VINS ET ALCOOLS - IMPORTATIONS

WINES AND SPIRITS - 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>10s</u>	<u>30s</u>	<u>40s</u>	<u>60s</u>
<u>Without FTA</u>								
Germany	3,000		8,000	4,000				
Netherlands	2,000							
France	126,000		104,000	86,600	41,000	29,900	15,800	
Italy	16,000		9,600	4,800				
Total	152,000		121,600	95,400	41,000	29,900	15,800	
Revenue (to nearest £00)				47,700	61,500	59,800	47,400	
<u>With FTA</u>								
Germany	10,000		10,000	5,000				
Netherlands	3,000							
France	170,000		140,000	116,900	55,300	40,400	21,300	
Italy	22,000		13,200	6,600				
Total	205,000		163,200	128,500	55,300	40,400	21,300	
Revenue (to nearest £00)				64,300	83,000	80,800	63,900	

a Optimum toll = 30 shillings.

a Péage optimum = 30 shillings

PRODUITS ALIMENTAIRES DIVERS
IMPORTATIONS

MISCELLANEOUS FOODSTUFFS - IMPORTS

MISCELLANEOUS FOODSTUFFS^a

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

<u>Country</u>	<u>Hamburg and Bremen</u>				<u>Dutch and Belgian ports</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>	<u>Harw-Zeebr.</u>
Germany ^b	1.8	0.2	1.1	0.1	0.1	0.1		0.2
Belgium	14.9				2.5	12.0	0.2	0.2
Netherlands	47.4				4.0	42.4	1.0	
France	12.5							
Switzerland	0.7					0.2		
Italy	4.9						1.0	
Total	82.2	0.2	1.1	0.1	6.6	54.7	2.2	0.4

	<u>Dunkirk and Cherbourg range</u>			<u>French Atlantic ports</u>		
	<u>E. Coast</u>	<u>London & S. Coast</u>	<u>W. Coast</u>	<u>Dover-Dunkirk</u>	<u>London & S. Coast</u>	<u>W. Coast</u>
France	1.0	3.0	2.0	0.5	1.5	1.0
Switzerland		0.3		0.2		
Italy				0.4		
Total	1.0	3.3	2.0	1.1	1.5	1.0

Marseilles and Italian ports

	<u>London & S. Coast</u>	<u>W. Coast</u>
France	2.5	1.0
Italy	2.5	1.0
Total	5.0	2.0

^a Includes:

Margarine & lard	40.3
Cocoa butter	14.0
Fish	7.3
Confectionery	6.6
Tea, cocoa	3.6
Cereal preparations (biscuits etc.)	5.8
Others	4.6
	<u>82.2</u>

^a Comprend :

Margarine et lard	40,3
Beurre de cacao	14,0
Poisson	7,3
Confiserie	6,6
Thé, cacao	3,6
Biscuits, etc...	5,8
Autres	4,6
	<u>82,2</u>

^b All from N. Germany

^b Tout en provenance du Nord de l'Allemagne

PRODUITS ALIMENTAIRES DIVERS
IMPORTATIONS

MISCELLANEOUS FOODSTUFFS - IMPORTS

Table 1a

Imports from France by Area and Route
(tons)

	<u>Total</u>	<u>Dunkirk-Cherbourg</u>			<u>Atlantic ports & Marseilles</u>		<u>Dunkirk</u>
		<u>E.Coast</u>	<u>London & S.Coast</u>	<u>W.Coast</u>	<u>London & S.Coast</u>	<u>W.Coast</u>	
N.W.France	6,500	1,000	3,000	2,000			500
S.France	6,000				4,000	2,000	
Total	<u>12,500</u>	<u>1,000</u>	<u>3,000</u>	<u>2,000</u>	<u>4,000</u>	<u>2,000</u>	<u>500</u>

PRODUITS ALIMENTAIRES DIVERS
IMPORTATIONS

MISCELLANEOUS FOODSTUFFS - IMPORTS

Table 2

Transport Costs

(shillings per ton - 5 ton loads)

<u>Route</u>	<u>Germ- any (Han- over)</u>	<u>Belg- ium (Ant- werp)</u>	<u>Nether- lands (Amster- dam)</u>	<u>N.W. France (Le Havre)</u>	<u>S. France (Mars- eilles)</u>	<u>Switz- erland (Basle)</u>	<u>Italy (Milan)</u>
To London via Tunnel	150	100	100	110	190	160	170
Dover-Dunkirk				170		230	240
Harwich-Zeebrugge	230	180					
London-Germany	210						
"-Benelux		130	110				230
"-Benelux Containership	170		90			190	
London-S. France					220		
"-W. France					210		
"-N. France				120			
"-Italy							210
To Manchester via Tunnel	190	140	140	140	230		210
W. Coast-Benelux		190	150				
E. Coast-Benelux	240	200	190				
London-Benelux Containership	210	170	150				
W. Coast-S. France					230		
W. Coast-W. France					210		
W. Coast-N. France				150			
W. Coast-Italy							250
London "							230
To Birmingham via Tunnel		120	130				
London-Benelux		180	150				
" -Benelux Containership		150	140				

PRODUITS ALIMENTAIRES DIVERS
IMPORTATIONS

MISCELLANEOUS FOODSTUFFS - 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>50s</u>	<u>60s</u>
To London via Harwich-Zeebrugge Cargo vessel	80 20	200 1,200	200 1,200	200 960	200 480	200 120	200 60
To Manchester via Cargo vessel	20	400	400	320	160	40	20
Total		1,800	1,800	1,480	840	360	280

Table 3b Diversion of Traffic from Belgium

To London via Harwich-Zeebrugge Cargo vessel	80 30	200 9,000	200 9,000	200 9,000	200 7,200	200 1,800	200 900
To Manchester via Cargo vessel	30	2,700	2,700	2,700	2,160	540	270
To Birmingham via Cargo vessel	30	3,000	3,000	3,000	2,400	600	300
Total		14,900	14,900	14,900	11,960	3,140	1,670

Table 3c Diversion of Traffic from the Netherlands

To London via Cargo vessel	-10	20,400	8,160	2,040	1,020		
To Manchester via Cargo vessel	10	12,000	12,000	4,800	2,400	600	
To Birmingham via Cargo vessel	10	15,000	15,000	6,000	3,000	750	
Total		47,400	35,160	12,840	6,420	1,350	

a See footnote to Table 3 for basis of allocation.

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

PRODUITS ALIMENTAIRES DIVERS
IMPORTATIONS

MISCELLANEOUS FOODSTUFFS - IMPORTS

Table 3d Diversion of Traffic from France

	Excess over Tunnel costs (sh.)	<u>Tonnage diverted when toll =</u>					
		<u>Tonnage</u>	<u>0</u>	<u>20s</u>	<u>30s</u>	<u>50s</u>	<u>60s</u>
From N.W. France to London via Dover-Dunkirk Cargo vessel	10	500 3,000	500 3,000	500 1,200	500 600	500 150	500 -
To Manchester via Cargo vessel	20	3,000	3,000	2,400	1,200	300	150
From S. France to London via Cargo vessel	20	4,000	4,000	3,200	1,600	400	200
To Manchester via Cargo vessel	-20	2,000	400	100			
Total		12,500	10,900	7,400	3,900	1,350	850

Table 3e Diversion of Traffic from Switzerland

To London via Dover-Dunkirk Cargo vessel	30	200 500	200 500	200 500	200 400	200 100	200 50
Total		700	700	700	600	300	250

Table 3f Diversion of Traffic from Italy

To London via Dover-Dunkirk Cargo vessel	40	400 2,500	400 2,500	400 2,500	400 2,500	400 1,000	400 500
To Manchester via Cargo vessel	20	2,000	2,000	1,600	800	200	100
Total		4,900	4,900	4,500	3,700	1,600	1,000

(Voir TRADUCTION page 327)

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

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

Percentage by cargo vessel 98 per cent
" " ferries 2 per cent

PRODUITS ALIMENTAIRES DIVERS
IMPORTATIONS

MISCELLANEOUS FOODSTUFFS - 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>Toll =</u>	<u>0</u>	<u>20s</u>	<u>30s</u>	<u>50s</u>	<u>60s</u>
Germany	1,800		1,800	1,480	840	360	280
Belgium	14,900		14,900	14,900	11,960	3,140	1,670
Netherlands	47,400		35,160	12,840	6,420	1,350	
France	12,500	.	10,900	7,400	3,900	1,350	850
Switzerland	700		700	700	600	300	250
Italy	4,900		4,900	4,500	3,700	1,600	1,000
Total	82,200		68,360	41,820	27,420	8,100	4,050
(of which Dover-Dunkirk	1,100		1,100	1,100	1,100	1,100	1,100)
Revenue (to nearest £'000)				42,000	41,000	20,000	12,000

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

<u>With and</u> <u>Without FTA</u> <u>Traffic from:</u>	<u>Tonnage</u>	<u>Toll =</u>	<u>0</u>	<u>20s</u>	<u>30s</u>	<u>50s</u>	<u>60s</u>
Germany	2,000		2,000	1,640	930	400	310
Belgium	12,000		12,000	12,000	9,630	2,600	1,350
Netherlands	42,000		31,250	11,380	5,670	1,190	
France	13,000		11,340	7,700	4,060	1,400	880
Switzerland	1,000		1,000	1,000	860	430	360
Italy	5,000		5,000	4,590	3,780	1,630	1,020
Total	75,000		62,590	38,310	24,930	7,650	3,920
Revenue (to nearest £'000)				38,000	37,000	19,000	12,000

PRODUITS ALIMENTAIRES DIVERS
IMPORTATIONS

MISCELLANEOUS FOODSTUFFS - 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>Without FTA</u>	<u>Tonnage</u>	<u>Toll =</u>	<u>0</u>	<u>20s</u>	<u>30s</u>	<u>50s</u>	<u>60s</u>
Germany	2,500		2,500	2,050	1,160	500	390
Belgium	11,500		11,500	11,500	9,230	2,490	1,290
Netherlands	43,500		32,280	11,790	5,890	1,240	
France	14,500		12,640	8,580	3,520	1,570	990
Switzerland	1,500		1,500	1,500	1,290	650	540
Italy	5,500		5,500	5,050	4,160	1,790	1,120
Total	79,000		65,920	40,470	26,230	8,240	4,330
Revenue (to nearest £'000)				41,000	39,000	21,000	13,000

With FTA

Germany	3,000		3,000	2,470	1,400	600	470
Belgium	13,500		13,500	13,500	10,840	2,840	1,510
Netherlands	45,500		33,750	12,330	6,160	1,300	
France	16,000		13,950	9,470	4,820	1,730	1,090
Switzerland	2,000		2,000	2,000	1,720	870	720
Italy	6,000		6,000	5,510	4,540	1,960	1,220
Total	86,000		72,200	45,280	29,630	9,300	5,010
Revenue (to nearest £'000)				45,000	44,000	23,000	15,000

a Optimum toll - 20 shillings.

a Péage optimum - 20 shillings.

TRADUCTION du Renvoi de la page 325

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 par bateau-cargo

- 98 pour cent

Pourcentage par ferries

- 2 pour cent

PRODUITS ALIMENTAIRES - EXPORTATIONS

FOODSTUFFS - EXPORTS

FOODSTUFFS

Table 1 U.K. Exports to 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>E. Coast</u>	<u>London & S. Coast</u>	<u>Harwich-Zeebrugge</u>
Germany	49.0	12.0	25.0	3.0	3.8	5.1
Belgium	11.5			2.5	5.9	3.0
Netherlands	24.2			2.0	22.0	0.2
France	9.5					0.2
Switzerland	3.0			0.7	1.0	0.2
Austria	1.0				0.2	0.8
Italy	13.5			1.3	2.5	6.7
Total	111.7	12.0	25.0	9.5	35.4	16.2

Dunkirk and Cherbourg range

	<u>London & S. Coast</u>	<u>Dover-Dunkirk</u>
Germany		0.1
Belgium		0.1
France	6.3	3.0
Switzerland	0.5	0.6
Italy		3.0
Total	6.8	6.8

Table 1a U.K. Exports to Germany by Area and Route
Table 1a (⁰000 tons) by Area and Route

	<u>Total</u>	<u>Hamburg and Bremen</u>		<u>London & S. Coast</u>	<u>London & S. Coast</u>	<u>Harwich-Zeebrugge</u>
		<u>E. Coast</u>	<u>S. Coast</u>			
N. Germany	21,000	7,000	13,000			1,000
Ruhr	16,500	3,000	8,300	2,000	1,700	1,500
S. Germany	11,500	2,000	3,700	1,000	2,100	2,700
Total	49,000	12,000	25,000	3,000	3,800	5,200

PRODUITS ALIMENTAIRES - EXPORTATIONS

FOODSTUFFS - 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>20s</u>	<u>30s</u>	<u>50s</u>	<u>80s</u>
To N. Germany from London via Harwich-Zeebrugge Cargo vessel	80 10	1,000 12,000	1,000 12,000	1,000 8,400	1,000 4,800	1,000 1,200	500
From Lincoln via cargo vessel	-	8,000	7,200	3,200	1,600	400	
To Ruhr from London via Harwich-Zeebrugge Cargo vessel	80 20	1,000 8,000	1,000 8,000	1,000 7,200	1,000 5,600	1,000 1,600	500 120
From London via Harwich-Zeebrugge Cargo vessel	70 20	500 6,800	500 6,800	500 6,120	500 4,760	500 1,360	100
To S. Germany from London via Harwich- Zeebrugge Cargo vessel	80 30	2,000 5,500	2,000 5,500	2,000 5,500	2,000 4,950	2,000 2,200	1,000 280
From Lincoln via Harwich-Zeebrugge Cargo vessel	70 30	700 3,500	700 3,500	700 3,500	700 3,150	700 1,400	180
Total		49,000	48,200	39,120	30,060	13,360	2,680

Table 3b Diversion of Traffic to Belgium

From London via Harwich-Zeebrugge Cargo vessel	80 50	2,500 5,400	2,500 5,400	2,500 5,400	2,500 5,400	2,500 4,860	1,250 1,080
From Lincoln via Harwich-Zeebrugge Cargo vessel	70 50	500 3,000	500 3,000	500 3,000	500 3,000	500 2,700	600
Total		11,500	11,500	11,500	11,500	10,660	3,030

a See footnote to Table 3 for basis of allocation.

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

PRODUITS ALIMENTAIRES - EXPORTATIONS

FOODSTUFFS - EXPORTS

Table 3c Diversion of Traffic to 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>20s</u>	<u>30s</u>	<u>50s</u>	<u>80s</u>
From London via Harwich-Zeebrugge Cargo vessel	90 -20	200 22,000	200 8,800	200 2,200	200 1,100	200	200
From Lincoln via cargo vessel	-30	2,000	400	100	30		
Total		24,200	9,400	2,500	1,330	200	200

Table 3d Diversion of Traffic to France

To N. E. France from London via Dover-Dunkirk Cargo vessel	60	2,500 3,800	2,500 3,800	2,500 3,800	2,500 3,800	2,500 3,800	2,500 1,520
From Lincoln via Harwich-Zeebrugge Cargo vessel	80 50	200 1,000	200 1,000	200 1,000	200 1,000	200 900	100 200
To S. France from London via Dover-Dunkirk Cargo vessel	70	500 1,500	500 1,500	500 1,500	500 1,500	500 1,500	500 1,050
Total		9,500	9,500	9,500	9,500	9,400	5,800

Table 3e Diversion of Traffic to Switzerland

From London via Dover-Dunkirk Cargo vessel	30	600 1,400	600 1,400	600 1,400	600 1,260	600 560	600 70
From Lincoln via Harwich-Zeebrugge Cargo vessel	70 30	200 800	200 800	200 800	200 720	200 320	40
Total		3,000	3,000	3,000	2,780	1,680	710

PRODUITS ALIMENTAIRES - EXPORTATIONS

FOODSTUFFS - 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>20s</u>	<u>30s</u>	<u>50s</u>	<u>80s</u>
From London via Harwich-Zeebrugge	80	800	800	800	800	800	400
Cargo vessel	50	200	200	200	200	180	40
Total		1,000	1,000	1,000	1,000	980	440

Table 3g Diversion of Traffic to Italy

From London via Harwich-Zeebrugge	80	4,200	4,200	4,200	4,200	4,200	2,100
Dover-Dunkirk Cargo vessel	40	2,000	2,000	2,000	2,000	2,000	2,000
		2,500	2,500	2,500	2,500	1,750	250
From Lincoln via Harwich-Zeebrugge	80	2,500	2,500	2,500	2,500	2,500	1,250
Dover-Dunkirk Cargo vessel	30	1,000	1,000	1,000	1,000	1,000	1,000
		1,500	1,500	1,500	1,350	600	80
Total		13,700	13,700	13,700	13,550	12,050	6,680

a footnote (Voir TRADUCTION page 334)

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

<u>Excess of Tunnel cost</u> <u>shs per ton</u>	<u>Percentage to Tunnel</u> <u>%</u>
-10	100
0	90
10	70
20	40
30	20
40	10
70	0

Percentage by cargo vessel 80 per cent
 " " ferries 20 per cent
 Additional amount paid for use of the ferry 40-80 shillings per ton.

PRODUITS ALIMENTAIRES - EXPORTATIONS

FOODSTUFFS - 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>20s</u>	<u>30s</u>	<u>50s</u>	<u>80s</u>
Germany	49,000		48,200	39,120	30,960	13,360	2,680
Belgium	11,500		11,500	11,500	11,500	10,660	3,030
Netherlands	24,200		9,400	2,500	1,330	200	200
France	9,500		9,500	9,500	9,500	9,400	5,800
Switzerland	3,000		3,000	3,000	2,780	1,680	710
Austria	1,000		1,000	1,000	1,000	980	440
Italy	13,500		13,500	13,500	13,370	11,970	6,660
Total	111,700		96,100	80,120	69,540	48,250	19,540
(of which Dover-Dunkirk)	6,800		6,800	6,800	6,800	6,800	6,800)
Revenue (to nearest £'000)				80,000	104,000	121,000	78,000

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

(tons)

<u>Without FTA</u> <u>Traffic to:</u>	<u>Tonnage</u>	<u>Toll=</u>	<u>0</u>	<u>20s</u>	<u>30s</u>	<u>50s</u>	<u>80s</u>
Germany	51,000		50,180	40,720	31,320	13,910	2,790
Belgium	12,500		12,500	12,500	11,500	11,590	3,290
Netherlands	25,500		9,910	2,640	1,400	210	210
France	10,500		10,500	10,500	10,500	10,390	6,400
Switzerland	3,000		3,000	3,000	2,780	1,680	710
Austria	1,000		1,000	1,000	1,000	980	440
Italy	14,500		14,500	14,500	14,360	12,860	7,170
Total	116,000		101,590	84,860	72,860	51,620	21,010
Revenue (to nearest £'000)				85,000	109,000	129,000	84,000
<u>With FTA</u> <u>Traffic to:</u>							
Germany	56,000		55,090	44,710	34,360	15,270	3,060
Belgium	17,500		17,500	17,500	17,500	16,220	4,610
Netherlands	30,500		11,840	3,150	1,680	250	250
France	15,500		15,500	15,500	15,500	15,340	9,470
Switzerland	5,000		5,000	5,000	4,610	2,790	1,180
Austria	3,000		3,000	3,000	3,000	2,940	1,320
Italy	17,500		17,500	17,500	17,330	15,510	8,660
Total	145,000		125,430	106,360	93,980	68,320	28,550
Revenue (to nearest £'000)				106,000	141,000	170,000	114,000

PRODUITS ALIMENTAIRES - EXPORTATIONS

FOODSTUFFS - EXPORTS

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

(tons)

<u>Without FTA</u> <u>Traffic to:</u>	<u>Tonnage</u>	<u>Toll=</u>	<u>0</u>	<u>20s</u>	<u>30s</u>	<u>50s</u>	<u>80s</u>
Germany	38,000		34,010	27,600	21,210	9,430	1,890
Belgium	14,500		14,500	14,500	14,500	13,450	3,820
Netherlands	27,500		10,680	2,840	1,510	230	230
France	12,500		12,500	12,500	12,500	12,370	7,630
Switzerland	3,500		3,500	3,500	3,220	1,950	820
Austria	1,500		1,500	1,500	1,500	1,470	660
Italy	15,500		15,500	15,500	15,350	13,740	6,120
Total	113,000		92,190	77,940	69,790	52,640	21,170
Revenue (to nearest £'000)				78,000	105,000	132,000	185,000
<u>With FTA</u> <u>Traffic to:</u>							
Germany	47,000		46,220	37,520	28,830	12,810	2,570
Belgium	24,500		24,500	24,500	24,500	22,710	6,450
Netherlands	37,500		14,570	3,880	2,060	310	310
France	21,500		21,500	21,500	21,500	21,270	13,130
Switzerland	6,000		6,000	6,000	5,560	3,360	1,420
Austria	3,500		3,500	3,500	3,500	3,430	1,540
Italy	20,000		20,000	20,000	19,810	17,730	9,900
Total	160,000		136,290	116,900	105,760	81,620	35,320
Revenue (to nearest £'000)				117,000	159,000	204,000	141,000

a Optimum toll - 50 shillings.

a Péage optimum - 50 shillings.

TRADUCTION du Renvoi de la page 332

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	30	20
0	90	40	10
10	70	70	0
20	40		

Pourcentage par bateau-cargo

= 80 pour cent

pourcentage par ferries

= 20 pour cent

Montant supplémentaire payé pour
l'utilisation du ferry= 40-80 shillings
par tonne

LAINÉ - EXPORTATIONS

WOOL - EXPORTS

WOOL^a

Table 1 U.K. Exports to Tunnel Countries by Route in 1957^b
('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>
Germany	12.0	6.0	4.0	1.0	1.0
Belgium	6.0			5.0	1.0
Netherlands	3.5			3.0	0.5
France	21.0 ^c				
Switzerland	1.5			1.5	
Austria	2.0			2.0	
Italy	8.0				
Total	54.0	6.0	4.0	12.5	2.5

Dunkirk and Cherbourg range

Marseilles and Italian ports

	<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>Dover Dunkirk</u>	<u>E. Coast</u>	<u>London & S. Coast</u>	<u>W. Coast</u>
France	1.0	8.5	1.7	9.8			
Italy					3.0	2.0	3.0
Total	1.0	8.5	1.7	9.8	3.0	2.0	3.0

a Comprend: matières brutes, déchets, blouses et chiffons

a Includes raw, tops, waste, noils and rags.

b Exports and re-exports. b Exportations et ré-exportations.

c Includes 9,800 tons transshipment from Southampton via Dover-Dunkirk.

c Y compris 9.800 tonnes transbordées en provenance de Southampton via Douvres-Dunkerque.

Table 2 TRANSPORT COSTS

(shillings per ton - 1 ton loads)

<u>Route</u>	<u>N.Ger- many (Bre- men)</u>	<u>Ruhr (Dussel- dorf)</u>	<u>Bel- gium (Brus- sels)</u>	<u>Nether- lands (Utrecht)</u>	<u>France (Dun- kirk)</u>	<u>Switzer- land (Basle)</u>	<u>Austria (Vienna)</u>	<u>Italy (Milan)</u>
From London via Tunnel	280	260	220	230	90			280
Dover-Dunkirk					160			
London-Germany	200							
" Benelux		180 ^a	180	190				
" France					160			
" Italy								260
From Bradford via Tunnel	330	310	270	280	150	320	380	330
E.Coast-Germany	210	300						
" Benelux			200	200				
" France					190	350	420	
" Italy								290
W.Coast-Italy								280
" France					190			

a London-Dusseldorf direct.

a Londres-Dusseldorf direct.

LAINE - EXPORTATIONS

WOOL - 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>20s</u>	<u>40s</u>	<u>50s</u>	<u>70s</u>
To N. Germany from London via cargo vessel	- 80	4,000					
From Bradford via cargo vessel	-120	6,000		NO TRAFFIC DIVERTED AUCUN TRAFIC DETOURNE			
To Ruhr from London via cargo vessel	- 80	1,000					
From Bradford via cargo vessel	- 10	1,000		NO TRAFFIC DIVERTED AUCUN TRAFIC DETOURNE			
Total		12,000					

Table 3b Diversion of Traffic to Belgium

To Belgium from London via cargo vessel	- 40	1,000					
From Bradford via cargo vessel	- 70	5,000		NO TRAFFIC DIVERTED AUCUN TRAFIC DETOURNE			
Total		6,000					

Table 3c Diversion of Traffic to Netherlands

To Netherlands from London via cargo vessel	- 40	500					
From Bradford via cargo vessel	- 80	3,000		NO TRAFFIC DIVERTED AUCUN TRAFIC DETOURNE			
Total		3,500					

Table 3d Diversion of Traffic to France

To France from London via cargo vessel	70	8,500	8,500	8,500	8,500	8,500	4,250
From Bradford via cargo vessel	40	2,700	2,700	2,700	1,350		
From Southampton via Dover-Dunkirk	70	9,800	9,800	9,800	9,800	9,800	9,800
Total		21,000	21,000	21,000	19,350	18,300	14,050

LAINE - EXPORTATIONS

WOOL - EXPORTS

Table 3e Diversion of Traffic to Switzerland

<u>Route</u>	<u>Excess over Tunnel costs (shs)</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll =</u>				
			<u>0</u>	<u>20s</u>	<u>40s</u>	<u>50s</u>	<u>70s</u>
To Switzerland from Bradford via cargo vessel	30	1,500	1,500	1,500			
Total		1,500	1,500	1,500			

Table 3f Diversion of Traffic to Austria

To Austria from Bradford via cargo vessel	40	2,000	2,000	2,000	1,000	
Total		2,000	2,000	2,000	1,000	

Table 3g Diversion of Traffic to Italy

To Italy from London via cargo vessel	20	2,000				
From Bradford via cargo vessel		6,000				NO TRAFFIC DIVERTED
Via East Coast	40	3,000				AUCUN TRAFIC DETOURNE
Via West Coast	50	3,000				
Total		8,000				

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

<u>Traffic to:</u>	<u>Tonnage</u>	<u>Toll =</u>	<u>(1957 tons)</u>				
			<u>0</u>	<u>20s</u>	<u>40s</u>	<u>50s</u>	<u>70s</u>
Germany	1,200						
Belgium	6,000						
Netherlands	3,500						
France	21,000		21,000	21,000	19,650	18,300	14,050
Switzerland	1,500		1,500	1,500			
Austria	2,000		2,000	2,000	1,000		
Italy	8,000						
Total	43,200		24,500	24,500	20,650	18,300	14,050
of which:							
(Dover-Dunkirk	9,800		9,800	9,800	9,800	9,800	9,800)
Revenue (to nearest £'000)				25,000	41,000	46,000	49,000

LAINES - EXPORTATIONS

WOOL - 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>20s</u>	<u>40s</u>	<u>50s</u>	<u>70s</u>
<u>Without FTA</u>							
Germany	3,460						
Belgium	6,100						
Netherlands	4,000						
France	23,600		23,600	23,600	22,800	22,000	19,400
Switzerland	1,500		1,500	1,500			
Austria	1,600		1,600	1,600	800		
Italy	10,000						
Total	40,200		26,700	26,700	23,600	22,000	19,400
Revenue (to nearest £'000)				27,000	47,000	55,000	68,000
<u>With FTA</u>							
Germany	18,000						
Belgium	8,200						
Netherlands	6,200						
France	29,000		29,000	29,000	27,800	26,700	23,000
Switzerland	1,800		1,800	1,800			
Austria	1,800		1,800	1,800	900		
Italy	18,000						
Total	83,000		32,600	32,600	28,700	26,700	23,000
Revenue (to nearest £'000)				33,000	57,000	67,000	81,000

LAINE - EXPORTATIONS.

