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FINANCIAL AND OPERATIONAL OVERVIEW OF THE TRUCKING SECTOR IN UZBEKISTAN

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I. INTRODUCTION

This review is designed to provide the background information and operational commentary needed to understand the trucking industry in Uzbekistan. We begin with a brief summary of the general legal framework for privatization in Uzbekistan, followed by our observations and preliminary conclusions about the financial structure of the trucking industry and the nature of trucking operations in Uzbekistan.

II. THE LEGAL BACKGROUND

Privatization in the Republic of Uzbekistan is based on the December 1991 Law On Denationalization and Privatization, which established a national program for privatization, including provisions initiating and defining the privatization process, defining institutional roles, regulating private ownership, and guaranteeing workers' rights. It specifically stipulated that state property should be divided between the central government and the regional khokimiyats (provincial bodies), while guaranteeing members of the workers' collective of a privatized enterprise priority treatment when purchasing shares. The law envisaged several processes of privatization and denationalization, including the formation of joint-stock companies, leasing, and sale by auction or contest.

Since 1992, a series of decrees and laws have further defined the basic structures and principles laid out in the December 1991 Law. For example, the July 1992 Law on the Restriction of Monopolistic Activities specifically outlaws collusive activity and unfair competitive practices, except in selected strategic sectors such as communications and defense industries. Other legal acts have defined institutional roles, such as the decree of February 1992, which established the GKI as the owner of state property and endowed it with a wide range of duties including: registering applications for privatization; organizing auctions; determining selling prices; and distributing funds generated by privatization. Similarly, a presidential decree in September 1992 established UzGosFund as the holder of state-owned shares in joint-stock companies and other economic entities and as the representative of the state at shareholder meetings. Further laws have focused on the details of the process, defining asset valuation procedures, auction procedures, and procedures for reorganization into joint-stock companies.

Recent legislation has centered on shifting the focus of the national privatization process from small-business privatization to the privatization of large and medium-size enterprises of various industries, and the attraction of foreign investment. According to the March 1994 Cabinet of Ministers Resolution "On Priorities in Further Development of the Privatization Process

in Uzbekistan," specific methods were prescribed for transforming enterprises of various sizes and profiles. The GKI was been given the right to manage the processing of individual privatizations on a case-by-case basis. The March 1991 Resolution also contains measures to set up national stock and real estate exchanges, and to promote private entrepreneurship. This trend has been emphasized in recent statements by President Karimov setting the pace for privatization in Uzbekistan.

III. THE FINANCIAL STRUCTURE OF TRUCKING IN UZBEKISTAN

Recent History

Prior to the declaration of independence of the Republic of Uzbekistan in September 1991, the Ministry of Automobile Transport of the Uzbek SSR controlled all financial aspects of trucking in Uzbekistan. On the basis of a transportation plan developed and agreed with the State Planning Committee, the Ministry allocated trucking resources for use by various other government agencies, ministries, and state-owned enterprises. Clients were not solicited, but rather allocated by the central government. Payment for services rendered was received in the form of intragovernmental credits with which the Ministry appropriated new trucks, fuel, parts, and the like.

The emergence of an independent Uzbekistan has significantly affected the financial organization and justification of trucking operations.

Direct budget subsidies from the USSR State Budget were discontinued by 1992. Individual automobile transport enterprises and the Ministry of Automobile Transport as a whole became self-financing units of the state economy. This has led to more efficient use of resources on the part of individual trucking enterprises, but resources have become more scarce as the USSR State Budget subsidies included direct allocation of new trucks with spare parts, and inexpensive fuel. These have been partially supplanted by indirect subsidies from the government of the Republic of Uzbekistan. These affect subsidized fuel, long-term freight contracts to ship the goods of state-owned enterprises and construction projects at centrally-determined prices, and social leisure services for employees. Petrol, for example, is subsidized in the amount of 21.4 tiyin per liter at present, providing a 14.3 % discount for state haulers.

Earlier Privatization

During the period between the end of 1991 and May 1993, many state-owned trucking enterprises sold hundreds of trucks to private investors. Many vehicles were sold at book value without taking into account high inflation rates. The sales were negotiated on a case-by-case basis without open auctions. A large number of commercially-useable trucks were at that time rapidly transferred into private hands and created the embryo of a small private trucking sector which we have not yet quantified.

