now between 9 and 10 million tons a year or almost 70% of the pre-war level. This is disposed of as to some 50% for consumation in the Saar itself, the remaining 50% being disposed of approximately , as follows: military consumption 1·5 million, rest of French zone 1·2 million and exports nearly $1\frac{1}{2}$ million, practically all of which go to France itself. If the Saar is handed over to France with all its surplus coal production leaving the remainder of the French zone of occupation to be supplied from the British zone (Ruhr), France proper would stand to gain at least an additional 2–$2\frac{1}{2}$ million tons a year over and above her present intake. Even this advantage would be lost if as a result all Ruhr supplies were cut off, as she would lost an almost equivalent quantity of good quality coke for which Saar coal is an inadequate substitute.

As indicated above, however, the French have requested help with the European Coal Organisation when they present to that body both the resources and needs of France and the Saar as a whole.

Belgium and Holland are similar in that before the war domestic production went a long way to meet requirements, but both countries were dependent on imports of certain essential categories of coal—these coming mainly from Germany. Belgian domestic production is now at nearly 80 per cent. of the pre-war level (30 million tons a year) and Holland at between 60 and 70 per cent. (pre-war 15 million tons a year). Indigenous production is at present being supplemented by imports as to about 3 million tons a year in the case of Belgium and 4 million in the case of Holland which come almost entirely from the U.S.A. and Germany. Even so, the fuel availability in the case of Belgium is only about 85 per cent. and 75 per cent. of the pre-war quantity in the case of Holland. Domestic production is not responding very rapidly owing mainly to labour difficulties and an early recovery to the pre-war level cannot be expected. The Scandinavian countries of Norway, Sweden, Denmark and Finland are in even worse shape since not only have they an insignificant or no domestic production but they were greatly dependent before the war on large-scale imports from the U.K., the absence of which has not only handicapped them in their recovery but has reacted adversely on British trade activities and prospects in this area (*e.g.*, Swedish and Finnish timber exports to U.K.). Pre-war imports of all the above countries, including coke, totalled over 15 million tons a year, of which nearly 10 million tons or roughly two-thirds came from the U.K. The present low level of imports which are coming from a variety of sources—the U.S.A., Germany and Poland mainly—averages some 50–60 per cent. of pre-war, Sweden despite large imports from Poland being perhaps the worst off with a consumption of solid fuel below 50 per cent.

Italy and Switzerland as mainly dependent on imported supplies also have certain points of resemblance. Italy imported nearly 12 million tons before the war of which as much as 7 millions came from Germany, over 2 millions from the U.K. and about $1\frac{1}{2}$ millions came from Poland. Her imports in 1946 of which as much as four-fifths came from the U.S.A. were about $5\frac{1}{2}$ million tons. Her fuel supplies with her small domestic production, at about 80 per cent. of pre-war, are thus probably only about half her consumption before the war.

Swiss imports in 1946 were about $1\frac{1}{2}$ million tons as compared with over double this figure before the war when supplies came mainly from Germany. Supplies are at present being drawn from a variety of sources namely France, Poland, U.S.A., mainly, and to a smaller extent Germany, Czechoslovakia and the Netherlands.

As already indicated, Eastern Europe's fuel requirements are or can be largely met from Polish sources. But, so far as any permanent solution of the solid fuel difficulties of Western Europe (including Scandinavia) is concerned, this is indissolubly linked with the necessity for a substantial increase in the Ruhr production and in U.K. exports to the European continent. At any rate until the proposed Anglo-American Joint Commission of Enquiry for raising production in the combined zones has reported and its findings have been acted upon, no rapid restoration of the pre-war fuel position can be expected.