WOOL - 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>Tonnage</u>	<u>Toll =</u>	<u>0</u>	<u>20s</u>	<u>40s</u>	<u>50s</u>	<u>70s</u>
<u>Without FTA</u>							
Germany	18,900						
Belgium	8,600						
Netherlands	6,600						
France	35,900		35,900	35,900	34,900	31,700	29,600
Switzerland	3,800		3,800	3,800			
Austria	3,800		3,800	3,800	1,900		
Italy	15,100						
Total	92,700		43,500	43,500	36,800	31,700	29,600
Revenue (to nearest £'000)				44,000	74,000	79,000	104,000
<u>With FTA</u>							
Germany	30,000						
Belgium	18,000						
Netherlands	14,000						
France	44,500		44,500	44,500	42,700	41,000	35,400
Switzerland	4,000		4,000	4,000			
Austria	4,500		4,500	4,500	2,250		
Italy	27,000						
Total	142,000		53,000	53,000	44,950	41,000	35,400
Revenue (to nearest £'000)				53,000	90,000	103,000	124,000

LAINÉ - IMPORTATIONS

WOOL - IMPORTS

WOOL

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>E. Coast</u>	
Germany	1.1	1.1			
Belgium	0.5			0.5	
Netherlands	0.3			0.3	
France	7.4				
Total	9.3	1.1		0.8	

Dunkirk and Cherbourg range

French Atlantic ports

	<u>Dunkirk and Cherbourg range</u>		<u>French Atlantic ports</u>		
	<u>E. Coast</u>	<u>London & S. Coast</u>	<u>Dover Dunkirk</u>	<u>London & S. Coast</u>	<u>W. Coast</u>
France	1.4	4.0	0.7	1.0	0.3
Total	1.4	4.0	0.7	1.0	0.3

Table 2

Transport Costs

(shillings per ton - 1 ton loads)

	<u>Germany</u> (Bremen)	<u>Belgium</u> (Brussels)	<u>Netherlands</u> (Utrecht)	<u>France</u> (Dunkirk)	<u>France</u> (Mazamet)
To Bradford via Tunnel	330	270	280	140	330
Dover-Dunkirk				240	
E. Coast-Germany	230				
" Benelux		200	200		
" France				190	
London-France				230	260
W. Coast-France					220

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 Tunnel costs (sh.)</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll =</u>				
			<u>0</u>	<u>20s</u>	<u>40s</u>	<u>50s</u>	<u>70s</u>
From Germany to Bradford via cargo vessel	-100	1,100					
Total		1,100					

LAINÉ - IMPORTATIONS

WOOL - 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>20s</u>	<u>40s</u>	<u>50s</u>	<u>70s</u>
From Belgium to Bradford via cargo vessel	- 70	500					
Total		500					

Table 3c Diversion of Traffic from Netherlands

From Netherlands to Bradford via cargo vessel	- 80	300
Total		300

Table 3d Diversion of Traffic from France

From S. France to Bradford via cargo vessel	-110	1,300					
From N.E. France to Bradford via cargo vessel	50	5,400	5,400	5,400	5,400	2,700	
To Bradford via Dover-Dunkirk	100	700	700	700	700	700	700
Total		7,400	6,100	6,100	6,100	3,400	700

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>Toll =</u>	<u>0</u>	<u>20s</u>	<u>40s</u>	<u>50s</u>	<u>70s</u>
Germany	1,100						
Belgium	500						
Netherlands	300						
France	7,400		6,100	6,100	6,100	3,400	700
Total	9,300		6,100	6,100	6,100	3,400	700
of which: (Dover-Dunkirk	700		700	700	700	700	700)
Revenue (to nearest £'000)			6,000	12,000	9,000	2,000	

LAINÉ - IMPORTATIONS

WOOL - IMPORTS

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

(tons)

Traffic from:

<u>Without FTA</u>	<u>Tonnage</u>	<u>Toll =</u>	<u>0</u>	<u>20s</u>	<u>40s</u>	<u>50s</u>	<u>70s</u>
Germany	1,700						
Belgium	300						
Netherlands	200						
France	8,700		7,200	7,200	7,200	4,000	800
Total	10,900		7,200	7,200	7,200	4,000	800
Revenue (to nearest £'000)				7,000	14,000	10,000	3,000

With FTA

Germany	2,300						
Belgium	400						
Netherlands	300						
France	9,900		8,200	8,200	8,200	4,500	900
Total	12,900		8,200	8,200	8,200	4,500	900
Revenue (to nearest £'000)				8,000	16,000	11,000	3,000

LAINÉ - IMPORTATIONS

WOOL - 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>20s</u>	<u>40s</u>	<u>50s</u>	<u>70s</u>
<u>Without FTA:</u>							
Germany	2,200						
Belgium	400						
Netherlands	200						
France	9,600		7,900	7,900	7,900	4,400	900
Total	12,400		7,900	7,900	7,900	4,400	900
Revenue (to nearest £'000)				8,000	16,000	11,000	3,000
<u>With FTA:</u>							
Germany	2,900						
Belgium	500						
Netherlands	400						
France	12,100		10,000	10,000	10,000	5,600	1,100
Total	15,900		10,000	10,000	10,000	5,600	1,100
Revenue (to nearest £'000)				10,000	20,000	14,000	4,000

LAINÉ

WOOL

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>20s</u>	<u>40s</u>	<u>50s</u>	<u>70s</u>
<u>Without FTA</u>							
Exports	48,260		26,700	26,700	23,600	22,000	19,400
Imports	10,900		7,200	7,200	7,200	4,000	800
Total	59,160		33,900	33,900	30,800	26,000	20,200
Revenue (to nearest £'000)				34,000	62,000	65,000	71,000
<u>With FTA</u>							
Exports	83,000		32,600	32,600	28,700	26,700	23,000
Imports	12,900		8,200	8,200	8,200	4,500	900
Total	95,900		40,800	40,800	36,900	31,200	23,900
Revenue (to nearest £'000)				41,000	74,000	78,000	84,000
<u>1980</u>							
<u>Without FTA</u>							
Exports	92,700		43,500	43,500	36,800	31,700	29,600
Imports	12,400		7,900	7,900	7,900	4,400	900
Total	105,100		51,400	51,400	44,700	36,100	30,500
Revenue (to nearest £'000)				51,000	89,000	90,000	105,000
<u>With FTA</u>							
Exports	142,000		53,000	53,000	44,950	41,000	35,400
Imports	15,900		10,000	10,000	10,000	5,600	1,100
Total	157,900		63,000	63,000	54,950	46,600	36,500
Revenue (to nearest £'000)				63,000	110,000	117,000	128,000

a Optimum toll - 70 shillings

a Péage optimum - 70 shillings

PRODUITS CHIMIQUES ORGANIQUES
ET INORGANIQUES - EXPORTATIONS

INORGANIC AND ORGANIC CHEMICALS - EXPORTS

INORGANIC AND ORGANIC CHEMICALS^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 Belgian ports</u>			<u>Harwich- Zeebrugge</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	11.0	0.4	2.5	2.8	0.4	2.4	2.2	0.3
Belgium	7.5				0.8	3.7	2.8	0.2
Netherlands	11.0				0.7	5.0	3.3	2.0
France	12.8							
Switzerland	3.8				0.4	1.4	1.5	0.1
Austria	0.8				0.1	0.3	0.3	0.1
Italy	9.4							0.2
Total	56.3	0.4	2.5	2.8	2.4	12.8	10.1	2.9

	<u>Dunkirk and Cherbourg range</u>				<u>Marseilles and Italian ports</u>			
	<u>E.Coast</u>	<u>S.Coast</u>	<u>W.Coast</u>	<u>Dover- Dunkirk</u>	<u>E.Coast</u>	<u>S.Coast</u>	<u>W.Coast</u>	
France	0.6	5.7	5.0	1.5				
Switzerland				0.4				
Italy				0.2	1.0	3.0	5.0	
Total	0.6	5.7	5.0	2.1	1.0	3.0	5.0	

(Voir TRADUCTION page 351)

a Excluding hazardous materials. Category includes a very wide range of industrial chemical intermediates but contains few end-products. Some crude chemicals (e.g. foam coal tar) are excluded, and for this study carbon black has been separately treated.

Table 1a Forecast Exports in 1965 Without FTA^a
('000 tons)

<u>Country</u>	
Germany	5.8
Belgium	5.0
Netherlands	8.5
France	7.3
Switzerland	3.3
Austria	0.4
Italy	5.7
Total	36.0

(Voir TRADUCTION page 351)

a To allow for the emergence of new producing and exporting centres in the Bristol Channel and the Southampton areas the 1965 export forecasts (without FTA) are used as the basis for estimating divertibility of traffics to a Tunnel. See text in Appendix.

PRODUITS CHIMIQUES ORGANIQUES
ET INORGANIQUES - EXPORTATIONS

INORGANIC AND ORGANIC CHEMICALS - EXPORTS

Table 2

Transport Costs

(shillings per ton - 5 ton loads)

<u>Route</u>	<u>N.Ger- many</u>	<u>Ruhr</u>	<u>S.Ger- many</u>	<u>Bel- gium</u>	<u>Nether- lands</u>	<u>N.E. France</u>	<u>S. France</u>	<u>Switzer- land</u>	<u>Austria</u>	<u>Italy</u>
	(Ham- over)	(Dussel- dorf)	(Marn- heim)	(Brus- sels)	(Rotter- dam)	(Paris)	(Marsei- lles)	(Basle)	(Vienna)	(Milan)
From London ^a via Tunnel	160	120	140	90	100	100	210	140	210	170
Harwich- Zeebrugge	250	210	230	170	190	200	290	230	300	260
London- Germany	120	140								
London- Benelux			210	120	120			220	290	
London- France						180	170			
London- Italy										190
From Man- chester via Tunnel	190	150	170	120	130	130	240	170	240	200
Harwich- Zeebrugge	270	230	260	200	220	230	320	260	330	290
W.Coast- Germany	120									
W.Coast- Benelux		170	200	120	100			210	270	
W.Coast- France						200	170			
W.Coast- Italy										180
From Middles- brough via Tunnel	200	160	180	130	140	140	250	180	250	210
Harw.-Zeebr.	270	240	270	210	230	240	330	270	340	300
E.Coast-Ger.	100									
" Benelux		190	180	110	90			190	260	
" France						190	180			
" Italy										190
From Bristol via Tunnel	170	130	150	100	110	110	220	150	220	180
Harw.-Zeebr.	260	220	250	190	210	220	310	250	320	280
W.Coast-Ger.	120									
" Benelux			210	140	110			220	280	
Lon.-France						190				
" Germany		170								
W.Coast-Fr.							170			
" Italy										180

^a London costings are used for Southampton traffics.

^a Prix de revient de Londres utilisé pour trafic de Southampton.

PRODUITS CHIMIQUES ORGANIQUES
ET INORGANIQUES - EXPORTATIONS

INORGANIC AND ORGANIC CHEMICALS - EXPORTS

Table 3 Diversion of Export Traffic to Germany^a
at Various Levels of Toll in 1965 with the FTA^b

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>20s</u>	<u>40s</u>	<u>60s</u>	<u>90s</u>
To N. Germany from London	-40	100	20				
Manchester	-70	1,250					
Middlesbrough	-100	250					
Bristol	-50	200	10				
Southampton	-40	200	30				
To Ruhr from London	20	150	150	120	80	20	
Manchester	20	1,500	1,500	1,200	750	230	
Middlesbrough	30	350	350	320	250	100	
Bristol	40	250	250	250	200	100	
Southampton	20	250	250	200	130	40	
To S. Germany from London	70	100	100	100	100	90	50
Manchester	30	250	250	230	180	80	
Middlesbrough	-	150	120	80	20		
Bristol	60	100	100	100	100	80	30
Southampton	70	100	100	100	100	90	50
via Harwich- Zeebrugge	90	600	600	600	600	600	300
Total		5,800	3,830	3,300	2,510	1,470	430

a All by cargo vessels except where otherwise stated. See footnote for basis of allocation.

a Tout par cargo, sauf mention différente. Voir le renvoi pour la base d'affectation.

PRODUITS CHIMIQUES ORGANIQUES
ET INORGANIQUES - EXPORTATIONS

INORGANIC AND ORGANIC CHEMICALS - 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>20s</u>	<u>40s</u>	<u>60s</u>	<u>90s</u>
From London	30	350	350	320	250	110	
Manchester	-	2,600	2,080	1,300	390		
Middlesbrough	-20	550	280	80			
Bristol	40	500	500	500	400	250	30
Southampton	30	500	500	450	350	150	
via Harwich- Zeebrugge	80	500	500	500	500	500	
Total		5,000	4,210	2,700	1,890	560	30

Table 3c Diversion of Traffic to 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>20s</u>	<u>40s</u>	<u>60s</u>	<u>90s</u>
From London	20	600	600	480	300	90	
Manchester	-30	4,400	1,320	220			
Middlesbrough	-50	1,000	50				
Bristol	-	850	680	430	130		
Southampton	20	850	850	680	430	130	
via Harwich- Zeebrugge	90	800	800	800	800	800	400
Total		8,500	4,300	2,610	1,660	1,020	400

PRODUITS CHIMIQUES ORGANIQUES
ET INORGANIQUES - EXPORTATIONS

INORGANIC AND ORGANIC CHEMICALS - 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>20s</u>	<u>40s</u>	<u>60s</u>	<u>90s</u>
To N.E. France from London	80	200	200	200	200	200	140
Manchester	70	1,900	1,900	1,900	1,900	1,710	950
Middlesbrough	50	400	400	400	360	280	60
Bristol	80	300	300	300	300	300	210
Southampton	80	300	300	300	300	300	210
to S. France from London	-40	200	30				
Manchester	-70	1,200	-				
Middlesbrough	-70	200	-				
Bristol	-50	300	20				
Southampton	-40	300	50				
via Dover-Dunkirk		2,000	2,000	2,000	2,000	2,000	2,000
Total		7,300	5,200	5,100	5,065	4,795	3,470

Table 3e Diversion of Traffic to Switzerland

From London	80	250	250	250	250	250	180
Manchester	40	1,600	1,600	1,600	1,280	800	80
Middlesbrough	-10	400	280	120	20		
Bristol	70	350	350	350	350	320	180
Southampton	80	300	300	300	300	300	210
via Dover-Dunkirk		400	400	400	400	400	400
Total		3,300	3,180	3,020	2,600	2,070	1,050

Table 3f Diversion of Traffic to Austria

From Manchester	30	200	200	180	100	60	
Middlesbrough	10	100	90	70	30	10	
Bristol	80	50	50	50	50	50	40
via Harwich- Zeebrugge	90	50	50	50	50	50	30
Total		400	390	350	230	170	70

PRODUITS CHIMIQUES ORGANIQUES
ET INORGANIQUES - EXPORTATIONS

INORGANIC AND ORGANIC CHEMICALS - EXPORTS

Table 3g Diversion of Traffic to Italy

Route	Excess over Tunnel costs (sh.)	Tonnage	Tonnage diverted when toll =				
			0	20s	40s	60s	90s
From London	20	400	400	320	200	60	
Manchester	-20	3,000	1,500	450			
Middlesbrough	-20	600	300	90			
Bristol	-	550	440	280	80		
Southampton	20	550	550	440	280	80	
via Dover-Dunkirk		600	600	600	600	600	600
Total		5,700	3,790	2,180	1,160	740	600

(a) Footnote: The basis of allocation for loose cargo traffic is as follows:

<u>Excess of Tunnel cost</u> sh. per ton	<u>Percentage to Tunnel</u> %
-20	100
nil	80
10	70
20	50
30	30
40	15
50	5
60	-

Percentage of traffic by cargo vessel - 95 per cent

" " " " ferry - 5 " "

Additional amount paid for use of the ferry - generally £3 or over per ton.

Packing savings on rail through - service

where paper sacks used - £2 a ton

if returnable drums can be used - £4 a ton

Insurance savings on rail through - service - small

TRADUCTION du Renvoi ci-dessus

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>
-20	100	30	30
nil	80	40	15
10	70	50	5
20	50	60	-

Pourcentage du trafic par bateau cargo - 95 pour cent

- 5 pour cent

Pourcentage du trafic par ferry

Montant supplémentaire payé pour

- £3 ou plus par tonne

l'utilisation du ferry, généralement

Economie d'emballage sur les services fer directs

- £2 par tonne

- si l'on utilise des sacs en papier

- £4 par tonne

- si l'on utilise des emballages métalliques

Economie d'assurance sur les services fer directs

- faible

PRODUITS CHIMIQUES ORGANIQUES
ET INORGANIQUES - IMPORTATIONS

INORGANIC AND ORGANIC CHEMICALS - IMPORTS

Table 2

Transport Costs

(shillings per ton - 5 ton loads)

Route	N.Ger- many (Ham- burg)	Ruhr (Dussel- dorf)	S.Ger- many (Mann- heim)	Bel- gium (Brux- Antw.)	Nether- lands (Rotter- dam)	N.E. France (Paris)	N.W. France (Nantes)	S. France (Marseil- les)	Switzer- land (Basle)	Austria (Vienna)	Italy (Milan)
To London via Tunnel	160	120	140	90	100	100	140	210	140	210	170
Harw.-Zeebr.	250	210	230	170	190	200	250	290	230	300	260
London-Ger.	120	140									
" Benelux			210	110	120				220	290	
" France						180	110	170			
" Italy											190
To Birming- ham via Tunnel	180	140	160	110	120	110	150	220	150	220	180
Harw.Zeebr.	260	220	250	190	210	220	270	310	250	320	280
London-Ger.	160	180									
" Benelux				120						310	
" France						190					
W.Coast- Benelux			220		120				230		
W.Coast- France							130	190			
W.Coast- Italy											190
To Manchester via Tunnel	190	150	170	120	130	130	160	240	170	240	200
Harw.-Zeebr.	270	230	260	200	220	230	280	320	260	330	290
W.Coast-Ger.	120										
" Benelux		170	200	110	100				210	270	
" France						170	120	170			
" Italy											180
To Middles- brough via Tunnel	200	160	180	130	140	140	180	250	180	250	210
Harw.Zeebr.	270	240	270	210	230	240	290	330	270	340	300
E.Coast-Ger.	100										
" Benelux		190	180	100	90				190	260	
" France						190		180			
" Italy											190
W.Coast- France							140				

PRODUITS CHIMIQUES ORGANIQUES
ET INORGANIQUES - IMPORTATIONS

INORGANIC AND ORGANIC CHEMICALS - IMPORTS

Table 3 Diversion of Import Traffic^a to a Channel Tunnel,
at Various Levels of Toll in 1965 without an FTA^b

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>40s</u>	<u>60s</u>	<u>90s</u>
To London From N. Germany	-40	1,200	180				
Ruhr	20	3,000	3,000	2,400	1,500	450	
S. Germany	70	2,000	2,000	2,000	2,000	1,800	1,000
To Manchester from N. Germany	-70	5,000					
Ruhr	20	11,000	11,000	8,800	5,500	1,650	
S. Germany	30	7,000	7,000	6,300	4,900	2,100	
To Birmingham from N. Germany	-20	4,000	2,000	600			
Ruhr	40	9,000	9,000	9,000	7,200	4,500	450
S. Germany	60	5,500	5,500	5,500	5,500	4,400	1,650
To Middlesbrough from N. Germany	-100	2,300					
Ruhr	30	6,000	6,000	5,400	4,200	1,800	
S. Germany	-	3,500	2,800	1,750	530		
via Harwich-Zeebrugge	90	1,500	1,500	1,500	1,500	1,500	750
Total		61,000	49,980	43,250	34,330	19,700	4,600

Table 3b Diversion of Traffic from Belgium

To London	20	1,000	1,000	800	500	150
Manchester	-10	4,550	3,190	1,370	230	
Birmingham	10	3,300	2,970	2,310	990	170
Middlesbrough	-30	2,200	660	110		
via Harwich-Zeebrugge	80	450	450	450	450	450
Total		11,500	8,270	5,040	2,170	770

a All by cargo vessel except where otherwise stated.

b Basis of allocation as for exports.

a Tout par cargo, sauf mention différente.
Base d'affectation comme pour les exportations.

PRODUITS CHIMIQUES ORGANIQUES
ET INORGANIQUES - IMPORTATIONS

INORGANIC AND ORGANIC CHEMICALS - IMPORTS

Table 3c

Diversion of Traffic from the Netherlands

Route	Excess over Tunnel costs (sh.)	Tonnage	Tonnage diverted when toll =				
			0	20s	40s	60s	90s
To London	20	800	800	640	400	120	
Manchester	-30	3,000	900	150			
Birmingham	-	2,300	1,840	1,150	350		
Middlesbrough	-50	1,500	80				
via Harwich- Zeebrugge	90	400	400	400	400	400	200
Total		8,000	4,020	2,340	1,150	520	200

Table 3d

Diversion of Traffic from France

To London from N.E. France	80	1,000	1,000	1,000	1,000	1,000	700
N.W. France	-30	400	120	20			
S. France	-40	700	100				
To Manchester from N.E. France	40	4,300	4,300	4,300	3,440	2,150	220
N.W. France	-40	1,700	260				
S. France	-70	3,000					
To Birmingham from N.E. France	80	3,200	3,200	3,200	3,200	3,200	2,240
N.W. France	-40	1,300	200				
S. France	30	2,300	2,300	2,100	1,600	690	
to Middlesbrough from N.E. France	50	2,000	2,000	2,000	1,800	1,400	300
N.W. France	-40	800	120				
S. France	-70	1,300					
via Dover-Dunkirk	20	1,000	1,000	1,000	1,000	1,000	1,900
Total		23,000	14,600	13,620	12,040	9,440	3,460

PRODUITS CHIMIQUES ORGANIQUES
ET INORGANIQUES - IMPORTATIONS

INORGANIC AND ORGANIC CHEMICALS - IMPORTS

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>20s</u>	<u>40s</u>	<u>60s</u>	<u>90s</u>
To London	80	500	500	500	500	500	350
Manchester	40	2,000	2,000	2,000	1,600	1,000	100
Birmingham	80	1,500	1,500	1,500	1,500	1,500	1,050
Middlesbrough	10	1,000	900	700	300	50	
via Dover-Dunkirk	90	2,000	2,000	2,000	2,000	2,000	2,000
Total		7,000	6,900	6,700	5,900	5,050	3,500

Table 3f Diversion of Traffic from Austria

To London	80	100	100	100	100	100	70
Manchester	30	150	150	140	110	50	
via Harwich-Zeebrugge	90	50	50	50	50	50	30
Total		300	300	290	260	200	100

Table 3g Diversion of Traffic from Italy

To London	20	400	400	320	160	60	
Manchester	-20	1,500	750	230			
Birmingham	10	1,100	990	770	330	60	
Middlesbrough	-20	800	400	120			
via Dover-Dunkirk		400	400	400	400	400	400
Total		4,200	2,940	1,840	890	520	400

PRODUITS CHIMIQUES ORGANIQUES
ET INORGANIQUES - IMPORTATIONS

INORGANIC AND ORGANIC CHEMICALS - IMPORTS

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

(1965 without FTA)
(tons)

<u>Traffic from</u>	<u>Tonnage</u>	<u>Toll =</u>	<u>0</u>	<u>20s</u>	<u>40s</u>	<u>60s</u>	<u>90s</u>
Germany	61,000		49,980	43,250	34,330	19,700	4,600
Belgium	11,500		8,270	5,040	2,170	770	
Netherlands	8,000		4,020	2,340	1,150	520	200
France	23,000		14,600	13,620	12,040	9,440	4,460
Switzerland	7,000		6,900	6,700	5,900	5,050	3,500
Austria	300		300	290	260	200	100
Italy	4,200		2,940	1,840	890	520	400
Total	115,000		87,010	73,080	56,740	36,200	13,260
(of which Dover- Dunkirk	3,400		3,400	3,400	3,400	3,400	3,400)
Revenue (to nearest £'000)				73,000	113,000	109,000	60,000
<u>With FTA</u>							
Germany	64,000		52,500	45,400	36,000	20,700	4,830
Belgium	12,000		8,630	5,260	2,265	805	
Netherlands	8,500		4,270	2,490	1,220	550	220
France	24,000		15,230	14,210	12,600	9,850	4,650
Switzerland	7,000		6,900	6,700	5,900	5,050	3,500
Austria	300		300	290	260	200	100
Italy	4,200		2,940	1,840	890	520	400
Total	120,000		90,770	76,190	59,135	37,675	13,700
Revenue (to nearest £'000)				76,000	118,000	113,000	62,000

PRODUITS CHIMIQUES ORGANIQUES
ET INORGANIQUES - IMPORTATIONS

INORGANIC AND ORGANIC CHEMICALS - IMPORTS

Table 5 Diversion of Import Traffics 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>40s</u>	<u>60s</u>	<u>90s</u>
<u>Without FTA</u>							
Germany	96,000		78,700	68,100	54,000	31,000	7,240
Belgium	18,000		12,950	7,890	3,400	1,205	
Netherlands	14,000		7,040	4,100	2,010	910	350
France	35,000		22,210	20,730	18,350	14,350	6,080
Switzerland	10,000		9,860	9,570	8,430	7,200	5,000
Austria	500		500	480	430	335	165
Italy	6,500		4,550	2,850	1,380	805	620
Total	189,000		135,820	113,720	88,000	55,805	20,155
Revenue (to nearest £'000)				114,000	176,000	167,000	91,000
<u>With FTA</u>							
Germany	108,000		88,500	76,500	60,800	34,900	8,140
Belgium	20,500		14,750	8,980	3,870	1,375	
Netherlands	15,000		7,540	4,390	2,160	975	375
France	38,000		24,120	22,500	19,900	15,600	7,370
Switzerland	11,000		10,870	10,510	9,270	7,925	5,500
Austria	500		500	480	430	335	165
Italy	7,000		4,900	3,070	1,480	865	670
Total	200,000		151,180	126,430	97,910	61,975	22,220
Revenue (to nearest £'000)				127,000	196,000	186,000	100,000

MATIERES PLASTIQUES
EXPORTATIONS

PLASTICS MATERIALS - EXPORTS

Table 2

Transport Costs

(shillings per ton - 5 ton loads)

Route	Germany		Belgium		Netherlands		France			Switzerland	Austria	Italy
	N. (Hamburg)	Ruhr (Düsseldorf)	S. (Mannheim)	(Antwerp)	(Rotterdam)	N.E. (Paris)	N.W. (Nantes)	S. (Marseille)	(Basle)	(Vienna)	(Milan)	
From London ^a												
via Tunnel	160	120	140	90	100	100	740	210	140	210	170	
Harw-Zeebr.	250	210	230	170	190	200	250	290	230	300	260	
London-Germ.	130	150										
London-Bene.			180	100	90				190	250		
London-France						130	120	160				
London-Italy											210	
From Manchester												
via Tunnel	190	150	170	120	130	130	160	240	170	240	200	
Harw-Zeebr.	270	230	260	200	220	230	280	320	260	330	290	
W.Coast-Germany	170											
W.Coast-Bene.				150					220			
W.Coast-France						160	120	150				
W.Coast-Italy											200	
London-BeneLux					120					270		
London-Germany		190	200									
From Middlesborough												
via Tunnel	200	160	180	130	140	140	180	250	180	250	210	
Harw-Zeebr.	270	240	270	210	230	240	290	330	270	340	300	
E.Coast-Germany	160											
E.Coast-BeneLux			220	130	120				230	280		
E.Coast-France						190	150	190				
E.Coast-Italy											220	
London-Germany		190										
From Bristol												
via Tunnel	170	130	150	100	110	110	150	220	150	220	180	
Harw-Zeebr.	260	220	250	190	210	220		310	250	320	280	
W.Coast-Germany	130											
W.Coast-Bene.			200	110	100				200	200		
W.Coast-France						160	100	160				
W.Coast-Italy											200	
London-Germany		170										
From Grangemouth												
via Tunnel	220	180	200	150	160	170	200	270	200	270	230	
Harw-Zeebr.	290	260	290	230	250	270	310	350	290	360	320	
E.Coast-Germany	170											
E.Coast-Bene.		200	230	150	140				240	300		
E.Coast-France						210	160	210				
E.Coast-Italy											240	

^a London costings are used for Southampton traffic

^a Prix de revient de Londres utilisé pour trafic de Southampton

MATIERES PLASTIQUES
EXPORTATIONS

PLASTICS MATERIALS - EXPORTS

Table 3 Diversion of Export Traffic to a Channel Tunnel at
Various Levels of Toll in 1965 without FPA^a

Table 3a Diversion of Traffic to Germany

	<u>Excess over</u> <u>Tunnel</u> <u>costs (sh.)</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll =</u>				
			<u>0</u>	<u>20s</u>	<u>40s</u>	<u>60s</u>	<u>80s</u>
To N. Germany from London	-30						
Manchester	-20	100	50	20			
Middlesbrough	-40	100	20				
Bristol	-40	150	30				
Southampton	-30	50	20	10			
Grangemouth	-50	100	10				
To Ruhr from London	30	100	100	90	70	30	
Manchester	40	250	250	250	200	130	40
Middlesbrough	30	250	250	230	180	80	
Bristol	40	450	450	450	360	230	70
Southampton	30	150	150	140	110	50	
Grangemouth	20	200	200	160	100	30	
To S. Germany from London	40	50	50	50	40	30	10
Manchester	30	100	100	90	70	30	
Middlesbrough	40	100	100	100	80	50	10
Bristol	50	150	150	150	140	110	50
Southampton	40						
Grangemouth	30	100	100	90	70	30	
via Harwich- Zeebrugge	80	400	400	400	400	400	200
Total		2,800	2,430	2,230	1,820	1,200	380

a All by cargo vessel except where otherwise stated
See footnote for basis of allocation

a Tout par cargo, sauf mention différente.
Voir le renvoi pour la base d'affectation.