It appears that the new private truckers concentrated on servicing the new private sector and small agricultural producers. This was a logical financial choice for two reasons: private customers pay in cash and long-term contracts with state-owned enterprises were already allocated to state trucking enterprises and not available to private operators. The chief financial hardship for private truckers has been their dependence upon market-price supplies of fuel and spare parts

End of Private Sales

In May 1993, sale of state assets by individual enterprises was halted by presidential decree. At present, state assets (including fully-depreciated trucks) may only be sold with the express permission of the State Property Committee and in cases of sale of assets of over $ 100,000 in value, the agreement of the Cabinet of Ministers is required.

Financial and Operating Consequences of Leaving the Ruble Zone

In November 1993, the republic of Uzbekistan officially withdrew from the ruble zone and issued its own currency, the som-coupon. While the som-coupon was initially pegged against the ruble, it was not externally convertible into rubles or hard currency and was not accepted by other CIS countries for payment.

The financial consequences of leaving the ruble zone were:

- The volume of goods traded between Uzbekistan and the other Republics of the CIS dropped dramatically and demand for international trucking fell in parallel fashion. This in turn led to a lower turnover of goods inside the Republic of Uzbekistan, as Uzbekistan was dependent upon imports to meet consumer demand for processed foodstuffs and household goods.

- Fuel, new trucks, and spare parts for Uzbekistan's (almost entirely) Russian-built fleet of trucks could only be bought for rubles or hard currency, access to which was restricted by the non-convertible nature of the som-coupon.

- Inflation in Uzbekistan grew faster than in Russia and Kazakhstan following issue of the som-coupon. Rapidly escalating overhead costs coinciding with a drop in consumer demand for goods at ever higher prices reduced the demand for trucking services after November 1993.

Corporatization

One of the means of corporatization of state-owned enterprises in the Republic of Uzbekistan is via the formation of joint-stock companies. Steps have been taken by the Government of the Republic of Uzbekistan to lay the foundations of corporate responsibility and governance for these new joint-stock companies.

The Ministry of Automobile Transport has been reformed as a joint-stock company with ownership of a very limited amount of assets. It does not own any individual trucking enterprises. Thus, the state body responsible for the trucking industry has become a quasi-governmental corporate body looking after government interests in the trucking sector.

Though the new State Automobile Transport Corporation does not possess codified control over the trucking concerns that make up the automobile transport sector in Uzbekistan, it does play a coordinating role in allocating major contracts to individual trucking "bases" (which may be state-owned joint-stock companies or state enterprises), organizing the sale of limited amounts of subsidized fuel and spare parts to individual trucking concerns, and administering the shareholding of the State in the 50 plus joint-stock companies on behalf of the State Property Committee. There are another 40 joint-stock companies presently in preparation and a further 80 enterprises waiting their turn.

The Corporation may also become the regulatory body for licensing trucking activities in the Republic of Uzbekistan, though this is still only a proposal before the Cabinet of Ministers.

The state-controlled joint-stock corporations do not yet function as traditional joint-stock companies because:

- The corporations are still controlled 51 % by the State as no public sale of shares has taken place to date; the allocation of shares in all cases is 49 % to workers including management, 25 % for public sale at a future date, and 26 % to be retained by the State.

- The corporations are not free to sell their assets without prior permission of the State Property Committee and they are burdened with a fleet of trucks 60 % of which have already been fully depreciated, the average being 7 to 8 years old. Maintenance costs are high.

- The non-convertible som denies them access to hard currency and rubles.

- Fuel supply at the subsidized price is limited.

- Customers are allocated, not chosen.

Allocation of freight shipping tasks by Ministerial order has been replaced by a system of negotiated long-term contracts.. There is no competition for these contracts. The same client-trucker relationship remains. Clients sign contracts with the trucking concerns which served them in the past without choice as to which trucking firm will best service their needs. Private trucking alternatives may be retarded by these contracts.

However, this system is somewhat more progressive than the old Ministerial task allocation system:

- A margin over costs of 15 to 30% is now allowed, meaning that a company may, in principle, earn profits. This is an important step in recognizing that trucking can operate commercially in Uzbekistan.