MATIERES PLASTIQUES
EXPORTATIONS

PLASTICS MATERIALS - EXPORTS

Table 3b

Diversion of Traffic to Belgium

	<u>Excess over Tunnel costs (sh.)</u>	<u>Tonnage</u>		<u>Tonnage diverted when toll =</u>			
			<u>0</u>	<u>20s</u>	<u>40s</u>	<u>60s</u>	<u>80s</u>
From							
London	10	150	140	110	50	10	
Manchester	30	600	600	540	420	180	30
Middlesbrough	-	450	360	230	70		
Bristol	10	900	810	630	270	50	
Southampton	10	250	230	180	80	10	
Grangemouth	-	450	360	230	70		
via Harwich- Zeebrugge	80	200	200	200	200	200	100
Total		3,000	2,700	2,120	1,160	450	130

Table 3c

Diversion of Traffic to the Netherlands

From					
London	-10	300	210	90	10
Manchester	-10	1,000	700	300	50
Middlesbrough	-20	700	350	110	
Bristol	-10	1,700	1,190	510	90
Southampton	-10	500	350	150	30
Grangemouth	-10	800	560	240	40
Total		5,000	3,360	1,400	220

MATIERES PLASTIQUES
EXPORTATIONS

PLASTICS MATERIALS - EXPORTS

Table 3d

Diversion of Traffic to France

	<u>Excess over Tunnel costs (sh.)</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll =</u>				
			<u>0</u>	<u>20s</u>	<u>40s</u>	<u>60s</u>	<u>80s</u>
To N.E. France from London	30	200	200	180	140	60	10
Manchester	30	600	600	540	420	180	30
Middlesbrough	50	450	450	450	410	320	140
Bristol	50	1,000	1,000	1,000	900	700	300
Southampton	30	300	300	270	210	90	20
Grangemouth	40	450	450	450	360	230	70
To N.W. France from London	-20	50	30	10			
Manchester	-40	200	30				
Middlesbrough	-30	150	50	10			
Bristol	-50	350	20				
Southampton	-20	100	50	20			
Grangemouth	-40	150	20				
To S. France from London	-50	100	10				
Manchester	-90	250					
Middlesbrough	-60	200					
Bristol	-60	400					
Southampton	-50	150	10				
Grangemouth	-60	200					
via Dover-Dunkirk		1,700	1,700	1,700	1,700	1,700	1,700
Total		7,000	4,920	4,630	4,140	3,280	2,270

Table 3e

Diversion of Traffic to Switzerland

From London	50	100	100	100	90	70	30
Manchester	50	250	250	250	230	180	80
Middlesbrough	50	200	200	200	180	140	60
Bristol	50	400	400	400	360	280	120
Southampton	50	150	150	150	140	110	50
Grangemouth	40	200	200	200	160	100	30
via Harwich- Zeebrugge	90	100	100	100	100	100	100
via Dover-Dunkirk		1,600	1,600	1,600	1,600	1,600	1,600
Total		3,000	3,000	3,000	2,860	2,580	2,070

MATIERES PLASTIQUES
EXPORTATIONS

PLASTICS MATERIALS - EXPORTS

Table 3f Diversion of Traffic to Austria

	<u>Excess over Tunnel costs (sh.)</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll =</u>				
			<u>0</u>	<u>20s</u>	<u>40s</u>	<u>60s</u>	<u>80s</u>
From London	40	50	50	50	40	30	10
Manchester	30	250	250	230	180	80	10
Middlesbrough	30	150	150	140	110	50	10
Bristol	40	400	400	400	320	200	60
Southampton	40	150	150	150	120	80	20
Grangemouth	30	200	200	180	140	60	10
Total		1,200	1,200	1,150	910	500	120

Table 3g Diversion of Traffic to Italy

From London	40	150	150	150	120	80	20
Manchester		550	440	280	80		
Middlesbrough	10	400	360	280	120	20	
Bristol	20	850	850	680	430	130	
Southampton	40	250	250	250	200	130	40
Grangemouth	10	400	360	280	120	20	
via Dover-Dunkirk		400	400	400	400	400	400
Total		3,000	2,810	2,320	1,470	780	460

(Voir TRADUCTION page 369)

a Footnote

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

<u>Excess of Tunnel cost</u> sh. per ton	<u>Percentage to Tunnel</u> %
-20	100
nil	80
10	70
20	50
30	30
40	15
50	5
60	-

Percentage of traffic by cargo vessel	87 per cent
Percentage of traffic by ferries	13 per cent
Additional amount paid for use of ferry	No general indication possible
Packing saving on rail through-service:	
(i) where paper sacks used	£2 a ton.
(ii) where crates used	Potentially larger to a degree which cannot be assessed.

MATIERES PLASTIQUES
EXPORTATIONS

PLASTICS MATERIALS - EXPORTS

Table 4 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>20s</u>	<u>40s</u>	<u>60s</u>	<u>80s</u>
<u>Without FTA</u>						
Germany	2,800	2,430	2,230	1,820	1,200	380
Belgium	3,000	2,760	2,120	1,160	450	130
Netherlands	5,000	3,360	1,400	220		
France	7,000	4,920	4,630	4,140	3,280	2,270
Switzerland	3,000	3,000	3,000	2,860	2,580	2,070
Austria	1,200	1,200	1,150	910	500	120
Italy	3,000	2,810	2,320	1,470	780	460
Total	25,000	20,480	16,850	12,580	8,790	5,250
(of which Dover-Dunkirk	3,700	3,700	3,700	3,700	3,700	3,700)
Revenue (to nearest £'000)			17,000	25,000	26,000	22,000

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>20s</u>	<u>40s</u>	<u>60s</u>	<u>80s</u>
<u>With FTA</u>						
Germany	6,000	5,200	4,780	3,900	2,570	810
Belgium	7,000	6,200	4,950	2,710	1,050	390
Netherlands	10,000	6,720	2,800	440		
France	14,000	9,840	9,260	8,280	6,560	4,540
Switzerland	4,000	4,000	4,000	3,810	3,440	2,760
Austria	2,000	2,000	1,920	1,520	830	200
Italy	7,000	6,560	5,410	3,430	1,820	1,070
Total	50,000	40,620	33,120	24,090	16,270	9,680
Revenue (to nearest £'000)			33,000	48,000	49,000	39,000

MATIERES PLASTIQUES
EXPORTATIONS

PLASTICS MATERIALS - 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>Without FTA</u>	<u>Tonnage</u>	<u>(tons)</u>				
		<u>Toll =0</u>	<u>20s</u>	<u>40s</u>	<u>60s</u>	<u>80s</u>
Germany	2,500	2,160	1,980	1,630	1,070	340
Belgium	2,000	1,800	1,410	770	300	90
Netherlands	4,000	2,690	1,120	180		
France	6,000	4,220	3,970	3,550	2,870	1,950
Switzerland	5,000	5,000	5,000	4,760	4,300	3,460
Austria	3,000	3,000	2,880	2,280	1,250	300
Italy	2,500	2,340	1,940	1,230	650	380
Total	25,000	21,280	18,300	14,420	10,450	6,520
Revenue (to nearest £'000)			18,000	29,000	31,000	26,000
<u>With FTA</u>						
Germany	12,000	10,400	9,560	7,800	5,140	1,450
Belgium	15,000	13,500	10,600	5,800	2,250	650
Netherlands	20,000	13,440	5,600	880		
France	28,000	19,680	18,520	16,560	13,120	9,080
Switzerland	6,000	6,000	6,000	5,720	5,160	4,140
Austria	4,000	4,000	3,840	3,080	1,660	400
Italy	15,000	14,050	11,600	7,350	3,900	2,300
Total	100,000	80,970	65,720	47,040	31,280	18,230
Revenue (to nearest £'000)			66,000	94,000	94,000	70,000

TRADUCTION du Renvoi de la page 367

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>
-20	100	30	30
nul	80	40	15
10	70	50	5
20	50	60	0

Pourcentage du trafic par bateau-cargo

- 87 pour cent

Pourcentage du trafic par ferries

- 13 pour cent

Montant supplémentaire payé pour

- aucune indication générale possible

l'utilisation du ferry

Economie d'emballage sur les services fer directs

- £2 par tonne

(i) si l'on utilise des sacs de papier

- Potentiellement plus important à un degré qui ne peut être affirmé

(ii) si l'on utilise des caisses

MATIERES PLASTIQUES
IMPORTATIONS

PLASTICS MATERIALS - IMPORTS

PLASTICS MATERIALS^a

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

<u>Country</u>	<u>Total</u>	<u>Hamburg & Bremen</u>			<u>Dutch & Belgian ports</u>			<u>Harwich- Zeebrugge</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>	
W.Germany	8.7	0.4	3.4	2.9	0.1	0.8	0.8	0.3
Belgium	0.3					0.2	0.1	
Netherlands	3.5				0.3	1.8	1.4	
France	0.7							
Switzerland	0.4					0.2		
Austria	0.2					0.2		
Italy	1.0							
Total	14.8	0.4	3.4	2.9	0.4	3.2	2.3	0.3

Dunkirk & Cherbourg range

Marseilles & Italian ports

	<u>Dunkirk & Cherbourg range</u>		<u>Dover- Dunkirk</u>	<u>Marseilles & Italian ports</u>		
	<u>London & S.Coast</u>	<u>W.Coast</u>		<u>E.Coast</u>	<u>London & S.Coast</u>	<u>W.Coast</u>
France	0.3	0.2	0.2			
Switzerland			0.2			
Italy			0.2	0.1	0.5	0.2
Total	0.3	0.2	0.6	0.1	0.5	0.2

a Excluding hazardous materials. Composition of category similar to exports.
a Matières dangereuses exclues. La composition de cette catégorie est semblable aux exportations.

Table 1a Forecast Imports in 1965 Without FTA

<u>Country</u>	<u>(tons)</u>
Germany	14,500
Belgium	500
Netherlands	4,000
France	2,000
Switzerland	700
Austria	300
Italy	5,000
Total	27,000

Note. To allow for the emergence of new producing and exporting centres on the Continent as well as new consuming areas in the U.K. the 1965 import forecasts (without FTA) are used as the basis for estimating divertibility of traffic to a Tunnel.

Nota : Pour tenir compte de l'apparition de nouveaux centres de production et d'exportations sur le Continent et de nouveaux centres de consommation dans le Royaume-Uni, les prévisions d'importations de 1965 (sans FTA) sont utilisées comme base de détournement du trafic à un tunnel.

MATIERES PLASTIQUES
IMPORTATIONS

PLASTICS MATERIALS - IMPORTS

Table 3 Diversion of Import Traffic to a Channel Tunnel at
Various Levels of Toll in 1965 without FTA^a

Table 3a Diversion of Traffic from Germany

	<u>Excess over</u> <u>Tunnel</u> <u>costs (sh.)</u>	<u>Tonnage</u>		<u>Tonnage diverted when toll =</u>				
				<u>0</u>	<u>20s</u>	<u>40s</u>	<u>60s</u>	<u>80s</u>
To London from								
N. Germany	-10	600	420	180	30			
Ruhr	30	2,400	2,400	2,160	1,680	720	120	
S. Germany	70	1,000	1,000	1,000	1,000	900	700	
To Manchester from								
N. Germany	-30	1,000	300	50				
Ruhr	40	4,000	4,000	4,000	3,200	2,000	600	
S. Germany	60	2,000	2,000	2,000	2,000	1,600	1,000	
To Bristol from								
N. Germany	-10	500	350	150	30			
Ruhr	40	1,800	1,800	1,800	1,440	900	270	
S. Germany	50	700	700	700	630	490	210	
via Harwich- Zeebrugge	80	500	500	500	500	500	250	
Total		14,500	13,470	12,540	10,510	7,110	3,150	

Table 3b Diversion of Traffic from Belgium

To London	20	150	150	120	80	20		
Manchester	30	250	250	230	180	80	10	
Bristol	10	100	90	70	30	10		
Total		500	490	420	290	110	10	

Table 3c Diversion of Traffic from the Netherlands

To London	10	1,200	1,080	840	360	60		
Manchester	-	2,000	1,600	1,000	300			
Bristol	-10	800	560	240	40			
Total		4,000	3,240	2,080	700	60		

a All by cargo vessel except where otherwise stated.
Basis of allocation, as for exports.

a Tout par cargo, sauf mention différente.
Base d'affectation comme pour les exportations.

MATIERES PLASTIQUES
IMPORTATIONS

PLASTICS MATERIALS - 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>20s</u>	<u>40s</u>	<u>60s</u>	<u>80s</u>
To London from N.E. France	60	300	300	300	300	240	150
S. France	-30	200	60	10			
To Manchester from N.E. France	60	500	500	500	500	400	250
S. France	-60	300					
To Bristol from N.E. France	80	200	200	200	200	200	160
S. France	-40	100	20				
via Dover-Dunkirk		400	400	400	400	400	400
Total		2,000	1,480	1,410	1,400	1,240	960

Table 3e Diversion of Traffic from Switzerland

To London	50	100	100	100	90	70	30
Manchester	50	200	200	200	180	140	60
Bristol	50	100	100	100	90	70	30
via Dover- Dunkirk		300	300	300	300	300	300
Total		700	700	700	660	580	420

Table 3f Diversion of Traffic from Austria

To London	50	100	100	100	90	70	30
Manchester	50	150	150	150	140	110	50
Bristol	50	50	50	50	50	40	20
Total		300	300	300	280	220	100

Table 3g Diversion of Traffic from Italy

To London	50	1,300	1,300	1,300	1,160	910	390
Manchester	30	2,200	2,200	1,980	1,540	660	110
Bristol	20	900	900	720	450	140	
via Dover- Dunkirk		600	600	600	600	600	600
Total		5,000	5,000	4,600	3,750	2,310	1,100

MATIERES PLASTIQUES
IMPORTATIONS

PLASTICS MATERIALS - 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,</u>	<u>Tonnage</u>	<u>Toll = 0</u>	<u>20s</u>	<u>40s</u>	<u>60s</u>	<u>80s</u>
<u>Without FTA</u>						
Germany	14,500	13,470	12,540	10,510	7,110	3,150
Belgium	500	490	420	290	110	10
Netherlands	4,000	3,240	2,080	700	60	
France	2,000	1,480	1,410	1,400	1,240	960
Switzerland	700	700	700	660	580	420
Austria	300	300	300	280	220	100
Italy	5,000	5,000	4,600	3,750	2,310	1,100
Total	27,000	24,680	22,050	17,590	11,630	5,740
(of which Dover-Dunkirk)	1,300	1,300	1,300	1,300	1,300	1,300
Revenue (to nearest £'000)			22,000	35,000	35,000	23,000

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 = 0</u>	<u>20s</u>	<u>40s</u>	<u>60s</u>	<u>80s</u>
<u>With FTA</u>						
Germany	20,000	18,580	17,300	14,500	9,810	4,340
Belgium	1,000	980	840	580	220	20
Netherlands	6,500	5,260	3,360	1,130	100	
France	6,000	4,440	4,230	4,200	3,720	2,880
Switzerland	1,000	1,000	1,000	940	830	600
Austria	500	500	500	470	370	170
Italy	10,000	10,000	9,200	7,500	4,620	2,200
Total	45,000	40,760	36,430	29,320	19,670	10,210
Revenue (to nearest £'000)			36,000	59,000	59,000	41,000

MATIERES PLASTIQUES
IMPORTATIONS

PLASTICS MATERIALS - IMPORTS

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

<u>Traffic from:</u>	<u>Tonnage</u>	<u>(tons)</u>				
		<u>Toll = 0</u>	<u>20s</u>	<u>40s</u>	<u>60s</u>	<u>80s</u>
<u>Without FTA</u>						
Germany	18,000	16,720	15,570	13,050	8,830	3,910
Belgium	1,000	980	840	580	220	20
Netherlands	5,000	4,050	2,600	880	80	
France	6,000	4,400	4,230	4,200	3,720	2,880
Switzerland	1,000	1,000	1,000	940	830	600
Austria	500	500	500	470	370	170
Italy	8,500	8,500	7,820	6,380	3,930	1,870
Total	40,000	36,150	32,560	26,500	17,980	9,450
Revenue (to nearest £'000)			33,000	53,000	54,000	38,000
<u>With FTA</u>						
Germany	25,000	23,220	21,620	18,120	12,260	5,430
Belgium	2,000	1,960	1,680	1,160	440	40
Netherlands	10,000	8,100	5,200	1,750	150	
France	20,000	14,800	14,100	14,000	12,400	9,600
Switzerland	2,000	2,000	2,000	1,890	1,660	1,200
Austria	1,000	1,000	1,000	930	730	330
Italy	20,000	20,000	18,400	15,000	9,240	4,400
Total	80,000	71,080	64,000	52,850	36,880	21,000
Revenue (to nearest £'000)			64,000	106,000	111,000	84,000

MATIERES PLASTIQUES

PLASTICS MATERIALS

Table 7

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

	<u>Tonnage</u>	<u>Toll = 0</u>	<u>20s</u>	<u>40s</u>	<u>60s</u>	<u>80s</u>
<u>1965</u>						
<u>Without FTA</u>						
Exports	25,000	20,420	16,850	12,580	,790	5,430
Imports	27,000	24,680	22,050	17,590	11,630	5,740
Total	52,000	45,100	38,900	30,170	20,420	11,170
Revenue (to nearest £'000)			39,000	60,000	61,000	45,000
<u>1965</u>						
<u>With FTA</u>						
Exports	50,000	40,620	33,120	24,090	16,270	9,680
Imports	45,000	40,760	36,430	29,320	19,670	10,210
Total	95,000	81,380	69,550	53,410	35,940	19,890
Revenue (to nearest £'000)			70,000	107,000	108,000	80,000
<u>1980</u>						
<u>Without FTA</u>						
Exports	25,000	21,210	18,300	14,400	10,440	6,520
Imports	40,000	36,150	32,560	26,500	17,980	9,450
Total	65,000	57,360	50,860	40,900	28,420	15,970
Revenue (to nearest £'000)			51,000	82,000	86,000	64,000
<u>1980</u>						
<u>With FTA</u>						
Exports	100,000	81,070	65,720	47,140	31,230	18,200
Imports	80,000	71,080	64,000	52,850	36,880	21,000
Total	180,000	152,150	129,720	99,990	68,110	39,200
Revenue (to nearest £'000)			130,000	200,000	204,000	157,000

a Optimum toll - 60 shillings

b Page 4, 1980 - 50 and 51

MATIERES COLORANTES
EXPORTATIONS

DYEING, TANNING AND COLOURING MATERIALS - EXPORTS

DYEING, TANNING AND COLOURING MATERIALS^a

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

<u>Country</u>	<u>Total</u>	<u>Hamburg and Bremen</u>			<u>Dutch and Belgian ports</u>			<u>Harwich- Zeebrugge</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 ^b	100	20	20	30				30
Belgium	820				250	270	100	200
Netherlands ^c	1,880				600	830	400	50
France ^d	780							
Switzerland	65							
Austria	90							90
Italy	960 ^e							
Total	4,695	20	20	30	850	1,100	500	370

	<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>Dover- Dunkirk</u>	<u>London & S.Coast</u>	
France	70	140	70	500		
Switzerland				65		
Italy				385	575	
Total	70	140	70	950	575	

Notes: a Excludes pigments for paints, but covers over 5,000 types of dyestuffs plus tanning materials.
b All to Ruhr.
c Tanning extracts form about 40 per cent of the total (750 tons).
d All to N.E. France.
e Tanning extracts form about 60 per cent of the total (575 tons).

Notes: a Exclut pigments pour peintures, mais comprend plus de 5.000 types de matières colorantes plus les matières de tannage.
b Tout vers la Ruhr.
c Extraits de matières de tannage représentent environ 40% du total (750 tonnes)
d Tout vers le N.E. de la France.
e Extraits de matières de tannage représentent environ 60% du total (575 tonnes).

MATIERES COLORANTES
EXPORTATIONS

DYEING, TANNING, AND COLOURING MATERIALS - EXPORTS

Table 2

Transport Costs
(shillings per ton - 5 ton loads)

<u>Route</u>	<u>Ruhr</u> (Dassel- doxf)	<u>Bel- gium</u> (Brus- sels)	<u>Nether- lands</u> (Rotter- dam)	<u>N.E. France</u> (Lille)	<u>Switzer- land</u> (Basle)	<u>Austria</u> (Vienna)	<u>Italy</u> (Milan)
From Manches- ter via Tunnel	150	120	130	100	170	240	200
Harw.-Zeebr.	230	200	220	200	260	330	290
Dover-Dunkirk				170	220		250
Manchester-Ger.	230						
" Benelux		160	160 ^a				
" France				180			
" Italy							220 ^b
" Austria							
From Leeds via Tunnel	150	120	130	110	170	240	200
Harw.-Zeebr.	230	200	220	200	250	330	290
Dover-Dunkirk				180	230		260
Hull-Germany	220						
" Benelux		150	150				
" France				170			
" Italy							200

a 130/ pour extraits matieres tannage b 190/ pour extraits matieres tannage
a 130 shillings for tanning extracts. b 190 shillings for tanning extracts.

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 costs</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll =</u>				
			<u>0</u>	<u>40s</u>	<u>60s</u>	<u>80s</u>	<u>100s</u>
To Ruhr from Manchester	80	40	40	40	40	30	10
Leeds	70	30	30	30	25	15	5
Harwich-Zeebruggs	80	30	30	30	30	15	
Total		100	100	100	95	60	15

a See footnote for basis of allocation.

a Voir le renvoi pour la base d'affectation.

a 130 shillings for tanning extracts.

MATIERES COLORANTES
EXPORTATIONS

DYEING, TANNING AND COLOURING MATERIALS - EXPORTS

Table 3b Diversion of Traffic to Belgium

<u>Route</u>	<u>Excess over Tunnel costs</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll =</u>				
			<u>0</u>	<u>40s</u>	<u>60s</u>	<u>80s</u>	<u>100s</u>
To Brussels from Manchester	40	350	350	280	105	20	
Leeds	30	270	270	150	25		
Harwich-Zeebrugge	80	200	200	200	200	100	
Total		820	820	630	330	120	

Table 3c Diversion of Traffic to Netherlands

To Rotterdam from Manchester ^a	30	550	550	300	55		
Manchester ^b	-	750	600	40			
Leeds	20	530	530	160	25		
Harwich-Zeebrugge	90	50	50	50	50	50	
Total		1,880	1,730	550	130	50	

Table 3d Diversion of Traffic to France

To Lille from Manchester	80	100	100	100	100	80	30
Leeds	70	180	180	180	160	100	20
Dover-Dunkirk		500	500	500	500	500	500
Total		780	780	780	760	680	550

Table 3e Diversion of Traffic to Switzerland

to Basle							
Dover-Dunkirk		65	65	65	65	65	65

Table 3f Diversion of Traffic to Austria

To Vienna Harwich-Zeebrugge	90	90	90	90	90	90	90
--------------------------------	----	----	----	----	----	----	----

Table 3g Diversion of Traffic to Italy

To Milan from Manchester ^b	-10	575	315				
Dover-Dunkirk ^a		385	385	385	385	385	385
Total		960	700	385	385	385	385

a Dyestuffs, etc.
b Tanning materials.

a Matières colorantes.
b Matières de tannage.

MATIERES COLORANTES
EXPORTATIONS

DYEING, TANNING AND COLOURING MATERIALS - EXPORTS

Footnote: (Voir TRADUCTION page 382)

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

<u>Excess of Tunnel costs</u>	<u>Percentage to Tunnel</u>
sh. per ton	%
-20	100
nil	80
5	70
10	55
15	45
20	30
25	20
30	10
40	5
60	nil

Percentage of traffic by cargo vessel - 68 per cent
" " " " ferries - 32 " "

Dyestuffs, because of high value, are relatively insensitive to transport charges, and use the ferry even if slightly dearer than alternatives. The scope for savings when using ferries is small.