- Contracts are payable in money (bank transfers of cash) instead of intragovernmental credits. In principle, therefore, trucking enterprises have some freedom in how they spend the money they earn. Intragovernmental credits were generally only tradable for a limited set of goods or services, and often were not honored in full wherever shortages or rationing were in effect (fuel, tires, etc.).

- A contract as opposed to a Ministerial order may at least be breached or terminated, and will some day expire. As an efficient private sector develops, unfulfilled or expired contracts with state-owned trucking concerns will presumably be won over by more efficient private trucking companies.

Though the new contract system is somewhat progressive, some disadvantages of a contractual relationship are already evident. The new style of operations has led trucking concerns to accumulate 70 million new som ($ 3.5 million) in bad debt owed mostly by the state-owned companies which make up 90 % of the truckers' clientele. This sum has been accumulated in 2 years and is likely to grow as Uzbekistan enters the difficult period of transition to a market economy. The concept of bad debt is not yet recognized by the accounting system in the State Automobile Corporation.

International Freight

UzInTrans joint-stock company enjoys a monopoly of international freight among state-owned operators belonging to the State Automobile Corporation. Private trucking companies and individual operators are also permitted to carry freight internationally. Prices for private shippers and UzInTrans are comparable. UzInTrans charges 95 cents per kilometer for freight on a 20 to 27 ton semi-trailer regardless of the weight or volume of freight carried. The client is obliged to pay for the return trip distance, but if the vehicle is empty for the return leg the price is reduced by 50 % per kilometer.

Private haulers negotiate on a case by case basis, but charge approximately the same price on a one way basis. Private haulers do not provide discounts for empty return legs of journeys and tend instead to plan long hauls such that a cargo will be carried in both directions. Their charges on international hauls are generally in dollars or Russian rubles.

Freight Tariffs

Prices for haulage inside Uzbekistan are quoted in som (USD 1 = 20 som at present) and the price for 1 kilometer use of a 10 ton truck is 22 to 23 som at present. This price is paid for each kilometer from pickup to the delivery point, with no charge for the return leg of the journey.

Barter Payments

Barter transactions play a significant role in payment for transport services rendered for CIS clients. This is linked to the previous intragovernmental subsidy and resource allocation system, and to the non-convertible status of the som. Barter arrangements have been made for:

- Uzbek state trucks are sent to Kazakhstan to assist with transporting harvests; in return the State Automobile Corporation receives new truck tires and batteries.

- Uzbek state trucks are sent to the Russian automaker Kamaz with onions purchased by the State Automobile Corporation, which are bartered for new trucks and tires

- Uzbek state trucks are sent to Moscow on loan to the truck maker Zil hauling loads; in return the State Automobile Corporation receives spare parts.

IV. TRUCKING OPERATIONS

The National Level

UzAvtoTrans is the state trucking corporation formed from the former Ministry of Automobile Transport. It comprises 17 associations -- 2 in Tashkent, 12 in the regions and 3 specialist units. Those associations provide an intermediate administrative level between UzAvtoTrans and 178 operational companies spread over the whole of the Republic. UzAvtoTrans also controls a major engineering and repair company UzAvtoSozlash which accepts both private and state contracts.

The only way to obtain a reliable picture of trucking in Uzbekistan is through data provided by UzAvtoTrans and personal in-depth interviews with executives in relevant organizations at all levels. All concerned have co-operated well with our team. See Appendix 1 for a list of persons interviewed during the preparation of this review.

UzAvtoTrans' regional Associations are located as shown in Appendix 2. There are 2 Associations in Tashkent, one responsible for City trucking and the other for the District. The Tashkent City Trucking Association (TashGorGruzTrans) for example supervises 11 companies -- auto-bases and similar operational units whose services are deployed locally over short distances. The distance bar-chart (Appendix 3) illustrates this for auto-base 127 and its clients.

It has been the policy of UzAvtoTrans to provide a full mix of services locally, so UzAvtoTrans does little inter-regional trucking. The average distance per load moved is 13.3 km -- a very low figure.

UzAvtoTrans as a whole has 178 component companies, 54 of which are recently created joint-stock companies (JSCs). Six of the eleven companies under the Tashkent City Trucking Association are JSCs with the same share ratio: 49% workers managers, 25% for private sale, and 26% state owned. The other 5 companies were not eligible to become JSCs because they contain

some military contingency vehicles. The JSCs' share formula seems intended for worker management takeovers as 25% of the shares are already ear-marked for sale by auction.

All local companies still operate as part of a centrally controlled operation. As the appointed agent of the GKI, UzAvtoTrans transmits administrative policy to the regional associations, and through them to the local companies.

The Clients

UzAvtoTrans' clients are allocated to its operational companies. 90% of the clients are public-sector enterprises. It is interesting to note the predominance of the construction industry, which accounts for over 60% of UzAvtoTrans business.

The Trucking Inventory

UzAvtoTrans has a fleet of 26,000 trucks and 8,000 trailers. 70% of these are from 5 to 8 tons gross, i.e. medium capacity drop-side trucks.

Other Operators

UzAvtoTrans accounts for 32% of the internal trucking in Uzbekistan. The remaining 68% of freight carried by other companies is mostly carried by fleets of trucks owned by Ministries and other state agencies. Most of their freight is in-house and it is assumed that they have less than 10% of private clients.

We have so far no figures for the operation of privately-owned trucks. It is known that the trucks sold to the private sector until May 1993 service private clients particularly in the delivery of farm produce to markets and warehouses and (expensive) consumer goods to retail stores.

Trucking Performance

The 1993 figures show UzAvtoTrans cargo lifted as 230 million tons which (at 32%) translates into an estimated national total of 720 million tons. About 140 million tons of the UzAvtoTrans figure relates to construction and 20 million tons to agriculture.

It is important to arrive at a proper breakdown of freight carried by the various ministries and agencies with their own fleets. We show in Appendix 1 the sort of detailed breakdown of road freight which shows figures that can be obtained by cross-referencing freight to a comprehensive list of commodities.

Private Trucking

We do not yet know the exact extent of private trucking. This will be established as a part of the next phase of our work. The important thing to note is that the sale of trucks by the Ministry of Transport before May 1993 created a private trucking industry with its own vehicles and presumably, its own private clients. Despite their dependence on unsubsidized petrol and diesel and market-price spare parts private truckers have survived. That sale of trucks by the Ministry which has know become UzAvtoTrans was genuine, immediate privatization.

In contrast, the creation of Joint-Stock Companies by UzAvtoTrans is protective of central planning, unified control and non-competitive client allocation. It highlights the problems of public-sector trucking.

The Problems of UzAvtoTrans

We have identified several problems which are typical of the whole trucking industry excluding international operators: management constrained by old, poorly functioning trucks (generally only 60% of the fleet is available for use); lack of funds; and the lack of competitive environment. Furthermore, spare parts, fuel, and even drivers are constantly in short supply. With truckers and clients all part of a cash-starved public sector, even serviceable vehicles are under-utilized.

Perhaps the most unusual problem of UzAvtoTrans is the absence of any legislative bar to private trucking. In Uzbekistan anybody who has a truck can carry goods with no other qualification than his vehicle and its registration plate. There is no requirement for a freight carrier's license, and the heavy goods driving license is easily obtainable. It will therefore be difficult for UzAvtoTrans component companies to attract keen market-place bidding for their old trucks and other physical assets.

The preemptive formation of component companies into joint-stock companies may protect the companies from immediate targeting for free-market privatization, but this act also tends to make those companies commercially less attractive. The complex delegation of power from GKI to UzAvtoTrans to the Associations to Company boards cannot work commercially.

All UzAvtoTrans and other public-sector fleets need refinancing on the basis of a banker's business plan proving medium-term commercial profitability. At the moment it is a much safer and simpler investment for a private trucker simply to buy good used truck and enter the industry directly without the public sector's inevitable overheads.

Truckers and Clients

For the time being the natural match for basically public-sector trucking companies (UzAvtoTrans and others) is a client-list of public-sector industries. For example, major clients of UzAvtoTrans include 16 ministries and major public agencies. The 10% of private-client cargo is carried for private, collective and joint-venture businesses. There is, however, evidence of healthy private trucking business in Tashkent and elsewhere serving private agricultural interests (e.g. produce to bazaars) and the private consumer-goods market. The private truckers use mostly trucks sold off by the old Transport Ministry two years ago.

Assuming the maintenance of the GKI's clearly stated position of support, private sector activity will grow rapidly in Uzbekistan and its sponsors will look to private trucking for their freighting needs. At the same time, public-sector trucking will likely atrophy because of its dependence on a static or declining public-sector clientele.