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>60s</u>	<u>80s</u>	<u>100s</u>
Germany	100		100	100	95	60	15
Belgium	820		820	630	330	120	
Netherlands	1,880		1,730	550	130	50	
France	780		780	780	760	680	550
Switzerland	65		65	65	65	65	65
Austria	90		90	90	90	90	
Italy	,960		,700	,385	,385	,385	,385
Total	4,695		4,285	2,600	1,855	1,450	1,015
(of which via Dover- Dunkirk	950		950	950	950	950	950)
Revenue (to nearest £'00)				5,200	5,600	5,800	5,100

MATIERES COLORANTES
EXPORTATIONS

DYEING, TANNING AND COLOURING MATERIALS - 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>	<u>Tonnage</u>	<u>Toll =</u>	<u>(tons)</u>				
			<u>0</u>	<u>40s</u>	<u>60s</u>	<u>80s</u>	<u>100s</u>
Germany	50		50	50	50	30	10
Belgium	500		500	385	200	70	
Netherlands	1,100		1,010	320	75	30	
France	360		360	360	350	315	250
Switzerland	40		40	40	40	40	40
Austria	50		50	50	50	50	
Italy	500		365	200	200	200	200
Total	2,600		2,375	1,405	965	735	500
Revenue (to nearest £'000)				2,800	2,900	2,900	2,500
<u>With FTA</u>							
Germany	150		150	150	140	90	20
Belgium	1,000		1,000	770	400	150	
Netherlands	2,000		1,840	585	140	50	
France	1,400		1,400	1,400	1,360	1,220	990
Switzerland	100		100	100	100	100	100
Austria	150		150	150	150	150	
Italy	1,500		1,100	600	600	600	600
Total	6,300		5,740	3,755	2,890	2,360	1,710
Revenue (to nearest £'000)				7,500	8,700	9,400	8,600

MATIERES COLORANTES
EXPORTATIONS

DYEING, TANNING AND COLOURING MATERIALS - 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>Without FTA</u>	<u>Tonnage</u>	<u>Toll =</u>	<u>(tons)</u>				
			<u>0</u>	<u>40s</u>	<u>60s</u>	<u>80s</u>	<u>100s</u>
Belgium	250		250	190	100	40	
Netherlands	800		735	235	55	20	
Italy	250		180	100	100	100	100
Total	1,300		1,165	525	255	160	100
Revenue (to nearest £'000)				1,100	800	600	500
<u>With FTA</u>							
Germany	250		250	250	240	150	50
Belgium	1,450		1,450	1,110	580	210	
Netherlands	2,500		2,300	750	170	70	
France	2,000		2,000	2,000	1,950	1,740	1,410
Switzerland	150		150	150	150	150	150
Austria	200		200	200	200	200	200
Italy	2,450		1,780	980	980	980	980
Total	9,000		8,130	5,440	4,270	3,500	2,790
Revenue (to nearest £'000)				10,900	12,800	14,000	14,000

TRADUCTION du Renvoi de la page 380

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>
-20	100	20	30
nul	80	25	20
5	70	30	10
10	55	40	5
15	45	60	nul

Pourcentage du trafic par bateau-cargo

= 68 pour cent

Pourcentage du trafic par ferries

= 32 pour cent

Les matières colorantes, en raison de leur valeur élevée, ne sont pratiquement pas sensibles aux tarifs de transport.

MATIERES COLORANTES
IMPORTATIONS

DYEING, TANNING AND COLOURING MATERIALS - IMPORTS

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

(tons)

<u>Country</u>	<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>E. Coast</u>	<u>S. Coast</u>	<u>W. Coast</u>	
Germany ^a	700	20	90	110	15	55	70	340
Belgium	25				5	5	5	10
Netherlands	40				5	15	20	
France	1,190 ^b							
Switzerland	850				50	100	100	
Italy	550 ^c							
Total	3,355	20	90	110	75	175	195	350

	<u>Dover-Dunkirk</u>	<u>French Atlantic ports</u>		<u>Marseilles and Italian ports</u>	
		<u>W. Coast</u>	<u>E. Coast</u>	<u>E. Coast</u>	<u>W. Coast</u>
France	190	1,000			
Switzerland	600				
Italy	100			100	350
Total	890	1,000		100	350

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

	<u>Total</u>	<u>S. French and Atlantic Ports</u>		<u>Dover-Dunkirk</u>
		<u>W. Coast</u>	<u>E. Coast</u>	
N.E. France	190			190
S. France	1,000	1,000		
Total	1,190	1,000		190

a All from Ruhr.

b About 85 per cent tanning materials (1,000 tons).

c About 40 per cent tanning materials (220 tons).

a Tout en provenance de la Ruhr.

b Environ 85% de matières de tannage (1.000 tonnes).

c Environ 40% de matières de tannage (220 tonnes).

MATIERES COLORANTES
IMPORTATIONS

DYEING, TANNING AND COLOURING MATERIALS - IMPORTS

Table 2

Transport Costs

(shillings per ton - 5 ton loads)

<u>Route</u>	<u>Ruhr</u> (Dussel- dorf)	<u>Bel- gium</u> (Brus- sels)	<u>Nether- lands</u> (Rotter- dam)	<u>S. France^a</u> (Bor- deaux)	<u>N.E. France</u> (Paris)	<u>Switzer- land</u> (Basle)	<u>Italy</u> (Milan)
To Manchester via Tunnel	150	120	130	240	130	170	200
Harwich-Zeebrugge	230	200	220	320	230	260	290
Dover-Dunkirk				290	200	220	250
Manchester- Germany	230						
Manchester- Benelux		160	160				
Manchester- France				120	220		
Manchester- Switzerland						270	
Manchester-Italy							220 ^b
To Leeds via Tunnel	150	120	130			170	200
Harwich-Zeebrugge	230	200	220			250	290
Dover-Dunkirk						230	260
Halle-Germany	220						
" -Benelux		150	150				
" -Switzerland						260	
" -Italy							200

a Tanning extracts only by this route. b 190 shillings for tanning extracts.
a Extraits de tannin seulement par cette ligne. b 190/ pour extraits de tannin.

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</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll =</u>				
			<u>0</u>	<u>40s</u>	<u>60s</u>	<u>80s</u>	<u>100s</u>
To Manchester from Ruhr	80	180	180	180	180	145	55
To Leeds from Ruhr	70	180	180	180	160	100	20
Harwich-Zeebrugge	80	340	340	340	340	170	
Total		700	700	700	680	415	75

a) Base d'affectation des importations.

a) Base d'affectation comme pour les exportations.

MATIERES COLORANTES
IMPORTATIONS

DYEING, TANNING AND COLOURING MATERIALS - IMPORTS

Table 3b

Diversion of Traffic from Belgium

<u>Route</u>	<u>Excess over Tunnel costs</u>	<u>Tonnage</u>	<u>Tonnage diverted when toll =</u>				
			<u>0</u>	<u>40s</u>	<u>60s</u>	<u>80s</u>	<u>100s</u>
To Manchester from Brussels	40	15	15	10	5		
Harwich-Zeebrugge	80	10	10	10	10	5	
Total		25	25	20	15	5	

Table 3c

Diversion of Traffic from Netherlands

To Manchester from Rotterdam	30	40	40	20	5		
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Table 3d

Diversion of Traffic from France

To Manchester from Bordeaux ^a	-120	1,000					
Dover-Dunkirk ^b		190	190	190	190	190	190
Total		1,190	190	190	190	190	190

Table 3e

Diversion of Traffic from Switzerland

To Manchester from Basle	100	150	150	150	150	150	120
To Leeds from Basle	90	100	100	100	100	90	55
Dover-Dunkirk	50	600	600	600	600	600	600
Total		850	850	850	850	840	775

Table 3f

Diversion of Traffic from Italy

To Manchester from Milan ^a	20	130	130	40	5		
Milan ^b	-10	220	120				
To Leeds from Milan	net	100	80	5			
Dover-Dunkirk		100	100	100	100	100	
Total		550	430	145	105	100	

a Dyestuffs.
b Tanning extracts.

a Matières colorantes.
b Matières de tannage.

MATIERES COLORANTES
IMPORTATIONS

DYEING, TANNING AND COLOURING MATERIALS - 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>Toll =</u>	<u>0</u>	<u>40s</u>	<u>60s</u>	<u>80s</u>	<u>100s</u>
Germany	700		700	700	680	415	75
Belgium	25		25	20	15	5	
Netherlands	40		40	20	5		
France	1,190		190	190	190	190	190
Switzerland	850		850	850	850	840	775
Italy	550		430	145	105	100	
Total	3,355		2,235	1,925	1,845	1,550	1,040
(of which via Dover-Dunkirk)	890		890	890	890	890	890)
Revenue (to nearest £'00)				3,900	5,500	6,200	5,200

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>40s</u>	<u>60s</u>	<u>80s</u>	<u>100s</u>
<u>Without FTA:</u>							
Germany	735		735	735	715	440	80
Belgium	25		25	20	15	5	
Netherlands	40		40	20	5		
France	1,250		200	200	200	200	200
Switzerland	880		880	880	880	870	800
Italy	570		445	150	110	100	
Total	3,500		2,325	2,005	1,925	1,615	1,080
Revenue (to nearest £'00)				4,000	5,800	6,500	5,400
<u>With FTA</u>							
Germany	940		940	940	910	560	100
Belgium	35		35	30	20	5	
Netherlands	50		50	25	5		
France	1,600		260	260	260	260	260
Switzerland	1,150		1,150	1,150	1,150	1,140	1,050
Italy	725		565	190	140	130	
Total	4,500		3,000	2,595	2,485	2,095	1,410
Revenue (to nearest £'00)				5,200	17,500	8,400	7,100

MATIERES COLORANTES
IMPORTATIONS

DYEING, TANNING AND COLOURING MATERIALS - IMPORTS

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

<u>Traffic from:</u> <u>Without FTA</u>	<u>Tonnage</u>	<u>Toll =</u>	<u>(tons)</u>				
			<u>0</u>	<u>40s</u>	<u>60s</u>	<u>80s</u>	<u>100s</u>
Germany	735		735	735	715	440	80
Belgium	25		25	20	15	5	
Netherlands	40		40	20	5		
France	1,250		200	200	200	200	200
Switzerland	880		880	880	880	870	800
Italy	570		445	150	110	100	
Total	3,500		2,325	2,005	1,925	1,615	1,080
Revenue (to nearest £'00)				4,000	5,800	6,500	5,400
<u>With FTA</u>							
Germany	1,350		1,350	1,350	1,310	800	140
Belgium	50		50	40	30	10	
Netherlands	100		100	50	10		
France	2,300		365	365	365	365	365
Switzerland	1,650		1,650	1,650	1,650	1,630	1,500
Italy	1,050		820	280	200	200	
Total	6,500		4,335	3,735	3,565	3,005	2,005
Revenue (to nearest £'00)				7,500	10,700	12,000	10,000

MATIERES COLORANTES

DYEING, TANNING AND COLOURING MATERIALS

Table 7

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

		(tons)					
	<u>Tonnage</u>	<u>Toll =</u>	<u>0</u>	<u>40s</u>	<u>60s</u>	<u>80s</u>	<u>100s</u>
<u>1965</u>							
<u>Without FTA</u>							
Exports	2,600		2,375	1,405	965	735	500
Imports	3,500		2,325	2,005	1,925	1,615	1,080
Total	6,100		4,700	3,410	2,890	2,350	1,580
Revenue (to nearest £'000)				6,800	8,700	9,400	7,900
<u>With FTA</u>							
Exports	6,300		5,740	3,755	2,890	2,360	1,710
Imports	4,500		3,000	2,595	2,485	2,095	1,410
Total	10,800		8,740	6,350	5,375	4,455	3,120
Revenue (to nearest £'000)				12,700	16,100	17,800	15,600
<u>1980</u>							
<u>Without FTA</u>							
Exports	1,300		1,165	525	255	160	100
Imports	3,500		2,325	2,005	1,925	1,615	1,080
Total	4,800		3,490	2,530	2,180	1,775	1,180
Revenue (to nearest £'000)				5,100	6,500	7,100	5,900
<u>With FTA</u>							
Exports	9,000		8,130	5,440	4,270	3,500	2,790
Imports	6,500		4,335	3,735	3,565	3,005	2,005
Total	15,500		12,465	9,175	7,835	6,505	4,795
Revenue (to nearest £'000)				18,400	23,500	26,000	24,000

a Optimum toll = 80 shillings.

a Peage optimum = 80 shillings.

NOIR DE FUMEE
EXPORTATIONS

CARBON BLACK - EXPORTS

CARBON BLACK^a

Table 1 U.K. Exports to 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>London & S.Coast</u>	<u>W.Coast</u>	<u>London & S.Coast</u>	<u>W.Coast</u>	<u>Harwich-Zeebrugge</u>
Germany	3.2	1.3	1.9			
Belgium	0.1			0.1		
Netherlands	0.9			0.1	0.2	0.6
France	7.5					
Switzerland	0.1					
Austria	0.5	0.2	0.3			
Italy	1.0					
Total	13.3	1.5	2.2	0.2	0.2	0.6

Dunkirk and Cherbourg range

Marseilles and Italian ports

<u>Country</u>	<u>Dunkirk and Cherbourg range</u>		<u>Dover Dunkirk</u>	<u>Marseilles and Italian ports</u>	
	<u>London & S.Coast</u>	<u>W.Coast</u>		<u>London & S.Coast</u>	<u>W.Coast</u>
France	0.2	0.4	6.9		
Switzerland			0.1		
Italy			0.2	0.3	0.5
Total	0.2	0.4	7.2	0.3	0.5

(Voir TRADUCTION page 390)

a Treated separately from inorganic and organic chemicals because of its special suitability for Tunnel transport. Extreme dirtiness makes trans-shipment highly undesirable. Future traffic patterns for carbon black are representative, not firm forecasts, owing to rapid fluctuations in export levels. Imports from the Continent are small.

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

	<u>Total</u>	<u>Hamburg and Bremen</u>	
		<u>London & S.Coast</u>	<u>W.Coast</u>
N.Germany	1.7	0.6	1.1
S.Germany	1.5	0.7	0.8
Total	3.2	1.3	1.9

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

	<u>Total</u>	<u>Dunkirk and Cherbourg range</u>		<u>Dover Dunkirk</u>
		<u>London & S.Coast</u>	<u>W.Coast</u>	
N.E. France	5.7	0.2	0.4	5.1
S.France	1.8			1.8
Total	7.5	0.2	0.4	6.9

NOIR DE FUMÉE
EXPORTATIONS

CARBON BLACK - EXPORTS

Table 2

Transport Costs

(shillings per ton - 15 ton loads^a)

<u>Route</u>	<u>N.Ger- many</u>	<u>S.Ger- many</u>	<u>Bel- gium</u>	<u>Nether- lands</u>	<u>N.E. France</u>	<u>S. France</u>	<u>Switzer- land</u>	<u>Austria</u>	<u>Italy</u>
	(Ham- burg)	(Mann- heim)	(Ant- werp)	(Rotter- dam)	(Paris)	(Mars- eilles)	(Basle)	(Vien- na)	(Milan)
From Manchester via Tunnel	100			70	70	100			100
Harwich- Zeebrugge	140			110					150
Dover- Dunkirk					100	140			140
Manchester- Germany	100								
Manchester- Benelux				85					
Manchester- France					90	120			
Manchester- Italy									120
From Bristol via Tunnel	90	70	50	60	50	90	80	100	90
Harwich- Zeebrugge	130	130	110	110	120	160	120	160	140
Dover- Dunkirk					90	130	100		120
Bristol- Germany	90							160	
Bristol- Benelux		110	70	70					
Bristol- France					80	130			
Bristol- Italy									110

a Sea costs are for loads of 50 tons and above.

a Les prix de revient maritimes sont pour des chargements de 50 tonnes et plus

TRADUCTION du Renvoi de la page 389

a Noir de fumée traité séparément des produits chimiques inorganiques et organiques à cause de sa convenance particulière pour un transport à travers le tunnel. Sa saleté extrême rend son transbordement hautement indésirable. Les structures du trafic futur donnent une bonne image mais ne sont pas des prévisions fermes en raison des rapides fluctuations dans les niveaux des exportations. Les importations en provenance du Continent sont faibles.

NOIR DE FUMEE
EXPORTATIONSCARBON BLACK - EXPORTSTable 3eDiversion of Traffic to Switzerland

Route	Excess over Tunnel costs (sh.)	Tonnage	Tonnage diverted when toll =				
			0	40s	50s	60s	70s
Via Dover-Dunkirk from: Bristol		100	100	50			

Table 3fDiversion of Traffic to Austria

From: Bristol	60	500	500	500	500	250
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Table 3gDiversion of Traffic to Italy

From: Manchester	50	600	600	600	300
Bristol	50	200	200	200	100
Via Dover-Dunkirk from: Manchester		200	200	200	200
Total		1,000	1,000	1,000	600

- a About 60 per cent of this traffic goes by the two ferries at rates about 50 shillings a ton higher than the rates for shipment by cargo vessel. This is broadly equal to the saving in packaging cost and insurance for shipment by the ferry. One could therefore compare loose cargo costs plus 50 shillings with Tunnel costs. In fact this brings loose cargo costs above those for shipment by the Harwich-Zeebrugge ferry. The allocation of traffic is therefore based on a straight comparison between Tunnel costs and costs for shipment by the Harwich-Zeebrugge ferry in every case, with a 50-50 division of traffic at equal cost.

Whereas in the case of other commodities it is a legitimate assumption that all Dover-Dunkirk traffic will be diverted to the Tunnel at every level of toll shown, because of the exceptionally low cost of shipment by ferry it is not completely valid in this case. Allowance is consequently made for the loss of Dover-Dunkirk traffic to Switzerland and Italy to Harwich-Zeebrugge at tolls below the maximum shown.

- a 60% environ de ce trafic utilise les 2 ferries à des tarifs plus élevés d'environ 50 shillings par tonne que les tarifs cargo. Ceci équivaut à l'économie d'emballage et d'assurance par le ferry. On peut donc comparer les prix de revient du trafic en vrac par cargo plus 50 shillings avec les coûts du tunnel. En fait ceci rend les prix de revient du trafic en vrac par cargo plus élevés que ceux du ferry Harwich-Zeebrugge. L'affectation du trafic est donc basée sur la comparaison entre les prix de revient du tunnel et les prix de revient par le ferry Harwich-Zeebrugge avec une répartition 50-50 à prix de revient égal.

Tandis que pour d'autres produits, il est légitime de supposer que tout le trafic Douvres-Dunkerque sera détourné au tunnel à tout niveau de péage, du fait du coût exceptionnellement bas d'envoi par ferry, ceci n'est pas complètement vrai dans ce cas. Il est donc tenu compte d'une perte du trafic Douvres-Dunkerque vers la Suisse et l'Italie au profit d'Harwich-Zeebrugge à des péages inférieurs au maximum indiqué.

NOIR DE FUMÉE
EXPORTATIONS

CARBON BLACK - 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>50s</u>	<u>60s</u>	<u>70s^a</u>
Germany	3,200		3,200	2,350	1,500	750	
Belgium	100		100	100	100	50	
Netherlands	900		900	650	200		
France	7,500		7,500	7,500	7,500	7,500	7,200
Switzerland	100		100	50			
Austria	500		500	500	500	250	
Italy	1,000		1,000	1,000	600		
Total	13,300		13,300	12,150	10,400	8,550	7,200
(of which via Dover-Dunkirk			7,200	7,200	7,200	7,200	7,200)
Revenue (to nearest £'000)				24,000	26,000	26,000	25,000

a. At tolls above 70 shillings the French traffic would be lost.

a. A un péage supérieur à 70 shillings le trafic français serait perdu.

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>50s</u>	<u>60s</u>	<u>70s</u>
<u>Without FTA</u>							
Germany	2,000		2,000	1,470	940	470	
Netherlands	1,000		1,000	720	220		
France	2,000		2,000	2,000	2,000	2,000	1,920
Italy	2,000		2,000	2,000	1,200		
Total	7,000		7,000	6,190	4,360	2,470	1,920
Revenue (to nearest £'000)				12,000	11,000	7,000	7,000
<u>With FTA</u>							
Germany	5,000		5,000	3,670	2,340	1,170	
Belgium	500		500	500	500	250	
Netherlands	2,000		1,000	1,440	440		
France	4,000		4,000	4,000	4,000	4,000	3,840
Switzerland	500		500	250			
Austria	1,000		1,000	1,000	1,000	500	
Italy	7,000		7,000	7,000	4,200		
Total	20,000		19,000	17,860	12,480	5,920	3,840
Revenue (to nearest £'000)				35,000	31,000	18,000	13,000

NOIR DE FUMEE
EXPORTATIONS

CARBON BLACK - EXPORTS

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

<u>Traffic to:</u> <u>Without FTA</u>	<u>Tonnage</u>	<u>Toll =</u>	<u>(tons)</u>				
			<u>0</u>	<u>40s</u>	<u>50s</u>	<u>60s</u>	<u>70s</u>
Germany	2,000		2,000	1,470	940	470	
Netherlands	1,000		1,000	720	220		
France	2,500		2,500	2,500	2,500	2,500	2,400
Italy	2,500		2,500	2,500	1,500		
Total	8,000		8,000	7,190	5,160	2,970	2,400
Revenue (to nearest £'000)				14,000	13,000	9,000	8,000
<u>With FTA</u>							
Germany	7,000		7,000	5,140	3,280	1,640	
Belgium	1,000		1,000	1,000	1,000	500	
Netherlands	3,000		3,000	2,160	660		
France	7,000		7,000	7,000	7,000	7,000	6,720
Switzerland	1,000		1,000	500			
Austria	2,000		2,000	2,000	2,000	1,000	
Italy	9,000		9,000	9,000	5,400		
Total	30,000		30,000	26,800	19,340	10,140	6,720
Revenue (to nearest £'000)				54,000	48,000	30,000	24,000

^a Optimum toll - 40 shillings.

^a Péage optimum - 40 shillings.

SAVONS ET DETERGENTS
SYNTHETIQUES - EXPORTATIONS

SOAPS AND SYNTHETIC DETERGENTS - EXPORTS

SOAPS AND SYNTHETIC DETERGENTS^a

Table 1 U.K. Exports to 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	3.5	0.1	0.2	0.9	0.2	0.5	1.6
Belgium	8.1				0.8	1.6	5.7
Netherlands	0.9					0.3	0.6
France ^b	0.3						
Switzerland	4.1					1.2	2.9
Italy	15.9						
Total	32.8^c	0.1	0.2	0.9	1.0	3.6	10.8

<u>Country</u>	<u>Dunkirk and Cherbourg range</u>		<u>Marseilles and Italian ports</u>		
	<u>W.Coast</u>		<u>E.Coast</u>	<u>London & S.Coast</u>	<u>W.Coast</u>
France	0.3				
Italy			1.6	3.2	11.1
Total	0.3		1.6	3.2	11.1

a Finished soaps and detergents of all types, but not raw materials and intermediates. b All to Paris.

c Over 90 per cent of the total is synthetic detergents.
(Voir TRADUCTION ci-dessous)

Table 1a Exports to Germany by Area and Route
(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>
N.Germany	0.8	0.1	0.2	0.5			
Ruhr	1.8			0.4	0.1	0.3	1.0
S.Germany	0.9				0.1	0.2	0.6
Total	3.5	0.1	0.2	0.9	0.2	0.5	1.6

TRADUCTION des Renvois ci-dessus

a Savons et détergents de tous types, mais non les matières premières et les intermédiaires.

b Tout vers Paris.

c Plus de 90% du total sont des détergents synthétiques.

SAVONS ET DETERGENTS
SYNTHETIQUES - EXPORTATIONS

SOAPS AND SYNTHETIC DETERGENTS - 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>20s</u>	<u>30s</u>	<u>40s</u>	<u>60s</u>	
To N. Germany								
from: Manchester	-60	600						
Newcastle	-100	200						
To Ruhr								
from: Manchester	-40	1,500						
Newcastle	-	300	240	30				
To S. Germany								
from: Manchester	50	700	700	700	700	665	350	
Newcastle	10	200	190	100	20			
Total		3,500	1,090	830	720	665	350	

Table 3b Diversion of Traffic to Belgium

To Brussels							
from: Manchester	20	7,100	7,100	5,700	3,550	710	
Newcastle	20	1,000	1,000	800	500	100	
Total		8,100	8,100	6,500	4,050	810	

Table 3c Diversion of Traffic to the Netherlands

To Rotterdam						
from: Manchester	-10	800	400			
Newcastle	-50	100				
Total		900	400			

Table 3d Diversion of Traffic to France

To Paris							
from: Manchester	40	300	300	300	285	240	30

Table 3e Diversion of Traffic to Switzerland

To Basle							
from: Manchester	50	3,500	3,500	3,500	3,500	3,320	1,750
Newcastle	10	600	570	300	60		
Total		4,100	4,070	3,800	3,560	3,320	1,750

^a See footnote for basis of allocation.

^a Voir le renvoi pour la base d'affectation.

SAVONS ET DETERGENES
SYNTHETIQUES - EXPORTATIONS

SOAPS AND SYNTHETIC DETERGENTS - EXPORTS

Table 3f Diversion of Traffic to Austria

Not applicable - there are no exports to Austria

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>20s</u>	<u>30s</u>	<u>40s</u>	<u>60s</u>
To Milan							
from: Manchester	30	13,500	13,500	12,800	10,800	6,750	
Newcastle	10	2,400	2,280	1,200	240		
Total		15,900	15,780	14,000	11,040	6,750	

(Voir TRANSDUCTION page 400)

a The basis of allocation for traffic, all by cargo vessel, is as follows:

<u>Excess of Tunnel cost sh. per ton</u>	<u>Per cent to Tunnel to %</u>
-20	100
nil	80
5	65
10	50
15	25
20	10
25	5
35	nil

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>20s</u>	<u>30s</u>	<u>40s</u>	<u>60s</u>
Germany	3,500		1,090	830	720	665	350
Belgium	8,100		8,100	6,500	4,050	810	
Netherlands	900		400				
France	300		300	300	285	240	30
Switzerland	4,100		4,070	3,800	3,560	3,320	1,750
Italy	15,900		15,780	14,000	11,040	6,750	
Total	32,800		29,740	25,430	19,655	11,785	2,130
Revenue (to nearest £'000)				25,000	29,000	24,000	6,000

SAVONS ET DETERGENTS
SYNTHETIQUES - EXPORTATIONS

SOAPS AND SYNTHETIC DETERGENTS - EXPORTS

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>20s</u>	<u>30s</u>	<u>40s</u>	<u>60s</u>
<u>Without FTA</u>							
Germany	1,500		465	355	310	285	150
Belgium	6,500		6,500	5,200	3,250	650	
Switzerland	3,300		3,280	3,060	2,860	2,670	1,410
Italy	5,000		4,960	4,400	3,480	2,120	
Total	16,300		15,205	13,015	9,900	5,725	1,560
Revenue (to nearest £'000)				13,000	15,000	11,000	5,000
 <u>With FTA</u>							
Germany	5,000		1,555	1,180	1,060	950	500
Belgium	14,500		14,500	11,600	7,250	1,450	
Netherlands	2,000		890				
France	1,000		1,000	1,000	950	800	100
Switzerland	7,500		7,450	6,950	6,500	6,100	3,200
Italy	10,000		9,920	8,800	6,950	4,240	
Total	40,000		35,315	29,530	22,710	13,540	3,800
Revenue (to nearest £'000)				30,000	34,000	27,000	11,000

SAVONS ET DETERGENTS
SYNTHETIQUES - EXPORTATIONS

SOAPS AND SYNTHETIC DETERGENTS - EXPORTS

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

<u>Traffic to:</u> <u>Without FTA</u>	<u>Tonnage</u>	<u>Toll =</u>	<u>(tons)</u>				
			<u>0</u>	<u>20s</u>	<u>30s</u>	<u>40s</u>	<u>60s</u>
Belgium	4,000		4,000	3,200	2,000	400	
Switzerland	2,000		1,985	1,855	1,740	1,620	855
Italy	3,000		2,980	2,640	2,080	1,275	
Total	9,000		8,965	7,695	5,820	3,295	855
Revenue (to nearest £'000)				8,000	9,000	7,000	3,000
<u>With FTA</u>							
Germany	6,500		2,020	1,540	1,340	1,230	650
Belgium	16,500		16,500	13,200	8,250	1,650	
Netherlands	2,500		1,100				
France	1,500		11,500	1,500	1,425	1,200	150
Switzerland	9,000		8,930	8,350	7,800	7,300	3,850
Italy	10,000		9,920	8,800	6,950	4,240	
Total	46,000		39,970	33,390	25,765	15,620	4,650
Revenue (to nearest £'000)				33,000	39,000	31,000	14,000

a Optimum toll = 30 shillings.

a Péage optimum = 30 shillings.