The Wholesale Interface

We have concentrated upon trucking rather than warehousing wholesaling for this initial exercise, however there is evidence that private activity in this sector is growing. We propose to discuss in much greater detail this topic with the Ministry of Trade and other agencies over the next month so that in-depth analysis of wholesaling will parallel our increased trucking knowledge. A report on this will be available by September 1.

Opportunities for Private Trucking

Because growth in the economy depends on capital investment by large private corporations and those companies will demand a competitive choice of (private) truckers. There is sufficient scope for private truck operators to prosper inside this growth margin without recourse to public-sector clients.

V. PRELIMINARY CONCLUSIONS

If our reasoning is correct, private trucking will grow in parallel with, or even slightly anticipating, new, private industrial and commercial activity. Public sector truckers will need to abandon central planning and client-allocation and to streamline their fleets and operations. Otherwise they will atrophy and collapse.

We propose to continue more specific operational and financial analysis to identify potential methods for accelerating and adjusting the privatization procedure so that it becomes an instrument for conserving and utilizing the good elements of the public sector under revised control and management, and in private competitive ownership.

This report is presented in the third week of a 6-month project. By the end of the tenth week, around mid-September, the team, with the present level of support from the trucking industry and other interested agencies, will present specific outlines for pilot projects to sell enough public sector trucking assets to demonstrate the transition to growth and practical reformation of the present industry. Our intention would be to begin by recommending the sale of a small number of trucks, at the same time demonstrating that open auction sale is a practical and equitable way of achieving genuine private sale to individuals, and particularly employees in the industry. To the extent that the findings justify similar action in warehousing and wholesaling, one or two projects will also be designed in that area.

APPENDIX 1

Project Team Liaisons During Startup Phase

Mirsoatov, Miravzal Mirzahidovich, Deputy Chairman, State Property Committee of the Republic of Uzbekistan

2. Khakimov, Khatam Adilovich, Head of Department for International Relations - State Property Committee of the Republic of Uzbekistan

3. Hashimova, Mavluda Tahirovna, Assistant Head of Department for Transport, Construction, and Communications - State Property Committee of the Republic of Uzbekistan

4. Tursunov, Bakhtiyer Muhamedjanovich, Director of the National Agency for Real Estate and Foreign Investment of the Republic of Uzbekistan