TRADUCTION du Renvoi de la page 398

a La base d'affectation du trafic, par bateau-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	15	25
nul	80	20	10
5	65	25	5
10	50	35	nul

PRODUITS CHIMIQUES DIVERS
EXPORTATIONS

MISCELLANEOUS CHEMICALS - EXPORTS

MISCELLANEOUS CHEMICALS^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>Harwich-Zeebrugge</u>
		<u>London &</u>			<u>London &</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	16.6	2.0	6.0	4.6	0.5	1.5	1.5	0.5
Belgium	9.5				3.5	2.0	3.9	0.1
Netherlands	30.4				6.0	14.9	9.5	
France	14.4							
Switzerland	2.9				0.2	0.7	0.4	0.1
Austria	2.0				0.4	0.8	0.6	0.2
Italy	12.0							
Total	87.8	2.0	6.0	4.6	10.6	19.9	15.9	0.9

French Channel & Atlantic Marseilles and Italian ports

<u>Country</u>	<u>French Channel & Atlantic</u>				<u>Marseilles and Italian ports</u>		
	<u>E. Coast</u>	<u>S. Coast</u>	<u>W. Coast</u>	<u>Dover-Dunkirk</u>	<u>E. Coast</u>	<u>S. Coast</u>	<u>W. Coast</u>
France	1.65	4.2	4.95	0.1	0.45	0.7	2.35
Switzerland				1.5			
Italy				0.2	1.0	5.0	5.8
Total	1.65	4.2	4.95	1.8	1.45	5.7	8.15

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

<u>Country</u>	<u>Total</u>	<u>Hamburg and Bremen</u>			<u>Benelux ports</u>			<u>Harwich-Zeebrugge</u>
		<u>London &</u>			<u>London &</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>	
N. Germany	3.2	1.0	1.5	0.7				
Ruhr	8.3	1.0	3.0	2.4	0.3	0.5	0.8	0.5
S. Germany	5.1		1.5	1.5	0.2	1.0	0.7	0.2
Total	16.6	2.0	6.0	4.6	0.5	1.5	1.5	0.5

a About two-thirds of this category is not identified in official returns. The second largest constituent is pigments for paints, and paints and varnishes.

a Environ les 2/3 de cette catégorie ne sont pas identifiés. Une des branches les plus importantes comprend les pigments pour peinture ainsi que les peintures et vernis.

PRODUITS CHIMIQUES DIVERS
EXPORTATIONS

MISCELLANEOUS CHEMICALS - EXPORTS

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

<u>Country</u>	<u>Total</u>	<u>French Channel & Atlantic ports</u>			<u>S. French ports</u>		
		<u>E.Coast</u>	<u>London&</u>		<u>E.Coast</u>	<u>London&</u>	
			<u>S.Coast</u>	<u>W.Coast</u>		<u>S.Coast</u>	<u>W.Coast</u>
N.E.France- Paris	5.0	0.7	2.0	2.3			
N.E.France- Lille	4.3	0.7	1.9	1.7			
N.W. France ^a	1.5	0.25	0.3	0.95			
S. France	3.5				0.45	0.7	2.35
Total	14.3	1.65	4.2	4.95	0.45	0.7	2.35

a All to Atlantic ports.

a Tout vers les ports de l'Atlantique.

Table 2 Transport costs (Voir TRADUCTION ci-dessous)
(shillings per ton - 5 ton loads)

Transport costs are the same as for exports of organic and inorganic chemicals, with these exceptions:

1. Shipments to Belgium go in about equal proportions to Brussels and Antwerp.
2. Shipments to France go to four destinations, Paris, Marseilles, Nantes and Lille, instead of two (Paris and Marseilles).

For these countries the necessary cost adjustments are allowed for in the column entitled "Excess over Tunnel costs" in Tables 3b and 3d respectively. Costs to Nantes are shown in Table 2, Imports of Miscellaneous Chemicals. Costs to Lille are as follows, in shillings per ton, from:-

	<u>Manchester</u>	<u>Middlesborough</u>	<u>London</u>	<u>Bristol</u>
via Tunnel	100	110	70	80
by Sea	130	120	110	130

Coûts de Transport
(shillings par tonne - chargements de 5 tonnes)

Les coûts de transport sont les mêmes que pour les expéditions de produits chimiques organiques et inorganiques avec les exceptions suivantes :

1. Les envois vers la Belgique sont répartis également vers Bruxelles et Anvers;

2. Les envois vers la France ont 4 destinations: Paris, Marseille, Nantes et Lille au lieu de 2 (Paris et Marseille).

- Pour ces pays il est tenu compte des ajustements de coûts dans la colonne intitulée "Excès coûts tunnel" des tableaux 3b et 3d. Les coûts vers Nantes sont indiqués dans le tableau 2, Importations de produits chimiques divers. Les coûts vers Lille sont les suivants, en shillings par tonne, de :

	<u>Manchester</u>	<u>Middlesborough</u>	<u>London</u>	<u>Bristol</u>
via Tunnel	100	110	70	80
par Mer	130	120	110	130

PRODUITS CHIMIQUES DIVERS
EXPORTATIONS

MISCELLANEOUS CHEMICALS - EXPORTS

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

Table 3a Diversion of Traffic to Germany

	Excess over Tunnel Costs (sh)	Tonnage	Tonnage diverted when toll =				
			0	20s	40s	60s	90s
To N. Germany							
from London	-40	650	70				
from Manchester	-70	1,700					
from Middlesbrough	-100	500					
from Bristol	-50	350	20				
To Ruhr							
from London	20	1,600	1,600	1,280	480	160	
from Manchester	20	4,400	4,400	3,520	1,320	440	
from Middlesbrough	30	1,200	1,200	1,080	720	180	
from Bristol	40	800	800	800	640	240	40
To S. Germany							
from London	70	1,000	1,000	1,000	1,000	900	300
from Manchester	30	2,600	2,600	2,340	1,560	390	
from Middlesbrough		750	600	230	80		
from Bristol	60	550	550	550	550	440	80
via Harwich-Zeebrugge	90	500	500	500	500	500	250
Total		16,600	13,340	11,300	6,850	3,250	470

Table 3b Diversion of Traffic to Belgium

From London	20	2,000	2,000	1,600	600	200	
Manchester	-10	5,000	3,000	750	250		
Middlesbrough	-20	1,500	450	150			
Bristol	-30	900	140	50			
via Harwich-Zeebrugge	80	100	100	100	100	100	100
Total		9,500	5,690	2,650	950	300	100

^a See footnote to Table 3 for basis of allocation.

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

PRODUITS CHIMIQUES DIVERS
EXPORTATIONS

MISCELLANEOUS CHEMICALS - EXPORTS

Table 3c Diversion of Traffic to the Netherlands

	Excess over Tunnel Costs (sh)	Tonnage	Tonnage diverted when toll =				
			0	20s	40s	60s	90s
From London	20	6,500	6,500	5,200	1,950	650	
Manchester	-30	16,000	2,400	800			
Middlesbrough	-50	4,500	230				
Bristol	-	3,400	2,720	1,020	340		
Total		30,400	11,850	7,020	2,290	650	

Table 3d Diversion of Traffic to France

To N.E. France - Paris							
From London	80	1,000	1,000	1,000	1,000	1,000	600
Manchester	70	2,800	2,800	2,800	2,800	2,520	840
Middlesbrough	50	700	700	700	630	420	70
Bristol	80	500	500	500	500	500	500
To N.E. France - Lille							
From London	40	800	800	800	640	240	40
Manchester	30	2,400	2,400	2,160	1,440	360	
Middlesbrough	10	700	630	420	110	40	
Bristol	50	400	400	400	360	240	40
To N.W. France							
From London	-30	300	50	20			
Manchester	-40	800	80				
Middlesbrough	-40	250	30				
Bristol	-30	150	20	10			
To S. France							
From London	-40	700	70				
Manchester	-70	2,000					
Middlesbrough	-70	450					
Bristol	-50	350	20				
via Dover-Dunkirk		100	100	100	100	100	100
Total		14,000	9,600	8,910	7,580	5,420	2,190

PRODUITS CHIMIQUES DIVERS
EXPORTATIONS

MISCELLANEOUS CHEMICALS - EXPORTS

Table 3e Diversion of Traffic to Switzerland

	Excess over Tunnel Costs (sh)	Tonnage	Tonnage diverted when toll =				
			0	20s	40s	60s	90s
From London	80	300	300	300	300	300	180
Manchester	40	700	700	700	560	210	40
Middlesbrough	10	200	180	120	30	10	
Bristol	70	100	100	100	100	90	30
via Harwich-Zeebrugge	90	100	100	100	100	100	50
Dever-Dunkirk		1,500	1,500	1,500	1,500	1,500	1,500
Total		2,900	2,880	2,820	2,590	2,210	1,800

Table 3f Diversion of Traffic to Austria

From London	80	350	350	350	350	350	210
Manchester	30	1,000	1,000	1,000	600	150	
Middlesbrough	10	300	270	180	50	20	
Bristol	80	150	150	150	150	150	90
via Harwich-Zeebrugge	90	200	200	200	200	200	100
Total		2,000	1,970	1,880	1,350	870	400

Table 3g Diversion of Traffic to Italy

From London	20	2,400	2,400	1,920	720	240	
Manchester	-20	6,400	1,920	640			
Middlesbrough	-20	1,800	540	180			
Bristol	-	1,200	960	360	120		
via Dever-Dunkirk		200	200	200	200	200	
Total		12,000	6,020	3,300	1,040	440	200

PRODUITS CHIMIQUES DIVERS
EXPORTATIONS

MISCELLANEOUS CHEMICALS - EXPORTS

a Footnote: (Voir TRADUCTION page 408)

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

<u>Excess over Tunnel cost sh. per ton</u>	<u>Percentage to Tunnel %</u>
-20	100
0	80
10	60
15	50
20	30
30	15
60	-

Percentage of traffic by cargo vessel 97 per cent
 Percentage of traffic by ferry 3 per cent
 Additional amount paid for use of ferry, generally £3-£5 per ton
 Packaging saving on rail through service:
 (i) £2 per ton where paper sacks used
 (ii) £4 per ton if returnable drums can be used
 Insurance savings on rail through service up to £2 a ton for
 some products when sent in glass containers.

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

	<u>Tonnage</u>	<u>Toll = 0</u>	<u>20s</u>	<u>40s</u>	<u>60s</u>	<u>90s</u>
Germany	16,600	13,340	11,300	6,850	3,250	670
Belgium	9,500	5,690	2,650	950	300	100
Netherlands	30,400	11,850	7,020	2,290	650	
France	14,400	9,600	8,910	7,580	5,420	2,190
Switzerland	2,900	2,880	2,820	2,590	2,210	1,800
Austria	2,000	1,970	1,880	1,350	870	400
Italy	12,000	6,020	3,300	1,040	440	200
Total	87,800	51,350	37,880	22,650	13,140	5,260
(of which Dover-Dunkirk)	1,800	1,800	1,800	1,800	1,800	1,800)
Revenue (to nearest £'000)			38,000	45,000	40,000	24,000

PRODUITS CHIMIQUES DIVERS
EXPORTATIONS

MISCELLANEOUS CHEMICALS - 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 = 0</u>	<u>20s</u>	<u>40s</u>	<u>60s</u>	<u>90s</u>
<u>Without FTA</u>						
Germany	11,000	8,840	7,490	4,540	2,150	280
Belgium	6,000	3,590	1,670	600	190	60
Netherlands	24,000	9,360	5,550	1,810	520	
France	11,000	7,330	6,800	5,790	4,140	1,670
Switzerland	3,000	2,980	2,910	2,670	2,280	1,860
Austria	2,000	1,970	1,880	1,350	870	400
Italy	10,000	5,020	2,740	870	370	170
Total	67,000	39,090	29,040	17,630	10,520	4,440
Revenue (to nearest £'000)			29,000	35,000	32,000	20,000
<u>With FTA</u>						
Germany	22,000	17,680	14,980	9,080	4,300	560
Belgium	12,000	7,180	3,340	1,200	380	130
Netherlands	36,000	14,040	8,330	2,720	780	
France	20,000	13,200	12,060	10,530	7,530	3,040
Switzerland	4,500	4,470	4,370	4,000	3,420	2,790
Austria	2,500	2,460	2,350	1,690	1,090	500
Italy	18,000	9,030	4,450	1,560	660	300
Total	115,000	68,060	49,880	30,780	18,160	7,520
Revenue (to nearest £'000)			50,000	62,000	54,000	33,000

PRODUITS CHIMIQUES DIVERS
EXPORTATIONS

MISCELLANEOUS CHEMICALS - EXPORTS

Table 6

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

(tons)

<u>Traffic to:</u>	<u>Tonnage</u>	<u>Toll = 0</u>	<u>20s</u>	<u>40s</u>	<u>60s</u>	<u>90s</u>
<u>Without FTA</u>						
Germany	11,000	8,840	7,490	4,540	2,150	280
Belgium	5,500	3,290	1,540	550	170	60
Netherlands	18,000	7,020	4,160	1,360	390	
France	11,000	7,330	6,800	5,790	4,140	1,670
Switzerland	4,000	3,970	3,880	3,560	3,040	2,480
Austria	2,500	2,460	2,350	1,690	1,090	500
Italy	8,000	4,010	2,200	690	290	140
Total	60,000	36,920	28,420	18,180	11,270	5,130
Revenue (to nearest £'000)			28,000	36,000	34,000	23,000
<u>With FTA</u>						
Germany	33,000	26,520	22,470	13,620	6,450	840
Belgium	16,500	9,860	4,610	1,650	520	170
Netherlands	54,000	21,060	12,500	4,080	1,170	
France	33,000	21,990	20,400	17,370	12,420	5,010
Switzerland	6,000	5,960	5,820	5,340	4,560	3,720
Austria	4,500	4,430	4,230	3,040	1,960	900
Italy	28,000	14,050	7,190	2,430	1,030	470
Total	175,000	103,870	77,220	47,530	28,640	11,110
Revenue (to nearest £'000)			77,000	95,000	86,000	50,000

a Optimum toll - 40 shillings

a Péage optimum - 40 shillings

TRADUCTION du Renvoi de la page 406

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>
-20	100	20	30
0	80	30	15
10	60	60	-
15	50		

% trafic par cargo : 97%

-- % trafic par ferry : 3%

Montant supplémentaire payé pour l'utilisation du ferry, généralement £3-5/tonne
Economie d'emballage sur les services directs :

(i) £2 par tonne si l'on utilise des sacs en papier

(ii) £4 par tonne si l'on utilise des emballages métalliques

Economie d'assurance sur les services directs par fer jusqu'à £2 par tonne pour certains produits quand ils sont envoyés en containers de verre.

PRODUITS CHIMIQUES DIVERS
IMPORTATIONS

MISCELLANEOUS CHEMICALS - IMPORTS

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 Belgium 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>
Germany	20.3 ^a	2.5	6.0	4.5	1.7	3.5	2.0	0.1
Belgium	12.8 ^b				3.0	6.7	3.0	0.1
Netherlands	87.0 ^a				21.0	44.0	22.0	
France	11.9 ^c							
Switzerland	0.6				0.1	0.3	0.2	
Austria	1.6				0.3	0.8	0.5	
Italy	0.3							
Total	134.5	2.5	6.0	4.5	26.1	55.3	27.7	0.2

<u>Country</u>	<u>E.Coast</u>	<u>Dunkirk and Cherbourg range</u>		<u>French Atlantic ports</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>	<u>S.Coast</u>	<u>W.Coast</u>
France	1.5	3.5	1.9	1.0	2.0	2.0		
Italy							0.2	0.1
Total	1.5	3.5	1.9	1.0	2.0	2.0	0.2	0.1

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

<u>Country</u>	<u>Total</u>	<u>Hamburg and Bremen</u>			<u>Benelux 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>
N. Germany	14.1	2.5	6.0	4.5	0.2	0.5	0.4
Ruhr	4.1				1.0	2.2	0.9
S. Germany	2.0				0.5	0.8	0.7
Total	20.2	2.5	6.0	4.5	1.7	3.5	2.0

- a Mainly starches.
b Mainly starches, osseine and gelatine.
c Mainly starches, casein and rosin.

- a Principalement des amidons.
b Principalement des amidons, osséine et gélatine.
c Principalement des amidons, caséine et colophane.

PRODUITS CHIMIQUES DIVERS
IMPORTATIONS

MISCELLANEOUS CHEMICALS - IMPORTS

Table 1b U.K. Imports from France by Area and Route
('000 tons)

Country	Total	N. France ports			S. France and Atlantic ports		
		E.Coast	London &		E.Coast	London &	
			S.Coast	W.Coast		S.Coast	W.Coast
N.E. France	7.2	1.5	3.5	1.9			0.3
S. France	4.7				1.0	2.0	1.7
Total	11.9	1.5	3.5	1.9	1.0	2.0	2.0

Table 2 Transport Costs
(shillings per ton^a)

	N.Ger- many (Ham- burg)	Ruhr (Dussel- dorf)	S.Ger- many (Mann- heim)	Bel- gium (Ant- werp)	Nether- lands (Rotte- rdam)	N.E. France (Paris)	S. France (Marse- illes)	Switzer- land (Bas- le)	Aus- tria (Vie- nna)	Italy (Mil- an)
To London via Tunnel	80	55	65	45	50	45	85	140	210	170
Lon-Germany	60	70	90							
Lon-Benelux				45	50				290	
Lon-France						75	85	180		
Lon-Italy										190
To Birmingham via Tunnel	100	75	85	65	65	65	105	150	220	
Lon-Germany	80									
Lon-Benelux		95	135	65	65			230	310	
Lon-Italy						95	105			
To Manchester via Tunnel	115	90	100	75	80	80	120	170	240	200
W.Coast-Germany	75									
W.Coast-Benelux		100	120	70	70				270	
W.Coast-France						100	85	210		
W.Coast-Italy										180
To Bristol via Tunnel	95	70	80	55	60	60	100	160	230	
London-Germany	80									
London-Benelux		90	110	60	55					
London-France						70		250	300	
W.Coast-France							80			

a 15 ton rail loads and shipload consignments of over 50 tons are used to cost transits from Germany, Belgium, Holland and France. Other transits are costed for 5 ton loads.

a Chargements ferroviaires de 15 tonnes et expéditions de plus de 50 tonnes, utilisés pour estimer le coût de transit d'Allemagne, de Belgique, de Hollande et de France. Base pour autres transits: chargements de 5 tonnes.

PRODUITS CHIMIQUES DIVERS
IMPORTATIONS

MISCELLANEOUS CHEMICALS - 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>5s</u>	<u>10s</u>	<u>15s</u>	<u>30s</u>

Table 3a Diversion of Traffic from Germany

<u>To London</u>								
<u>From N. Germany</u>	-20	4,200						
<u>Ruhr</u>	15	1,200	1,200	1,200	1,200	960	120	
<u>S. Germany</u>	25	600	600	600	600	600	300	
<u>To Manchester</u>								
<u>From N. Germany</u>	-40	5,600						
<u>Ruhr</u>	10	1,600	1,600	1,600	1,280	800		
<u>S. Germany</u>	20	800	800	800	800	800	240	
<u>To Birmingham</u>								
<u>From N. Germany</u>	-20	2,800						
<u>Ruhr</u>	20	800	800	800	800	800	240	
<u>S. Germany</u>	50	400	400	400	400	400	400	
<u>To Bristol</u>								
<u>From N. Germany</u>	-15	1,500	150					
<u>Ruhr</u>	20	500	500	500	500	500	150	
<u>S. Germany</u>	30	200	200	200	200	200	160	
<u>via Harwich-Zeebrugge</u>		100	100	100	100	100	100	
<u>Total</u>		20,300	6,350	6,200	5,880	5,160	1,710	

Table 3b Diversion of Traffic from Belgium

<u>To London</u>		3,800	3,040	1,900	1,140	380	
<u>Manchester</u>	-5	5,000	2,500	1,500	500		
<u>Birmingham</u>		2,500	2,000	1,250	750	250	
<u>Bristol</u>	5	1,400	1,400	1,120	700	420	
<u>via Harwich-Zeebrugge</u>		100	100	100	100	100	100
<u>Total</u>		12,800	9,040	5,870	3,190	1,150	100

a See Footnote to Table 3 for basis of allocation.

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

PRODUITS CHIMIQUES DIVERS
IMPORTATIONS

MISCELLANEOUS CHEMICALS - IMPORTS

Table 3f Diversion of Traffic from Austria

	Excess over Tunnel Costs (sh)	Tonnage	Tonnage diverted when toll =				
			0	5s	10s	15s	30s
To London	80	500	500	500	500	500	500
Manchester	30	650	650	650	650	650	520
Birmingham	90	250	250	250	250	250	250
Bristol	70	200	200	200	200	200	200
Total		1,600	1,600	1,600	1,600	1,600	1,470

Table 3g Diversion of Traffic from Italy

To London	20	200	200	200	200	200	60
Manchester	-20	100					
Total		300	200	200	200	200	60

a Footnote (Voir TRADUCTION ci-dessous)

The basis of allocation of traffic, all by cargo vessel, is as follows:

<u>Excess of Tunnel Costs</u> sh. per ton	<u>Percentage to Tunnel</u> %
-5	100
0	80
5	50
10	30
15	10
20	-

a La base d'affectation du trafic, 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>
- 5	100	10	30
0	80	15	10
5	50	20	-

PRODUITS CHIMIQUES DIVERS
IMPORTATIONS

MISCELLANEOUS CHEMICALS - 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>Toll =</u>	<u>0</u>	<u>5s</u>	<u>10s</u>	<u>15s</u>	<u>30s</u>
Germany	20,300	6,350	6,200	5,880	5,160	1,710	
Belgium	12,800	9,040	5,870	3,190	1,150	100	
Netherlands	87,000	49,100	27,500	13,600	4,200		
France	11,900	9,380	8,450	7,790	7,050	3,620	
Switzerland	600	600	600	600	600	600	
Austria	1,600	1,600	1,600	1,600	1,600	1,470	
Italy	300	200	200	200	200	60	
Total	134,500	76,270	50,420	32,840	19,960	7,560	
Revenue (to nearest £'000)			13,000	16,000	15,000	11,000	

PRODUITS CHIMIQUES DIVERS
IMPORTATIONS

MISCELLANEOUS CHEMICALS - IMPORTS

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

<u>Traffic from:</u>	<u>Tonnage</u>	<u>(tons)</u>					
		<u>Toll=</u>	<u>0</u>	<u>5s</u>	<u>10s</u>	<u>15s</u>	<u>30s</u>
<u>Without FTA</u>							
Germany	25,000		7,810	7,640	7,240	6,360	2,105
Belgium	15,000		10,580	6,890	3,730	1,350	120
Netherlands	102,000		57,500	31,200	15,950	4,920	
France	15,000		11,820	10,650	9,820	8,890	4,560
Switzerland	700		700	700	700	700	700
Austria	1,900		1,900	1,900	1,900	1,900	1,745
Italy	400		270	270	270	270	80
Total	160,000		90,580	59,250	39,610	24,390	19,310
Revenue (to nearest £'000)				15,000	20,000	18,000	14,000
<u>With FTA</u>							
Germany	26,000		8,130	7,940	7,530	6,610	2,190
Belgium	16,300		11,500	7,480	4,060	1,460	130
Netherlands	108,000		66,500	34,100	16,900	5,220	
France	16,000		12,610	11,380	10,470	9,490	4,870
Switzerland	800		800	800	800	800	800
Austria	2,400		2,400	2,400	2,400	2,400	2,205
Italy	500		330	330	330	330	100
Total	170,000		102,270	64,430	42,490	26,310	10,295
Revenue (to nearest £'000)				16,000	21,000	20,000	15,000

PRODUITS CHIMIQUES DIVERS
IMPORTATIONS

MISCELLANEOUS CHEMICALS - 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>5s</u>	<u>10s</u>	<u>15s</u>	<u>30s</u>
<u>Without FTA</u>							
Germany	35,000	10,950	10,700	10,140	8,900	2,945	
Belgium	22,000	15,520	10,100	5,480	1,980	170	
Netherlands	148,000	83,500	46,800	23,150	7,150		
France	20,000	15,780	14,200	13,090	11,850	6,080	
Switzerland	1,500	1,500	1,500	1,500	1,500	1,500	
Austria	2,500	2,500	2,500	2,500	2,500	2,300	
Italy	1,000	670	670	670	670	200	
Total	230,000	130,420	86,470	56,530	34,550	13,195	
Revenue (to nearest £'000)			22,000	28,000	26,000	20,000	
<u>With FTA</u>							
Germany	38,000	11,890	11,600	11,000	9,650	3,200	
Belgium	24,000	16,950	11,000	5,980	2,160	190	
Netherlands	160,000	90,300	50,600	25,000	7,720		
France	22,000	17,340	15,630	14,490	13,050	6,690	
Switzerland	1,500	1,500	1,500	1,500	1,500	1,500	
Austria	3,000	3,000	3,000	3,000	3,000	2,750	
Italy	1,500	1,000	1,000	1,000	1,000	300	
Total	250,000	141,980	94,330	61,880	38,080	14,630	
Revenue (to nearest £'000)			24,000	31,000	29,000	22,000	

a Optimum toll - 10 shillings

a Péage optimum - 10 shillings

PRODUITS CHIMIQUES DE GRANDE VALEUR
EXPORTATIONS

HIGH VALUE CHEMICALS - EXPORTS

HIGH VALUE CHEMICALS^(a)

Table 1 U.K. Exports to Tunnel Countries in 1957^(b)
(Tons and Value £'000)

<u>Country</u>	<u>Value £'000</u>	<u>Mode of transport</u>	<u>Approximate tonnage</u>
Germany	981	Train ferries (groupage):	2,000
Belgium	932		
Netherlands	844		
France	755	Other surface routes:	1,400
Switzerland	485		
Austria	55	Air:	600
Italy	1,014		
Total	5,066		4,000

(Voir TRADUCTION ci-dessous)

(a) Comprises chiefly pharmaceuticals, essential oils and perfume materials. Much of the group is recorded in official statistics in value terms only. Although there is sufficient evidence for the tentative estimates of tonnage shown above, a full analysis of the trade pattern is impossible.