5. Vasilenko, Sergey Pavlovich, First Deputy Chairman of the Uzbekistan State Joint-Stock Automobile Corporation

6. Shestakov, Vladimir Alekseyevich, Director of Freight Transportation of the Uzbekistan State Automobile Corporation

7. Lipatov, Vladimir Mikhaylovich, Chairman of UzAvtoRemont (State Automobile Transport Maintenance Corporation)

8. Magay, Galina Sergeyevna, Chief Adviser to the Chairman of the Uzbekistan State Automobile Corporation

9. Ahundjanov, Alisher Sabirovich, Deputy Chairman of Goskomprognozstat (State Statistics Committee)

10. Pershhailo, Vadim Ivanovich, Deputy Director of Tashgorgruztrans (Tashkent City Freight Trucking Enterprise)

11. Shtanko, Lidiya Petrovna, Chief Economist of Tashgorgruztrans

12. Tairov, Saidali Magrupovich, Director of the 127th Automobile Transport Base

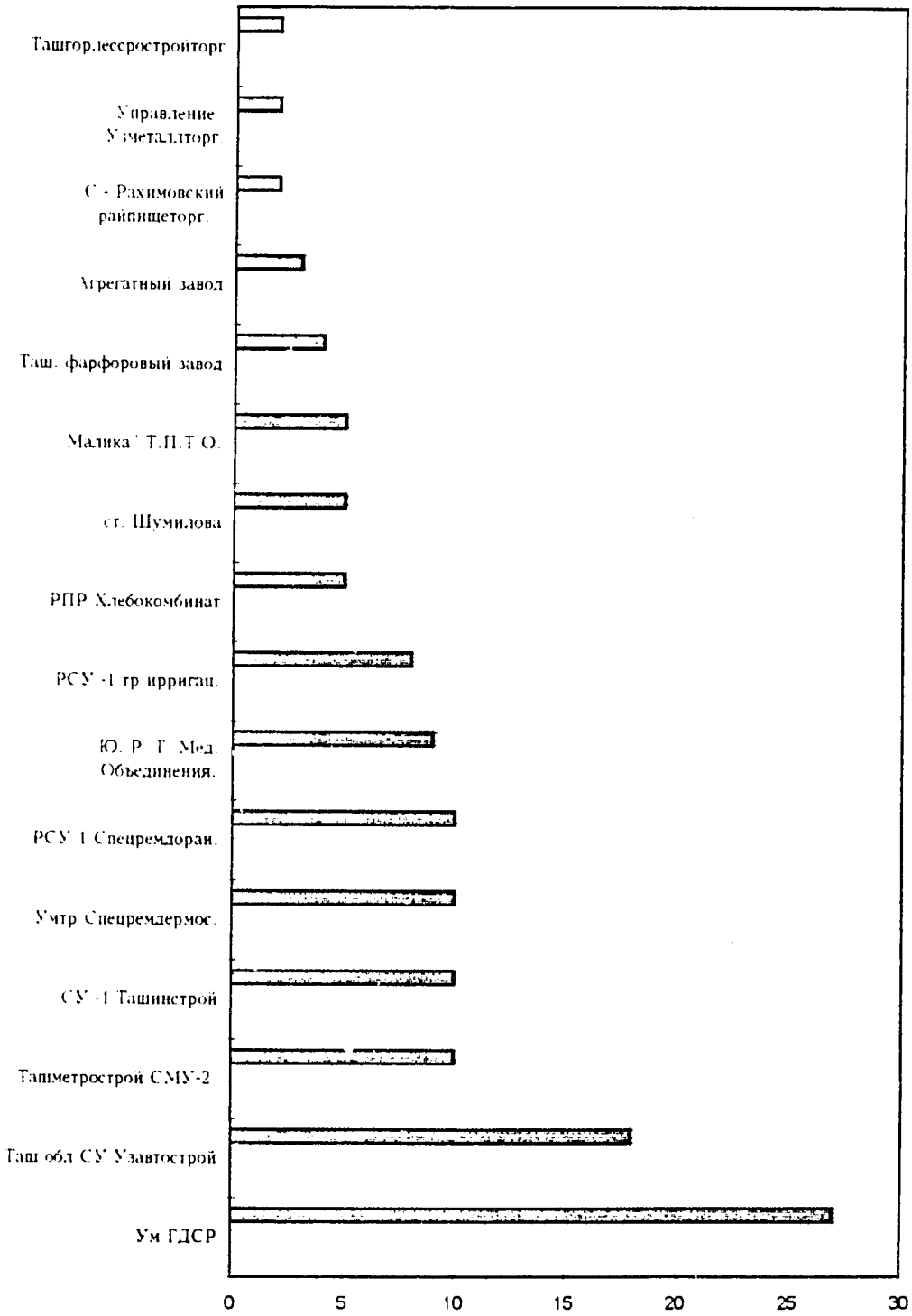
APPENDIX 2

Первезено груза, тыс.т

Наименование органазации	отчёт за прошлый год
ТАШГОРГРУЗТРАНС	1989.00
ТАШОБЛГРУЗТРАНС	8640.20
СЫРДАРЬЯТРАНС	3227.10
ДЖИЗАКТРАНС	3836.00
ФЕРГАНАТРАНС	5788.60
АНДИЖАНТРАНС	3655.40
НАМАНГАНТРАНС	1654.10
САМАРКАНДГРУЗТРАНС	5672.00
НАВОИТРАНС	1632.10
БУХАРАТРАНС	3175.70
СУРХАНДАРЬЯТРАНС	1770.60
КАШКАДАРЬЯТРАНС	1946.80
ХОРЕЗМТРАНС	5815.80
КАРАКАЛПАКТРАНС	1791.10
УЗМЕЖАВТОТРАНС	652.10
ВТТО АТП "УЗИНТРАНС"	9.30
УЗБЕКАВТОТУР	0.00
КОРПОРАЦИЯ	66263.80
КР.ТОГО АО "НАВРУЗ"	0.00

APPENDIX 3

Расстояния до клиентов
Автомобильного хозяство № 127
(км)