(b) The figures include an unknown dangerous component.

Table 2 Diversion of Current and Future Export Traffic^(a)
to a Channel Tunnel and the Resulting Revenue

	<u>1957</u>	<u>1965</u> <u>Without FTA</u>	<u>1965</u> <u>With FTA</u>	<u>1980</u> <u>Without FTA</u>	<u>1980</u> <u>With FTA</u>
Total exports; tons	4,000	2,000	6,000	1,000	12,000
of which, diverted at 60s toll; tons	2,000	1,000	3,000	500	6,000
Revenue	£6,000	£3,000	£9,000	£1,500	£18,000

(Voir TRADUCTION ci-dessous)

(a) Cost and diversion analyses are impossible, but by analogy with other high value goods it seems likely that as much as 50 per cent of traffic might be diverted at not less than 60s toll.

TRADUCTION des Renvois ci-dessus

Tableau 1

- (a) Comprend essentiellement les produits pharmaceutiques, huiles et parfums. La plus grande partie de cette catégorie est seulement donnée en valeur dans les statistiques officielles. Bien qu'il y ait suffisamment de preuves de la validité de l'estimation des tonnages indiqués ci-dessus, une analyse détaillée de la structure du commerce est impossible.
- (b) Les chiffres comprennent un composant dangereux inconnu.

Tableau 2

- (a) Les estimations de coût et de détournement sont impossibles, mais par analogie avec les autres marchandises de grande valeur il semble probable que près de 50% du trafic puisse être détourné à un péage au moins égal à 60 shillings.

PRODUITS CHIMIQUES DE GRANDE VALEUR
IMPORTATIONS

HIGH VALUE CHEMICALS - IMPORTS

HIGH VALUE CHEMICALS^(a)

Table 1 U.K. Imports from Tunnel Countries in 1957^(b)
(Tons and Value £'000)

<u>Country</u>	<u>Value £'000</u>	<u>Mode of Transport</u>	<u>Approximate tonnage</u>
Germany	1,100	Train ferries (groupage)	1,500
Belgium	516		
Netherlands	831		
France	3,024	Other surface routes	4,900
Switzerland	2,858		
Austria	71	Air	1,600
Italy	1,801		
Total	10,201		8,000

(Voir TRADUCTION ci-dessous)

(a) Composition of the group is similar to exports but with the addition of disinfectants and related products.
Tonnage data is as sparse as for exports.

(b) The figures include an unknown dangerous component.

Table 2 Diversion of Current and Future Import Traffic
to a Channel Tunnel and the Resulting Revenue^(a)

	<u>1957</u>	<u>1965</u> <u>Without FTA</u>	<u>1965</u> <u>With FTA</u>	<u>1980</u> <u>Without FTA</u>	<u>1980</u> <u>With FTA</u>
Total imports; tons	8,000	6,000	10,000	5,000	12,000
of which, diverted at 60s toll; tons	4,000	3,000	5,000	2,500	6,000
Revenue	£12,000	£9,000	£15,000	£7,500	£18,000

(a) Based on the same assumptions as for exports.

(a) Basé sur les mêmes hypothèses que pour les exportations.

Table 3 Total Traffic Diversion to a Channel
Tunnel and the Resulting Revenue

	<u>1957</u>	<u>1965</u> <u>Without FTA</u>	<u>1965</u> <u>With FTA</u>	<u>1980</u> <u>Without FTA</u>	<u>1980</u> <u>With FTA</u>
Exports; tons	2,000	1,000	3,000	500	6,000
Imports; tons	4,000	3,000	5,000	2,500	6,000
Total; tons	6,000	4,000	8,000	3,000	12,000
Revenue	£18,000	£12,000	£24,000	£9,000	£36,000

TRADUCTION des Renvois du Tableau 1

(a) Même composition que les exportations mais avec l'addition des désinfectants. Les données de tonnage sont aussi éparées que pour les exportations.

(b) Les chiffres comprennent un composant dangereux inconnu.

POSTE

Outre les marchandises examinées ci-dessus, d'autres trafics peuvent être considérés comme susceptibles d'un transit par le Tunnel. Par exemple la poste acheminée par transports de surface. Celle-ci comprend des périodiques et journaux adressés à des souscripteurs individuels, une grande quantité de matière imprimée et des échantillons et colis non expédiés par avion aux tarifs de la poste aérienne. La poste de ce type - connue sous le nom de poste de 2ème classe - et les paquets ordinaires surpassent de beaucoup en volume les lettres et colis par avion. Chaque année 18.000 tonnes environ sont expédiées du Royaume-Uni à travers la Manche, et 12.000 tonnes environ y sont reçues, soit au total 30.000 tonnes. Les régions d'origine et de destination consisteraient presque exclusivement en la France, la Belgique, la Suisse et peut-être l'Italie (la poste et les colis destinés à l'Allemagne, la Hollande et l'Autriche, ou en provenance de ces pays, seraient normalement acheminés par les routes de la Mer du Nord, non par celles de la Manche).

La totalité de la poste et des colis acheminés à travers la Manche par transports de surface est traitée par les chemins de fer britanniques et français conformément aux instructions permanentes des Administrations postales Britannique et Française. L'intérêt porté par ces administrations au choix du chemin de fer comme moyen de transport à travers la Manche semble se limiter à des considérations de commodité et de rapidité. Le choix de la route varie en fait suivant l'heure de la journée, le jour de la semaine et la saison, mais le critère est toujours la rapidité d'acheminement, et les administrations postales - à tout le moins l'administration Britannique - ne paient apparemment pas plus pour une route que pour une autre.

Sur la base de ces considérations, un Tunnel serait probablement utilisé s'il est concurrentiel au point de vue prix avec les autres routes. Les Ingénieurs Conseils ont étudié cette question des tarifs à faire payer aux administrations postales, et bien que leur

étude ne pouvait aboutir qu'à des résultats indicatifs, alors qu'on se trouve de nombreuses années avant l'ouverture du Tunnel, il apparut vraisemblable que ces administrations ne seraient pas en mesure de supporter un tarif supérieur à £8 par tonne, en moyenne, pour la poste de 2ème classe et les colis traversant la Manche. Il est estimé, prudemment, qu'à ce tarif les deux tiers, soit 20.000 tonnes, du tonnage étudié, seraient expédiés par le Tunnel, fournissant un revenu brut annuel de £160.000. Cette somme est ajoutée au revenu figurant dans le tableau résumé ci-dessous.

TRAFFIC GOUVERNEMENTAL

Un autre type de trafic, potentiel au Tunnel à un certain degré, est constitué par du trafic de nature gouvernementale. Il existe de nombreuses natures de marchandises gouvernementales, mais les matériels de toutes sortes du War Office sont de loin les plus importants.

En 1957, les tonnages approximatifs suivants, de nature gouvernementale, mais non autrement spécifiée, furent expédiés par ferry.

<u>Via Douvres-Dunkerque</u>	<u>tonnes</u>
Vers la France	1.000
Vers les autres pays	100
De France	500
	<hr/>
	1.600
	<hr/>
<u>Via Harwich-Zeebrugge^a</u>	
Vers l'extérieur	12.300
Vers l'intérieur	3.500
	<hr/>
	15.800
	<hr/>
<u>Via Tilbury-Anvers</u>	
Vers l'extérieur et vers l'intérieur	8.000

a Les trois-quarts du trafic à l'exportation à Anvers (bien que l'Allemagne constitue probablement leur destination ultérieure). Le reste va en Allemagne, et tout le trafic en direction de l'intérieur vient d'Allemagne.

Le caractère secret qui entoure inévitablement les marchandises de nature gouvernementale, ajouté à l'incertitude qui règne sur les besoins à longue échéance en ravitaillement des Forces Britanniques sur le Continent, rendent pratiquement impossible une estimation du trafic futur. Mais quelques observations générales peuvent être faites.

En premier lieu, la politique ministérielle actuelle consiste à confier la plus grande partie des transports de marchandises de nature gouvernementale aux lignes de navigation commerciale. De telles lignes de navigations sont ainsi aidées en temps de paix au détriment des services maritimes exploités par les chemins de fer, afin d'être sur de leur disponibilité en cas d'urgence. Il n'est pas

impossible que ces lignes maritimes bénéficient d'une préférence semblable à l'égard d'un Tunnel. En second lieu, pour d'importants types de cargaisons - équipements lourds - le transport par rail par le Tunnel n'est pas adapté. En troisième lieu, une autre catégorie importante de marchandises - les explosifs - est impropre au transport par rail, certainement impropre en tout cas au transport par le Tunnel. En quatrième lieu, pour les marchandises en vrac, la nourriture y comprise, le transport par mer peut être meilleur marché.

Il subsiste toute une série de marchandises, parmi lesquelles le petit équipement, les pièces de rechange, les véhicules, pour lesquelles le Tunnel serait probablement utilisé, au même titre que les ferryboats le sont actuellement pour quelque 25.000 tonnes par an de matériels divers de nature gouvernementale. Mais une base appropriée manque pour faire des prévisions, et les indications sont insuffisantes pour estimer le péage.

TRAFIC EST-EUROPEEN

Un troisième type de trafic, pouvant devenir un trafic potentiel possible du Tunnel, est le trafic vers ou en provenance de l'Europe Orientale. Là encore, cependant, les données de base nécessaires aux prévisions quantitatives font terriblement défaut. Pour la plus grande partie de l'Europe Centrale de l'Est, le Tunnel constituerait, du point de vue géographique, la route d'expédition idéale, probablement la meilleure marché. Les ferryboats sont utilisés de temps à autre pour le transport de frêt entre le Royaume-Uni d'une part, et l'Allemagne Orientale, la Pologne et la Yougoslavie d'autre part. Les quantités sont habituellement faibles, mais elles peuvent s'élever annuellement à 10.000 tonnes à l'importation et 2.000 à l'exportation. Toutefois, le commerce est très fluctuant, et tellement sujet aux fluctuations politiques que toute prévision reste arbitraire. Il n'a été par conséquent tenu aucun compte du trafic Est-Européen, bien qu'il soit concevable que celui-ci constitue un jour une source non négligeable de revenus pour le Tunnel.

Résumé du Trafic Détourné au Péage Optimum et Recette Correspondante

Catégorie de Marchandises ^a	1957		1965 A		1965 B		1980 A		1980 B						
	Péage optimum sh. par tonne	Tonnage disponible ('000)	Tonnage détourné ('000)	Tonnage disponible ('000)	Tonnage détourné ('000)	Revenus (£'000)	Tonnage disponible ('000)	Tonnage détourné ('000)	Revenus (£'000)	Tonnage disponible ('000)	Tonnage détourné ('000)	Revenus (£'000)			
Viande en conserve	50/-	40.4	1.8	40.8	2.5	6	43.2	2.9	7	46.6	3.8	9	53.9	5.5	14
Produits laitiers	20/-	29.0	23.2	25.5	20.5	21	28.0	22.7	23	23.5	18.7	19	45.0	36.9	37
Fruits et légumes frais	60/-	593.0	196.9	765.0	217.1	651	1,000.0	340.4	1,021	815.0	237.2	712	1,260.0	433.7	1,301
Fruits et légumes en conserve	30/-	305.0	11.5	445.0	21.5	32	500.0	26.0	39	510.0	31.0	47	555.0	36.0	54
Boissons alcoolisées - Exportations	10/-	15.5	10.3	17.5	11.3	6	20.5	13.1	7	20.0	12.7	6	26.0	16.4	8
Vins et alcools - Importations	30/-	49.0	13.0	85.0	23.4	35	138.0	37.7	57	152.0	41.0	62	205.0	55.3	83
Produits alimentaires divers - Importations	20/-	82.2	41.8	75.0	38.3	38	75.0	38.3	38	79.0	40.5	41	86.0	45.3	45
Produits alimentaires - Exportations	50/-	111.7	48.3	118.0	51.6	129	145.0	68.3	170	113.0	52.6	132	160.0	81.6	204
Laine	70/-	63.3	14.8	59.2	20.2	71	95.9	23.9	84	105.1	30.5	105	157.9	36.5	128
Produits chimiques organiques et inorganiques	40/-	146.5	70.0	151.0	71.9	144	193.0	89.6	179	209.0	100.3	201	306.0	141.9	284
Matières plastiques	60/-	52.0	20.4	52.0	20.4	61	95.0	36.0	108	65.0	28.4	86	180.0	68.2	204
Matières colorantes	80/-	8.1	3.1	6.1	2.4	9	10.8	4.5	18	4.8	1.8	7	15.5	6.5	26
Noir de fumée - Exportations	40/-	13.3	12.2	7.0	6.2	12	20.0	17.9	36	8.0	7.2	14	30.0	26.8	54
Détergents avec et sans savon - Exportations	30/-	32.8	19.7	16.3	9.9	15	40.0	22.7	34	9.0	5.8	9	46.0	25.8	39
Produits chimiques divers - Exportations	40/-	87.8	22.7	67.0	17.6	35	115.0	30.8	62	60.0	18.2	36	175.0	47.5	95
Produits chimiques divers - Importations	10/-	134.5	32.9	160.0	39.6	20	170.0	42.5	21	230.0	56.5	28	250.0	61.9	31
Produits chimiques de haute valeur	60/-	12.0	6.0	8.0	4.0	12	16.0	8.0	24	6.0	3.0	9	24.0	12.0	36
Produits manufacturés en caoutchouc - Exportations	80/-	17.0	6.0	16.5	5.9	24	34.0	12.3	49	20.0	7.3	29	53.0	19.2	77
Produits de placage et contreplaqués - Importations	40/-	50.1	15.2	60.0	20.1	40	80.0	27.8	56	90.0	31.7	63	120.0	44.4	89
Papier et carton	30/-	181.4	23.6	203.0	35.6	53	235.0	46.8	70	275.0	60.2	90	350.0	89.9	135
Fibres textiles	30/-	12.1	4.5	11.7	4.2	6	16.4	5.7	9	14.9	5.3	8	27.8	9.9	15
Tissus textiles	80/-	29.7	11.0	34.5	13.9	56	52.0	21.2	85	52.7	21.4	86	102.5	40.6	163
Produits textiles manufacturés divers	30/-	29.7	12.3	35.7	16.1	24	50.0	22.8	34	41.0	19.1	29	62.0	29.1	44
Briques réfractaires, ardoises etc....	30/-	61.8	20.9	72.8	30.6	46	88.6	34.4	52	94.5	45.0	68	123.0	50.0	75
Verre	60/-	44.3	26.8	46.0	29.0	87	59.5	35.0	105	60.5	37.0	81	80.0	49.0	147
Fer et acier	20/-	566.4	172.3	435.0	125.9	126	520.0	152.1	152	640.0	194.7	195	615.0	255.6	256
Métaux non-ferreux	30/-	105.8	9.0	128.5	11.8	18	139.0	13.2	20	174.5	17.3	26	194.5	20.0	30
Produits métalliques manufacturés	70/-	81.7	23.4	87.5	26.3	92	155.0	46.9	164	114.0	36.5	128	213.0	67.5	236
Machines	60/-	226.6	137.0	277.0	171.7	515	380.0	236.0	708	330.0	212.9	639	530.0	331.9	996
Tracteurs	50/-	29.4	18.8	19.2	12.9	32	28.3	17.7	44	10.7	7.0	18	25.2	16.4	41
Machines à laver	100/-	4.1	3.6	3.7	3.3	16	9.2	8.3	41	4.0	3.6	18	14.0	12.5	62
Équipement électrique lourd-Exportations	120/-	7.3	1.2	10.2	1.7	10	11.7	2.0	12	17.1	3.3	20	24.3	4.7	28
Appareillage électrique et radios	130/-	16.8	12.2	22.7	16.5	108	35.8	25.5	166	33.5	24.4	159	60.0	42.2	274

Résumé du Trafic Détourné au Péage Optimum et Recette Correspondante (suite)

Catégorie de Marchandises ^a	Péage optimum sh. par tonne	1957		1965 A			1965 B			1960 A			1960 B		
		Tonnage disponible ('000)	Tonnage détourné ('000)	Tonnage disponible ('000)	Tonnage détourné ('000)	Revenus (£'000)	Tonnage disponible ('000)	Tonnage détourné ('000)	Revenus (£'000)	Tonnage disponible ('000)	Tonnage détourné ('000)	Revenus (£'000)	Tonnage disponible ('000)	Tonnage détourné ('000)	Revenus (£'000)
Voitures (nombre et tonnes)	90/-	51.6	17.3	48.6	22.1	99	145.8	61.3	275	61.7	34.1	153	290.7	117.7	530
Véhicules commerciaux (nombre et tonnes)	100/-	19.0	12.5	9.2	2.7	14	36.5	16.1	60	11.6	5.5	28	71.4	32.8	164
Scooters - Importations	150/-	11.0	11.0	8.3	8.3	66	11.0	11.0	83	7.8	7.8	58	11.0	11.0	83
Pièces détachées	100/-	20.7	4.3	20.1	4.6	23	52.4	15.2	76	27.8	6.4	32	88.0	27.2	136
Instruments scientifiques	80/-	6.9	3.3	10.6	5.4	22	12.9	6.4	26	17.6	9.1	36	24.1	11.9	48
Réfrigérateurs	110/-	2.3	2.0	1.5	1.3	7	5.5	5.1	28	1.2	1.1	6	8.6	7.1	39
Produits manufacturés divers	50/-	89.0	50.7	105.0	61.5	154	145.0	85.1	213	145.0	86.8	217	270.0	160.7	402
Courrier	160/-	30.0	20.0	30.0	20.0	160	30.0	20.0	160	30.0	20.0	160	30.0	20.0	160
Total ('000 tonnes ou £'000)		3,470.8	1,157.5	3,796.2	1,230.5	3,095	5,039.0	1,753.1	4,636	4,731.1	1,566.7	3,870	6,963.4	2,609.1	6,873
Moins l'ajustement pour la perte non chiffrée du Transit en Grande Bretagne ^b						500			685			654			1,013
Recette totale brute (£'000)						2,595			3,951			3,216			5,860
Recette totale brute (\$'000)						7,265			11,063			9,005			16,408

A Sans une zone de libre Echange

B Avec une zone de libre Echange

a Exportations et importations sauf indication contraire

b Comme il est expliqué dans la Partie C, Chapitre II, dernier paragraphe de "II Calcul des Coûts de Transport", environ 40 miles en Grande-Bretagne des transits à travers le Tunnel ont été laissés non chiffrés. Pour des coefficients de chargement moyen, le coût du transport ainsi omis peut être estimé à 6/- par tonne, le coût de la route du Tunnel étant augmenté en conséquence. Une déduction convenable a été faite du total brut des recettes.

TRAFIC PAR UN TUNNEL ROUTIER

Si l'on devait construire sous la Manche un Tunnel uniquement routier, le volume du trafic susceptible d'emprunter le Tunnel subirait une réduction sensible. Même dans l'hypothèse où les prix de transport par un Tunnel routier n'excèderaient pas ceux par rail ou par "piggyback" la nature de l'exploitation des transports routiers à grande distance aboutirait à limiter sensiblement le volume total du trafic.

Certains trafics pour lesquels un Tunnel ferroviaire conviendrait particulièrement bien, notamment les mouvements de marchandises en très grandes quantités et sur de très longues distances en provenance ou à destination d'embranchements particuliers, seraient perdus dans une très grande mesure. De tels mouvements intéressent généralement des marchandises de faible valeur ne pouvant supporter que de faibles coûts de transport, et la nature relativement coûteuse du transport par route sur de grandes distances handicaperait fortement de tels transports.

Il semblerait toutefois raisonnable d'admettre qu'en l'absence d'un Tunnel ferroviaire, la route s'attribuerait une proportion importante du trafic des marchandises non en vrac se déplaçant entre des points situés de part et d'autre du Tunnel, à moins de 250 miles des entrées du Tunnel. Au contraire, non seulement aucun trafic de marchandises en vrac n'aurait-il pratiquement lieu vers des points au-delà de cette zone, mais même le transport de marchandises générales serait grandement réduit. Les Ingénieurs Conseils ont analysé la proportion des échanges anglo-européens qui pourrait être détournée à un Tunnel, en vue de déterminer la fraction de ce trafic qui continuerait à être détournée dans le cas où un Tunnel uniquement routier serait construit.

Cette analyse a été conduite de manière à prendre en considération les facteurs jouant pour chaque type de marchandise pour

le transport par route (type, taille de l'envoi et adaptation au chargement, longueur du transport et importance relative qu'attache l'utilisateur à des considérations autres que les coûts directs de transport). Compte tenu de ces considérations et dans l'hypothèse où il n'y aurait pas de Zone de Libre Echange, il semble que seulement de 550.000 à 575.000 tonnes de marchandises transiteraient par un Tunnel routier en 1980, soit environ le tiers du trafic à travers un Tunnel ferroviaire.

SERVICES DIRECTS ENTRE LE ROYAUME-UNI
ET L'EUROPE OCCIDENTALE

Dans l'esprit des Ingénieurs Conseils, des services de frêt direct (grâce à des wagons pouvant circuler sur le réseau anglais et les réseaux continentaux) pourraient être initialement exploités sur les routes qu'indique le tableau ci-dessous. La liste ne prétend pas être exhaustive ; des considérations commerciales suggèreraient sans doute la création d'autres routes directes lorsque le Tunnel aurait été ouvert.

	Italie	Hanovre	Stuttgart	Munich	Francfort	Dusseldorf	Bruxelles	Paris
Londres	x	x	x	x	x	x	x	x
Birmingham	x		x	x	x	x	x	x
Sheffield			x		x	x	x	x
Manchester	x		x	x	x	x	x	x
Nottingham						x	x	x
Bradford et Leeds			x		x	x	x	x
Liverpool	x		x	x	x	x	x	x
Coventry			x		x	x	x	x

/ Des services directs seraient également nécessaires vers et à partir de Mannheim : on suppose que ce besoin serait satisfait par des services entre la Grande-Bretagne et Stuttgart, Munich et Francfort.

* Trafic de fruits, Italie du Nord-Londres, avec triages du matériel roulant selon les diverses zones de production.

ANNEXE

Carte et graphiques illustrant les courants marchandises
entre le Royaume-Uni et l'Europe de l'Ouest.





MAP OF WESTERN EUROPE SHOWING MAJOR ORIGINS OR DESTINATIONS AND DIVISIONS OF FRANCE AND GERMANY

THE VOLUME OF ANGLO-EUROPEAN TRADE IN CARS BY ROUTE

FIGURES DENOTE THOUSANDS OF CARS

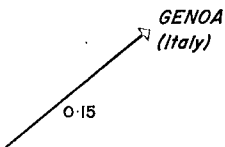


IMPORTS

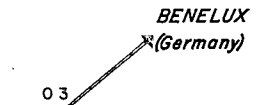


EXPORTS

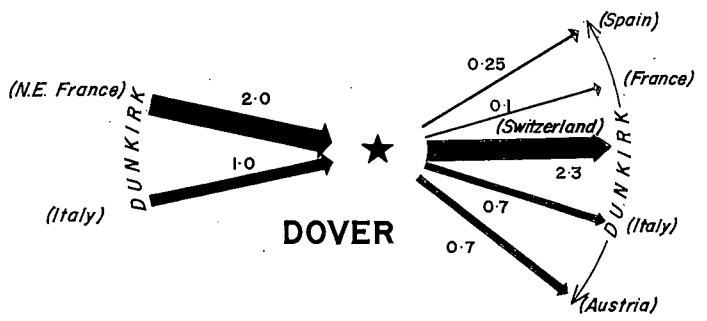
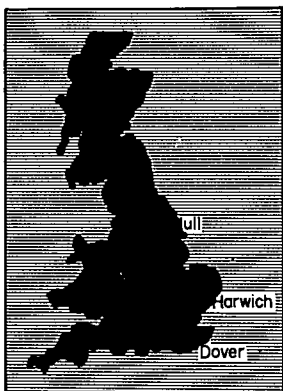
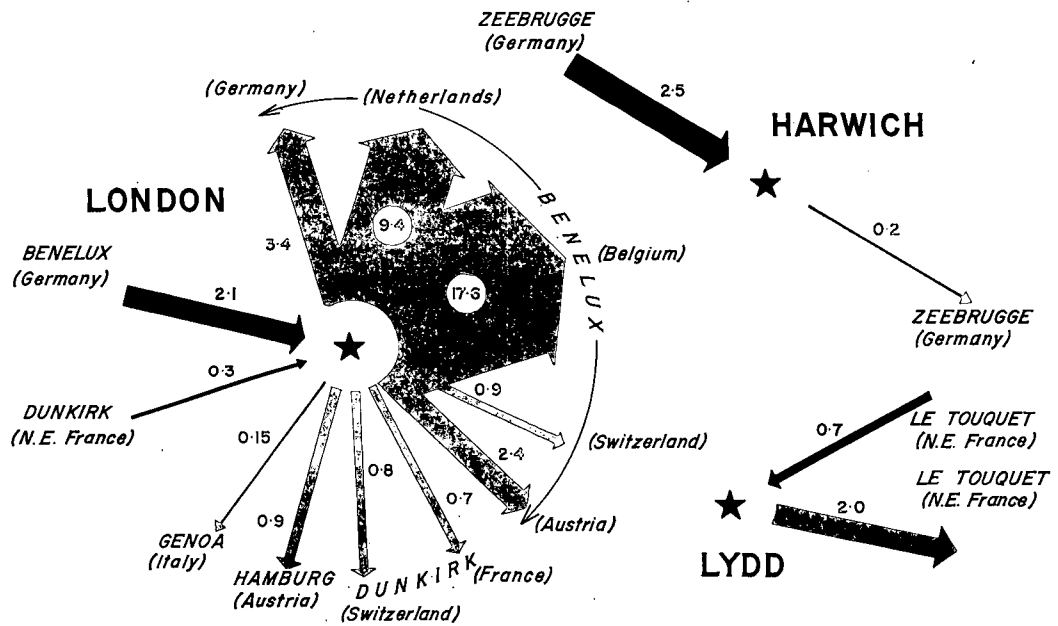
LIVERPOOL



HULL



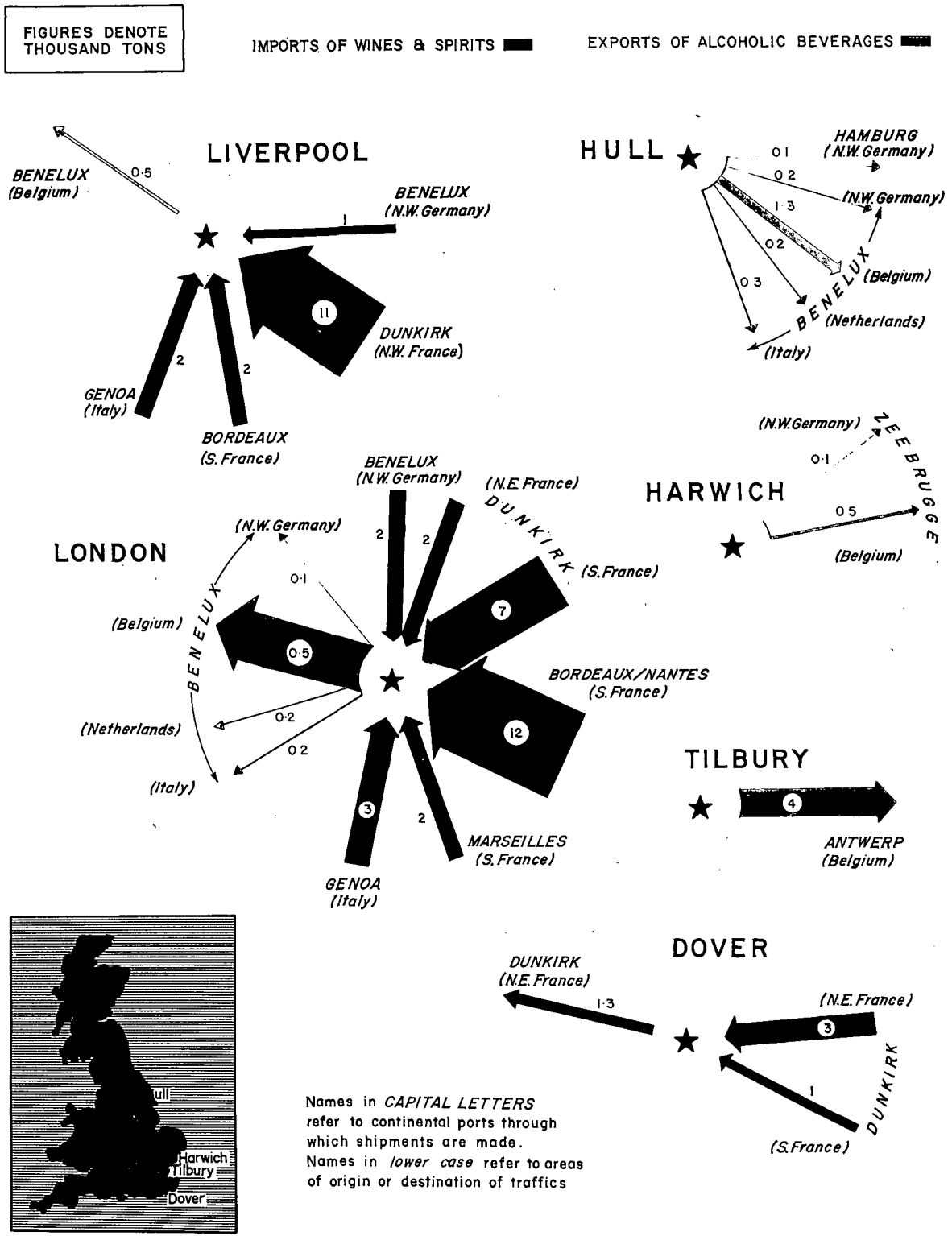
Names in *CAPITAL LETTERS* refer to continental ports through which shipments are made. Names in *lower case* refer to areas of origin or destination of traffics.



TOTAL VOLUME OF IMPORTS 8,600 tons
TOTAL VOLUME OF EXPORTS 42,950 tons

All movements are by loose cargo shipping except for those shown by Harwich and Dover (rail ferry) and Lydd (air)

THE VOLUME OF ANGLO-EUROPEAN TRADE IN WINES AND SPIRITS AND ALCOHOLIC BEVERAGES BY ROUTE

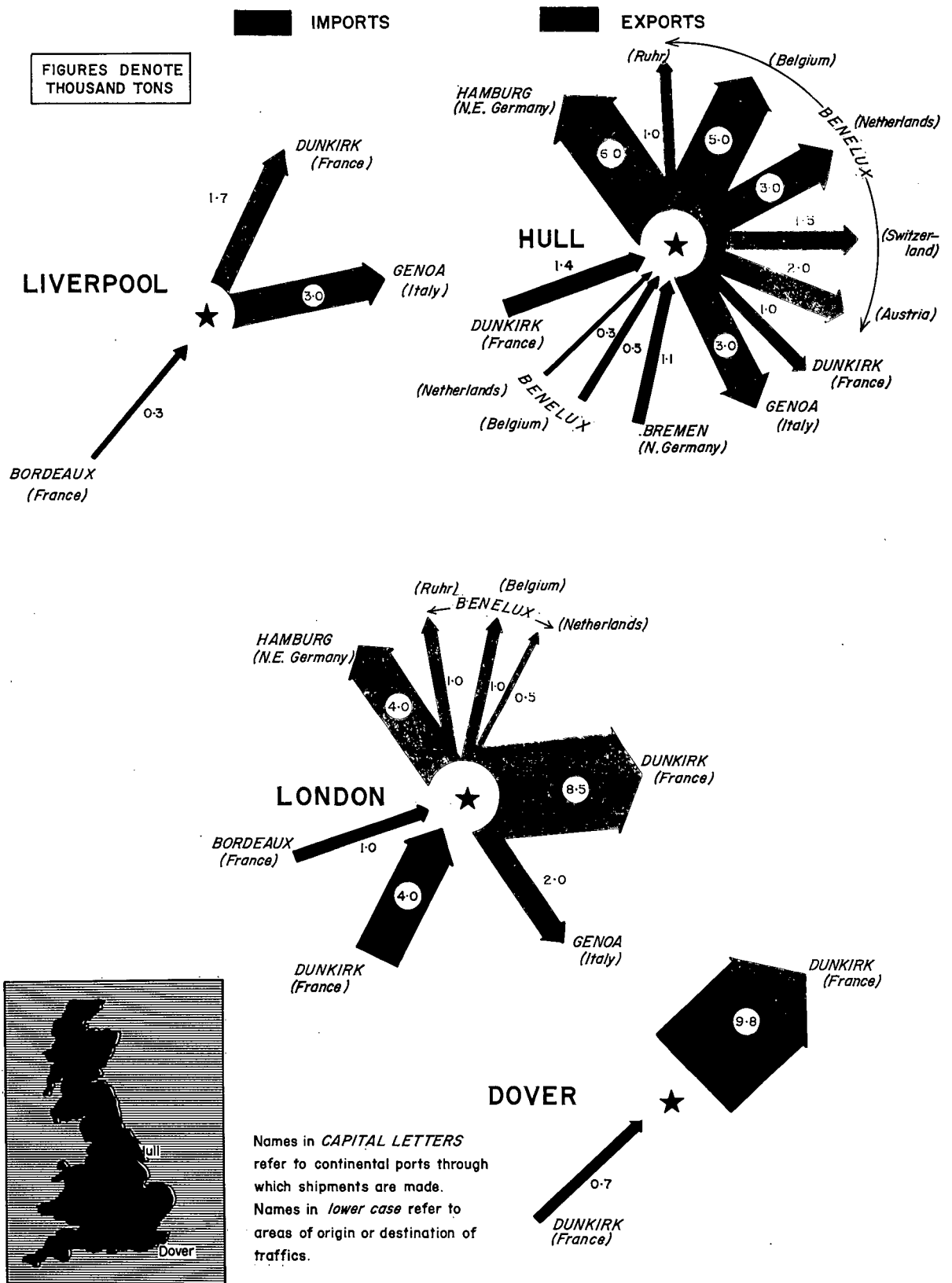


TOTAL VOLUME OF IMPORTS 48,000 tons

TOTAL VOLUME OF EXPORTS 9,500 tons

All movements are by loose cargo shipping except for those shown by Harwich and Dover (rail ferry), and Tilbury (road ferry)

THE VOLUME OF ANGLO-EUROPEAN TRADE IN WOOL BY ROUTE

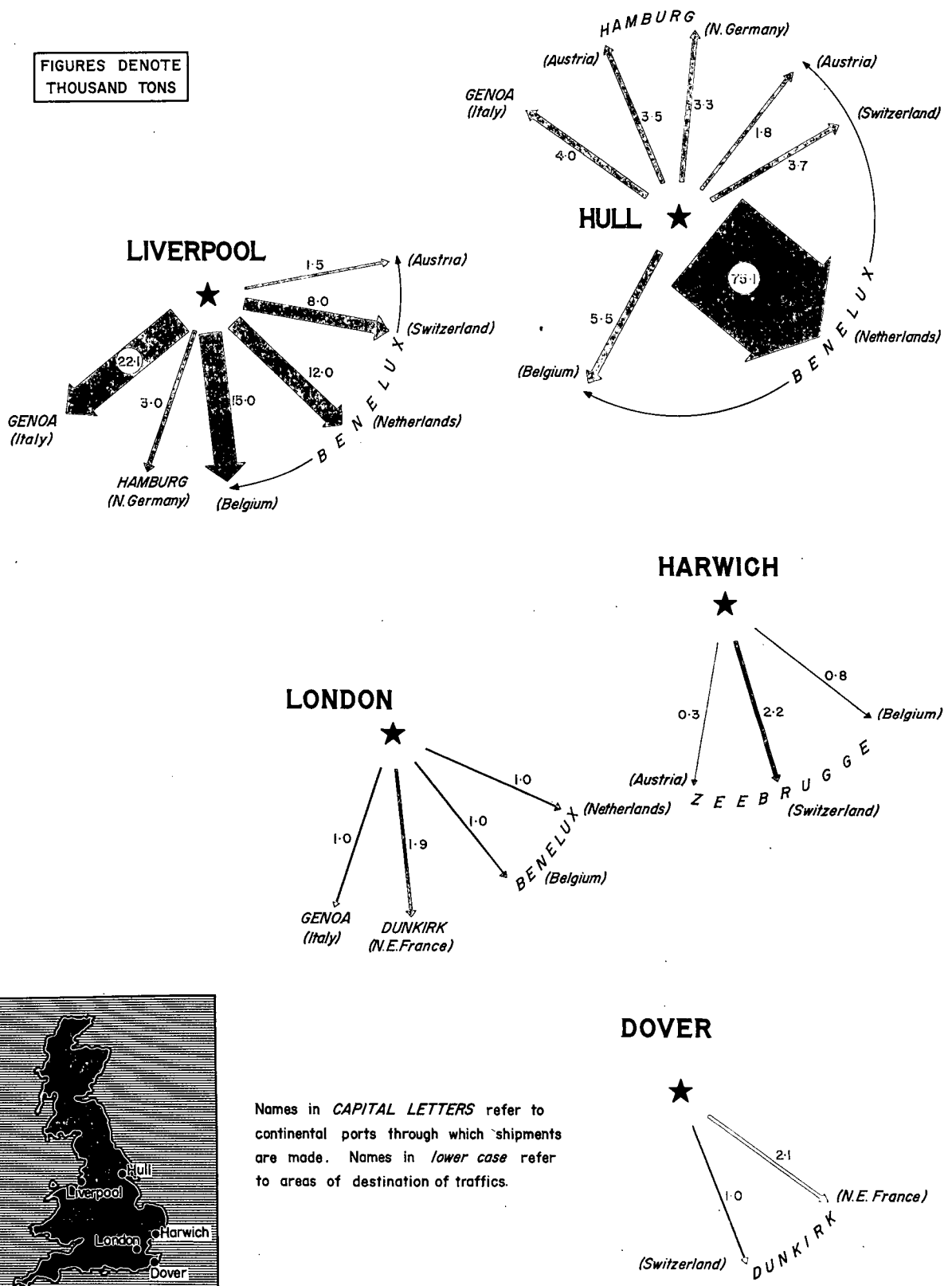


TOTAL VOLUME OF IMPORTS 9,300 tons
 TOTAL VOLUME OF EXPORTS 54,000 tons

All movements are by loose cargo shipping except for those shown by Dover which are by rail ferry

THE VOLUME OF EXPORTS FROM THE UK OF IRON AND STEEL TO EUROPE BY ROUTE

FIGURES DENOTE THOUSAND TONS

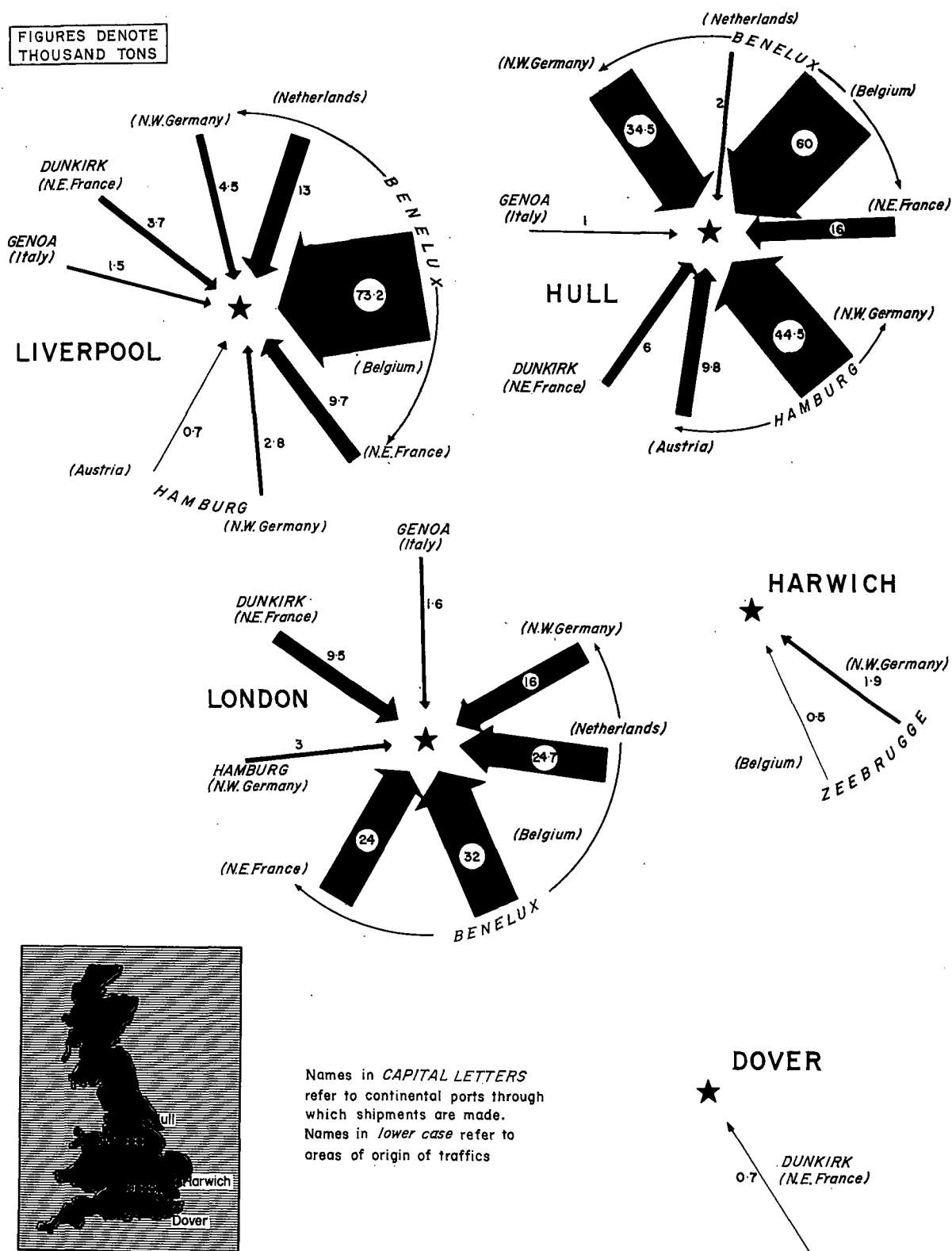


TOTAL VOLUME OF EXPORTS 169,800 tons

All movements are by loose cargo shipping, except for those shown by Harwich and Dover, which are by rail ferry

THE VOLUME OF IMPORTS TO THE U.K. OF IRON AND STEEL FROM EUROPE BY ROUTE

FIGURES DENOTE THOUSAND TONS

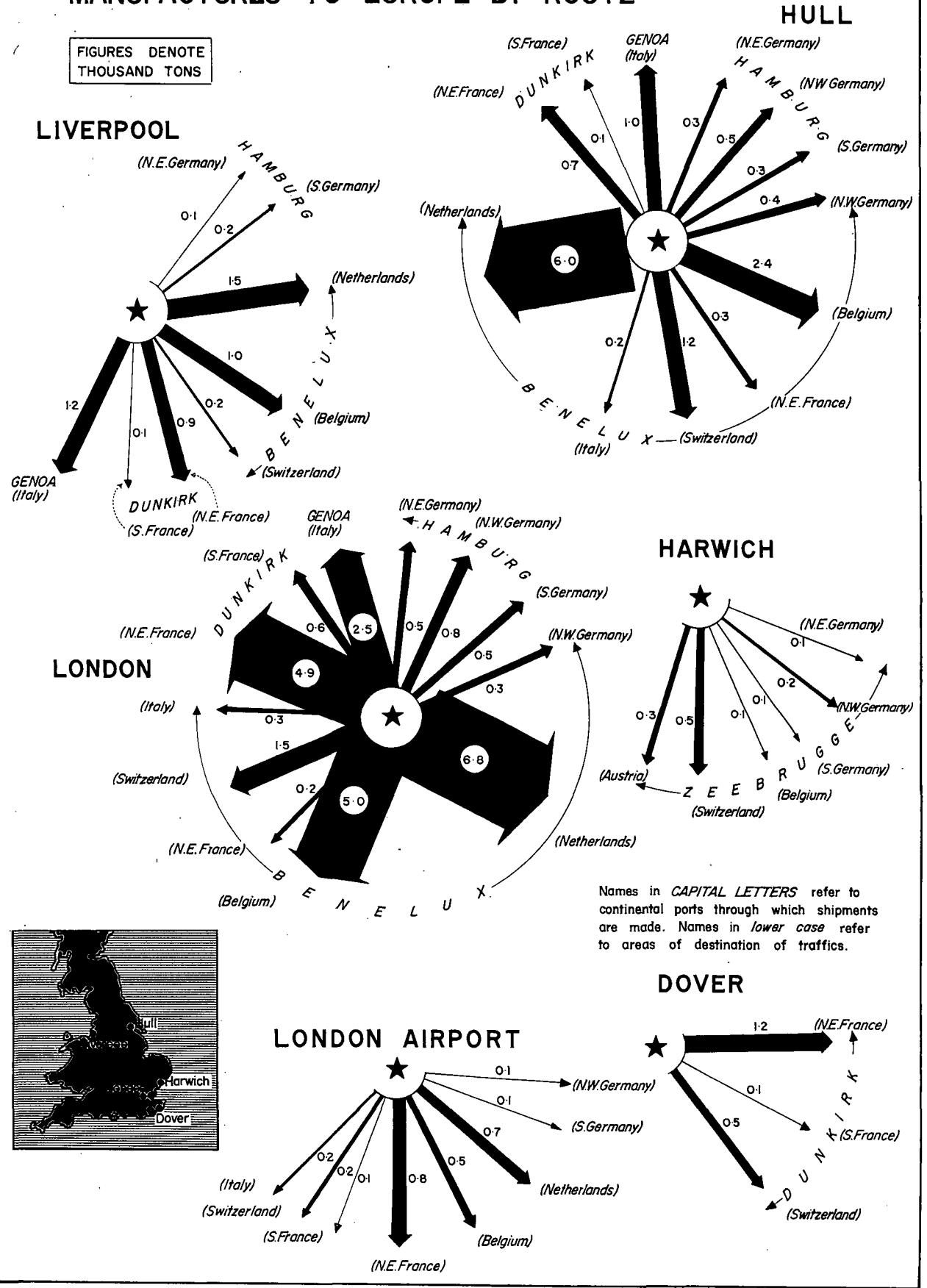


TOTAL VOLUME OF IMPORTS 396,800 tons

All movements are by loose cargo shipping except for those shown by Harwich and Dover, which are by rail ferry

THE VOLUME OF EXPORTS FROM THE UK OF METAL MANUFACTURES TO EUROPE BY ROUTE

FIGURES DENOTE THOUSAND TONS

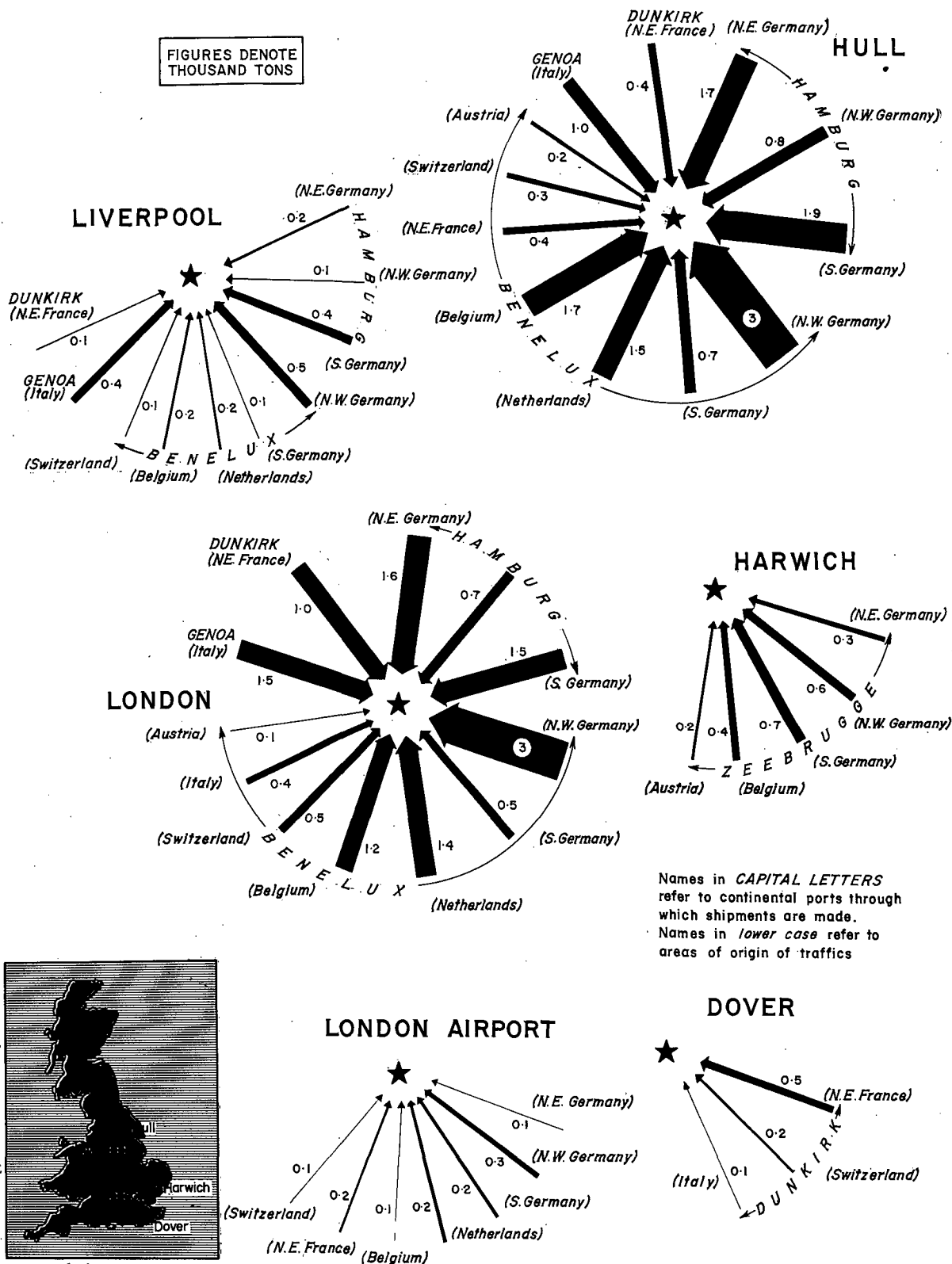


Names in *CAPITAL LETTERS* refer to continental ports through which shipments are made. Names in *lower case* refer to areas of destination of traffics.