APPENDIX 1

Грузовой автотранспорт на дорогах Великобритании

Перевозка товаров на тяжёлых грузовиках: 1978-1988

млрд тонно км

	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988
Метод работы											
Основные гос перевозки	60.5	61.4	54.7	55.8	56.8	58.8	62.3	66.6	68.7	77.1	87.6
Основные частные перевозки	35.9	37.9	35	34.4	34.3	33.5	34.2	32.5	32.4	31.5	37.2
Всего перевозок	96.4	99.3	89.7	90.2	91.1	92.3	96.6	99.1	101.1	108.6	124.8
Тяжелые грузовики											
менее 25 тонн	33.7	32.2	29	27.1	29	27.9	28	26.4	25.6	25.8	30.1
более 25 тонн	62.6	67	60.7	63.1	62.1	64.3	68.6	72.7	75.5	82.8	94.7
Общий вес	96.4	99.3	89.7	90.2	91.1	92.3	96.6	99.1	101.1	108.6	124.8
Груженные грузовики											
менее 17 тонн	21.2	21.2	19.3	17.5	19.7	19.3	19.6	18	17.9	17.8	21.1
от 17 до 25 тонн	9.7	8.9	8	7.6	7.7	7.2	7.1	7.1	6.5	6.9	7.8
более 25 тонн	8	9.3	9.8	10.3	11	9.4	9.2	9.6	9.6	10.5	11.5
Общий вес	38.8	39.4	37.1	35.4	38.4	35.9	35.9	34.6	34	35.2	40.5
Трайлеры с трёхсторонней разгрузкой											
менее 33 тонн	56.9	59.5	51.7	54.4	52.5	50.7	43.2	36.8	33	29.8	28.9
более 33 тонн	0.6	0.4	0.9	0.4	0.2	5.7	17.5	27.6	34.2	43.6	55.4
Общий вес	57.5	59.8	52.6	54.8	52.7	56.4	60.7	64.5	67.4	73.4	84.3
Дальность перевозок											
менее 100 км	33.4	33.7	31.4	29.7	32.6	31.4	31.5	33	32.5	33	38.6
более 100 км	63	65.5	58.3	60.5	58.6	60.9	65.1	66.1	68.7	75.6	86.2
Общее расстояние	96.4	99.3	89.7	90.2	91.1	92.3	96.6	99.1	101.1	108.6	124.8
Перевозимые грузы											
Продукты питания, напитки и табачные изделия	23.6	24.2	22.1	23.8	22.4	23.6	25.5	25.4	26.1	28	30.2
Лесоматериалы и пробка	2.2	2.5	2	1.8	1.8	2.4	2.4	2.2	2.5	2.6	3.1
Удобрения	1.6	1.6	1.4	1.7	1.6	1.5	1.9	1.7	1.7	1.8	1.7
Сырье	10.6	10.3	10.5	10.3	10.7	10	9.7	10.3	10.5	11.3	13.8
Руды	0.9	1.1	0.9	1.1	0.8	0.9	1.4	1.2	1.1	1.1	1.3
Необработанные материалы	1.9	1.9	1.8	1.8	1.7	1.3	1.5	1.4	1.7	1.7	1.7
Уголь и кокс	2.4	3.1	2.6	3.1	3.6	3.2	3.3	4.2	3.7	3.7	3.9
Бензин и нефтепродукты	1.9	5	1.3	3.7	3.7	4.2	4	4.3	3.7	4.1	4.9
Химические препараты	6.4	6.8	5.3	5.3	5.1	5.3	5.8	6.2	6.4	7	7.8
Строительные материалы	8	7.6	7.4	7.2	7.2	7.6	7.9	8.4	8.4	9.4	11.4
Железо и продукция из стали	7.8	7.2	5.6	5.5	5.6	5.5	6.1	6.1	5.7	6.3	7
Другая продукция из металла	1.3	1.5	1.2	1.3	1.2	1.6	1.4	1.3	1.8	1.6	2.5
Транспотные механизмы и оборудование	5.6	6	5.8	4.8	5	4.5	5.3	5	5.3	5.5	6.6
Прочие изделия	8	8.5	7.9	7.6	7.3	7.4	8.5	8.8	9.4	10.1	12.8
Различные операции	11.2	11.9	11	11.1	13.4	13.4	12.1	12.3	13.1	14.4	16.1
Всего грузов	96.4	99.3	89.7	90.2	91.1	92.3	96.6	99.1	101.1	108.6	124.8