TOTAL VOLUME OF EXPORTS 48,300 tons
 All movements are by loose cargo shipping, except for those shown by Harwich and Dover (rail ferry) and by London Airport (air)

THE VOLUME OF IMPORTS TO THE U.K OF METAL MANUFACTURES FROM EUROPE BY ROUTE

FIGURES DENOTE THOUSAND TONS



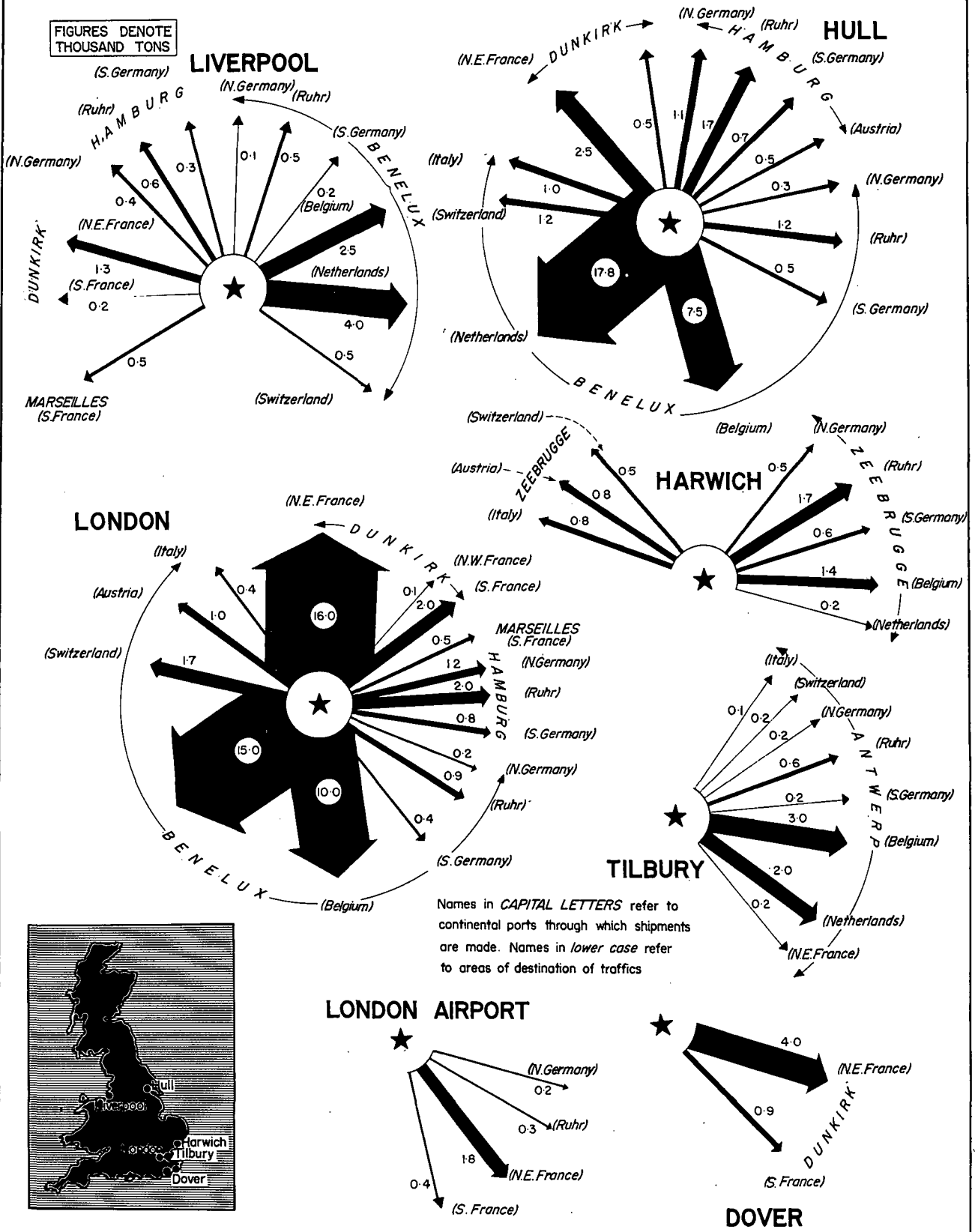
Names in **CAPITAL LETTERS** refer to continental ports through which shipments are made. Names in **lower case** refer to areas of origin of traffics

TOTAL VOLUME OF IMPORTS 33,500 tons

All movements are by loose cargo shipping, except for those shown by Harwich and Dover, (rail ferry), and London Airport (air)

THE VOLUME OF EXPORTS FROM THE U.K. OF MACHINERY TO EUROPE BY ROUTE

FIGURES DENOTE THOUSAND TONS

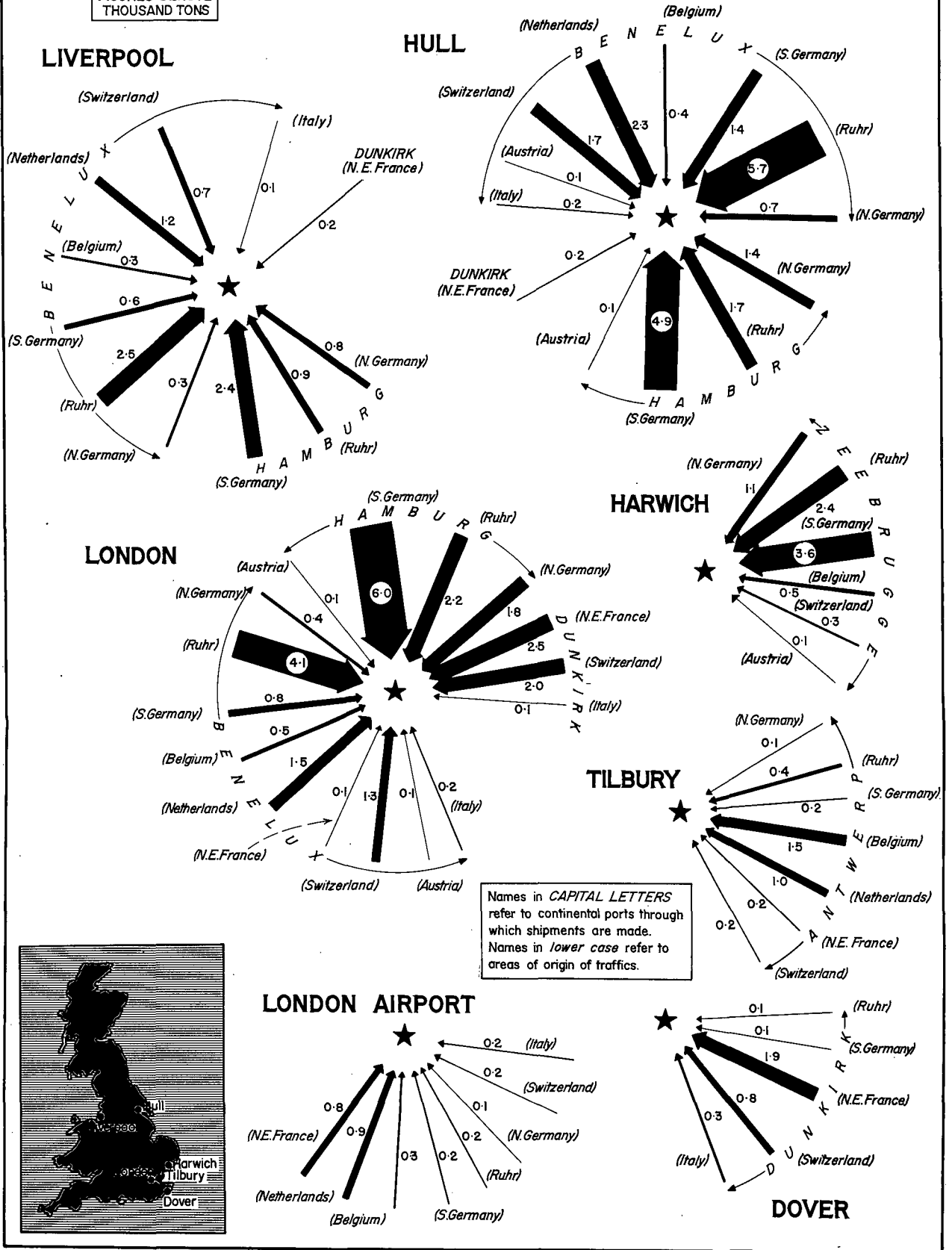


TOTAL VOLUME OF EXPORTS 120,400 tons

All movements are by loose cargo shipping except for those shown by Harwich and Dover (rail ferry), Tilbury (road ferry) and London Airport (air)

THE VOLUME OF IMPORTS TO THE U.K OF MACHINERY FROM EUROPE BY ROUTE

FIGURES DENOTE THOUSAND TONS

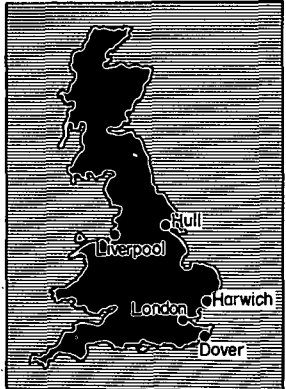
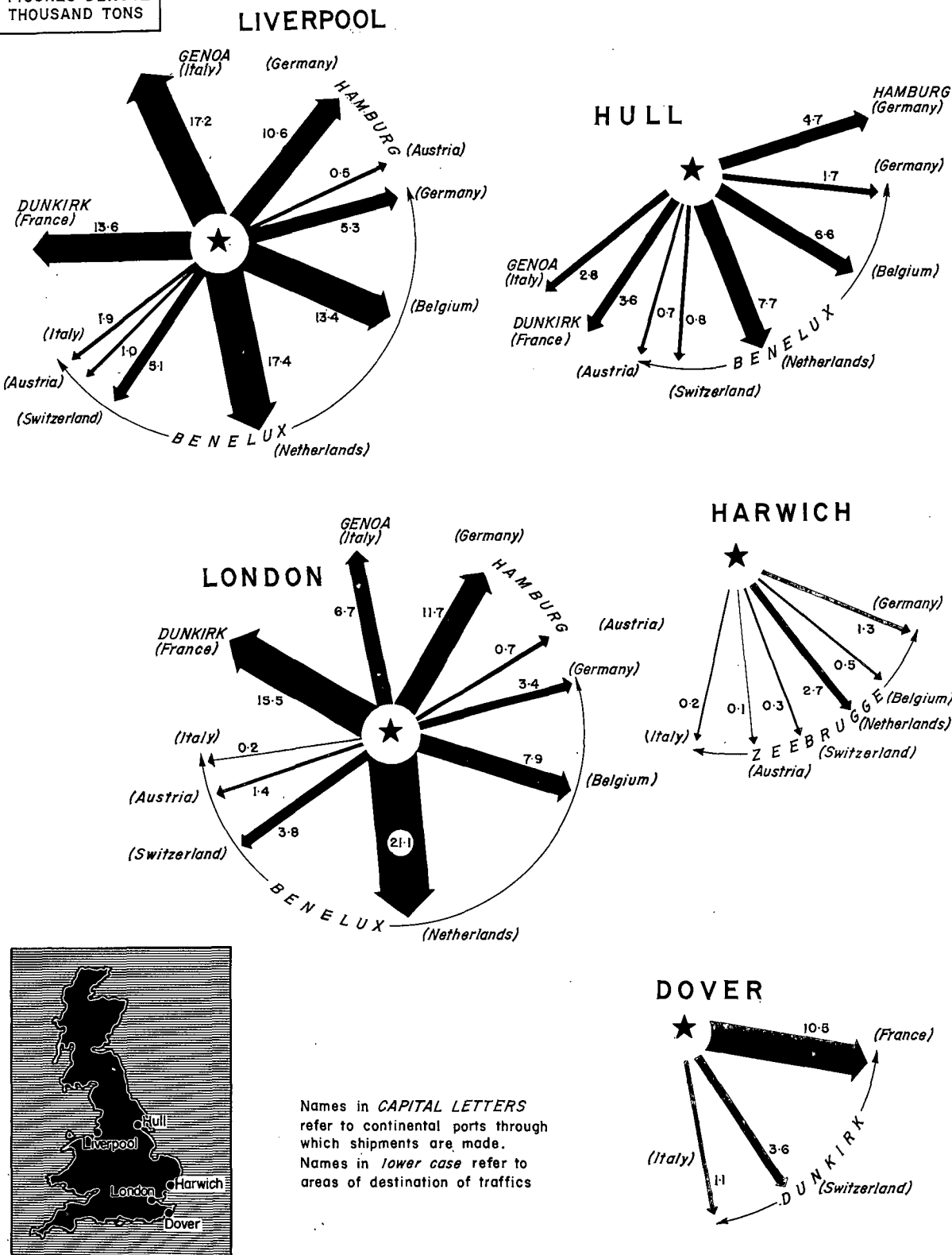


TOTAL VOLUME OF IMPORTS 72,200 tons

All movements are by loose cargo shipping except for those shown by Harwich and Dover (rail ferry), Tilbury (road ferry) and London Airport (air)

THE VOLUME OF EXPORTS FROM THE U.K. OF CHEMICALS TO EUROPE BY ROUTE

FIGURES DENOTE
THOUSAND TONS

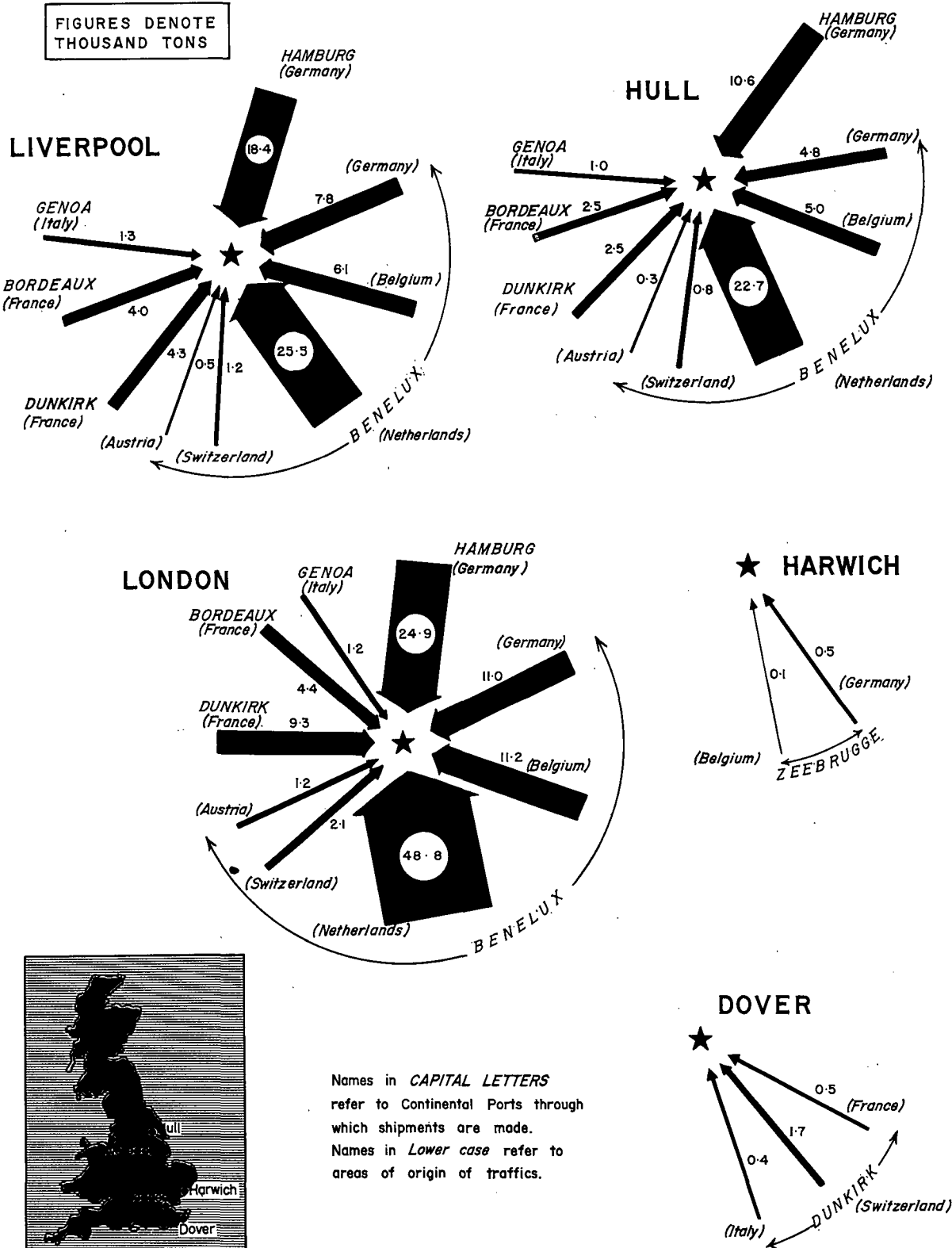


Names in *CAPITAL LETTERS* refer to continental ports through which shipments are made.
Names in *lower case* refer to areas of destination of traffics

TOTAL VOLUME OF EXPORTS 207,300 tons
All movements are by loose cargo shipping except for those shown by Harwich and Dover (by rail ferry)

THE VOLUME OF IMPORTS TO THE U.K. OF CHEMICALS FROM EUROPE BY ROUTE

FIGURES DENOTE THOUSAND TONS

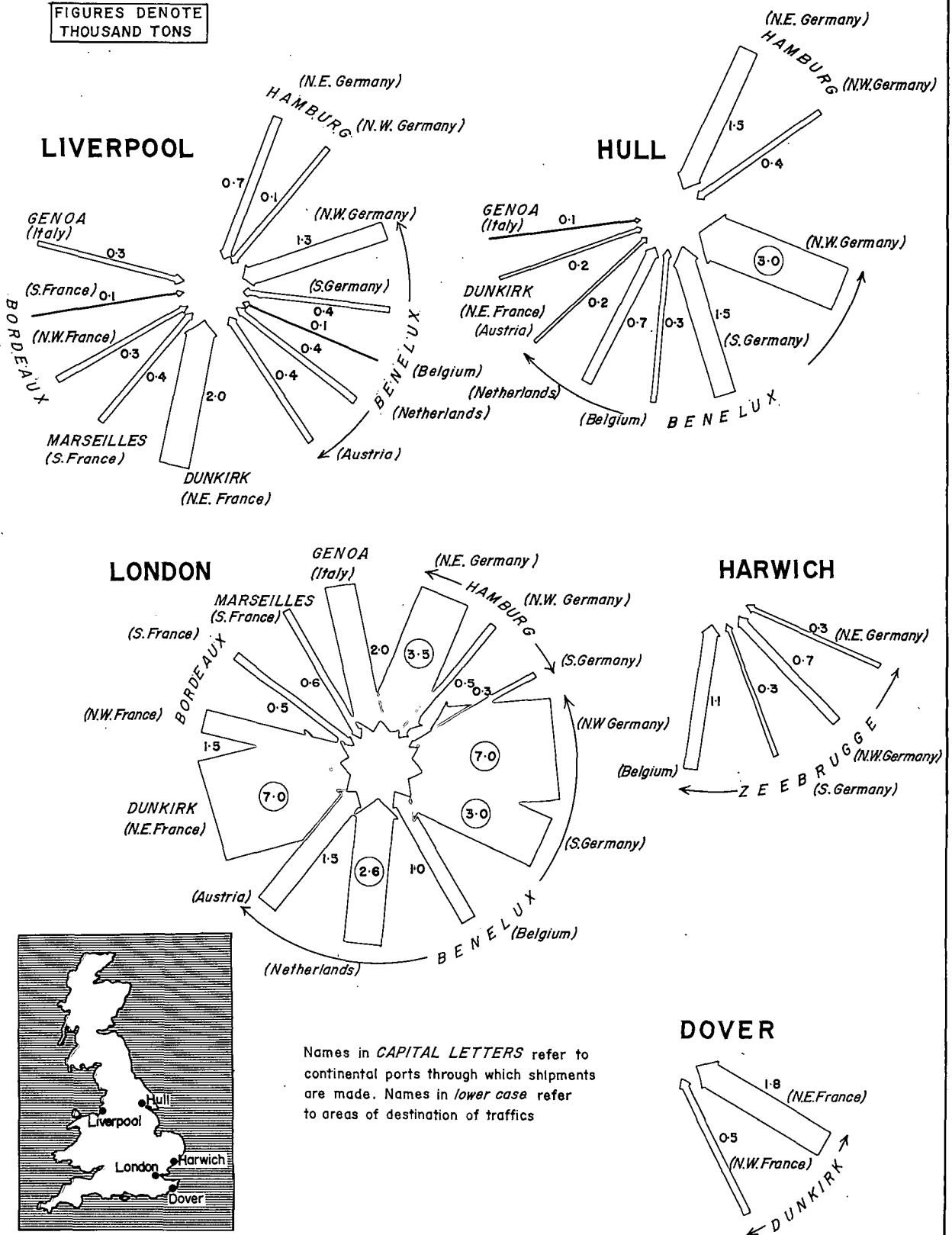


TOTAL VOLUME OF IMPORTS 236,600 tons

All movements are by loose cargo shipping, except for these shown by Harwich and Dover, which are by rail ferry

THE VOLUME OF IMPORTS TO THE U.K. OF PLYWOODS AND VENEERS FROM EUROPE BY ROUTE

FIGURES DENOTE THOUSAND TONS

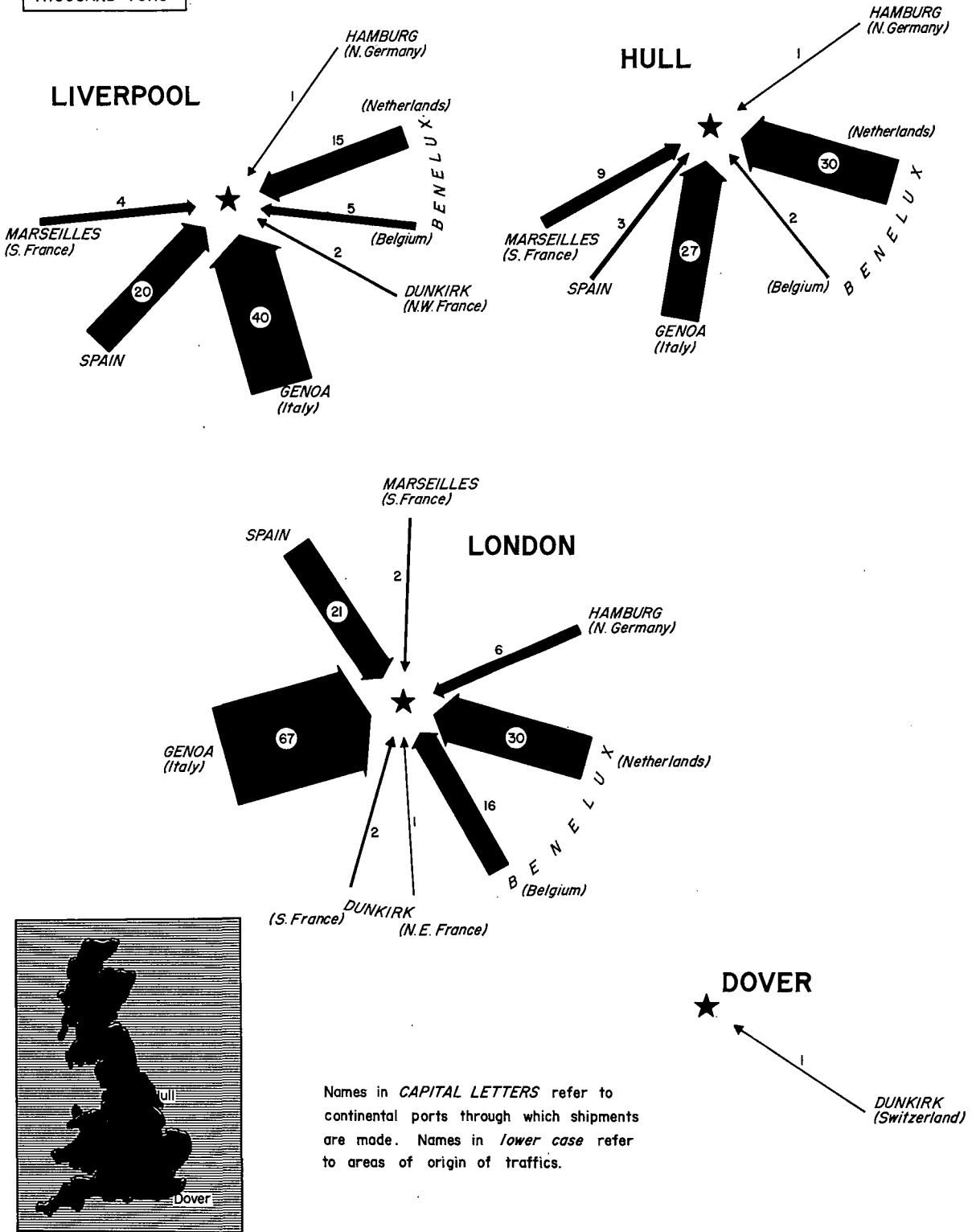


Names in CAPITAL LETTERS refer to continental ports through which shipments are made. Names in lower case refer to areas of destination of traffics

TOTAL VOLUME OF IMPORTS 50,100 tons
 All movements are by loose cargo shipping, except for those shown by Harwich and Dover, which are by train ferry

THE VOLUME OF IMPORTS TO THE U.K. OF TINNED FRUIT FROM EUROPE BY ROUTE

FIGURES DENOTE THOUSAND TONS

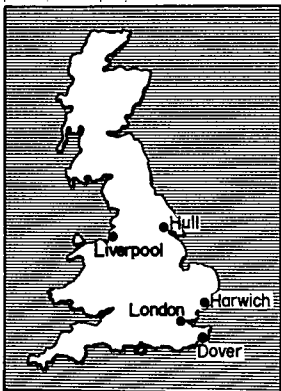
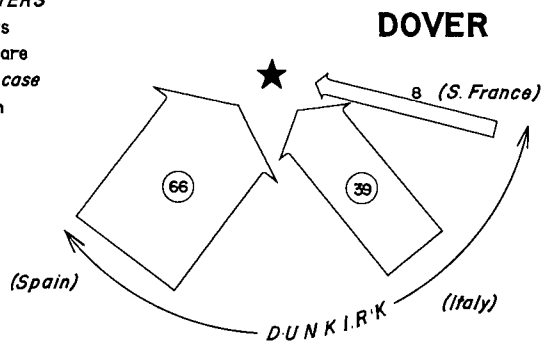
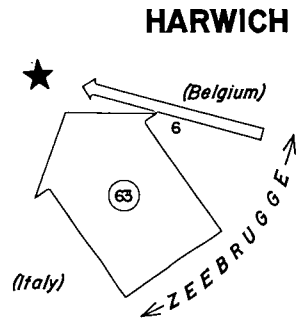
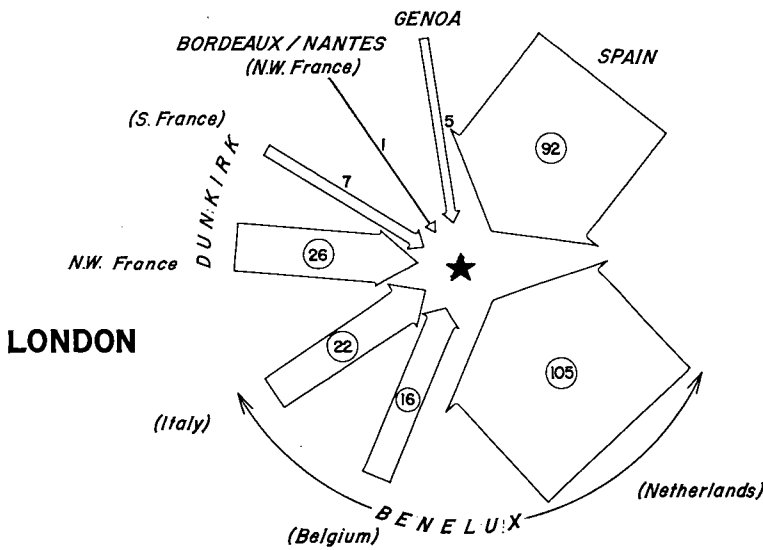
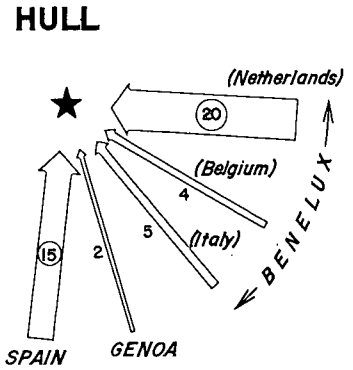
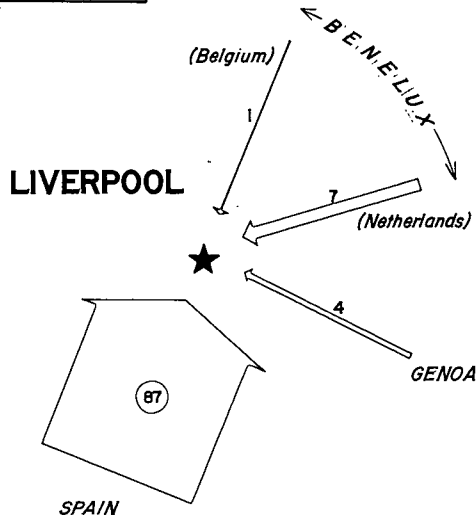


TOTAL VOLUME OF IMPORTS 305,000 tons

All movements are by loose cargo shipping, except for those shown by Dover, which is by rail ferry

THE VOLUME OF IMPORTS TO U.K. OF FRESH FRUIT AND VEGETABLES FROM EUROPE BY ROUTE

FIGURES DENOTE THOUSAND TONS



Names in *CAPITAL LETTERS* refer to continental ports through which shipments are made. Names in *lower case* refer to areas of origin of traffics.

TOTAL VOLUME OF IMPORTS 601,000 tons

All movements are by loose cargo shipping, except for those shown by Harwich and Dover, which are by rail ferry