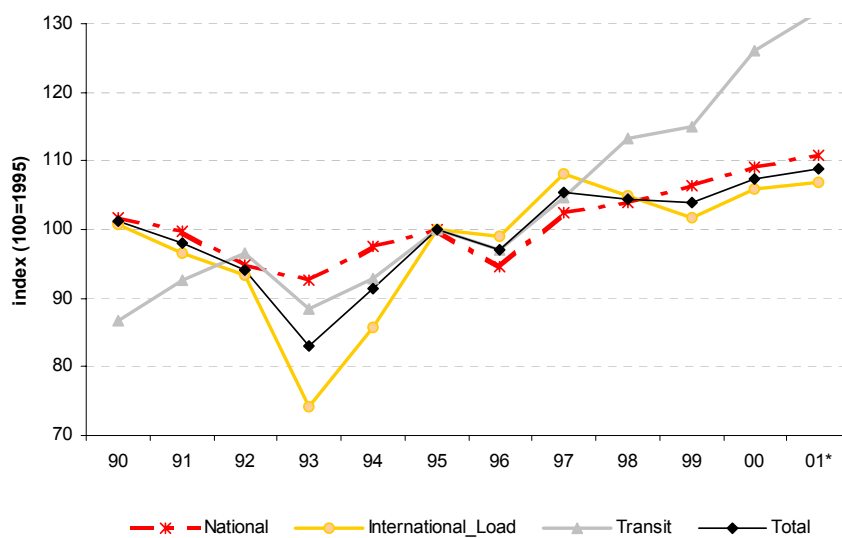


Inland Waterways Freight Transport in 1990-2001 in the European Union and the candidate countries

Goods transport reached its highest level in 2001

Franz JUSTEN



* estimated data for B

Figure 1: Evolution of goods transport (base 100 = 1995) based on tonnes transported

Highlights

Freight transport by inland waterways accounts for 7 % of total inland transport while inland transport by road, rail and pipelines represent respectively 75 %, 13 % and 5 %.

In 2000, the total volume of this mode of transport in the European Union was 445 million tonnes. National and international transport accounted respectively for 48 % and 52 % (based on national and international – load transport).

Germany and the Netherlands are the two main contributions to this activity. In 2001, they accounted for nearly 75 % of goods carried in Europe.

At national level, crude and manufactured minerals and building material account for almost half of the commodities carried by inland waterways transport. Self-propelled barges carry 79 % of commodities.

55 % of goods were transported over distances from 150 to 499km. 81 % of these distances were covered on German and Dutch territory.

Inclusion of the candidate countries increases internal waterways goods transport by nearly 7 % in 2000 (about 36 million tonnes). Romania and Poland realised more than 60 % of the transport of the Eastern countries.

Statistics in focus

TRANSPORT

THEME 7 – 8/2003

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Inland Waterways freight transport by type of transport

Inland waterways freight transport plays a key role in the economic competitiveness of the European Union. It is therefore essential to be aware of its characteristics. Under Council Directive 80/1119/EEC, six Member States - Austria, Belgium, France, Germany, Luxembourg and the Netherlands - are required to report statistics on inland waterways freight transport.

The figures recorded for Germany and the Netherlands reflect the key role of the Rhine axis for inland waterways freight transport. These two countries account for nearly three-quarters of the goods carried by this mode in Europe. 25 % are attributable to France and Belgium. Luxembourg and Austria carry relatively few goods in this way. They are responsible for only 3 % of the goods carried by inland waterways.

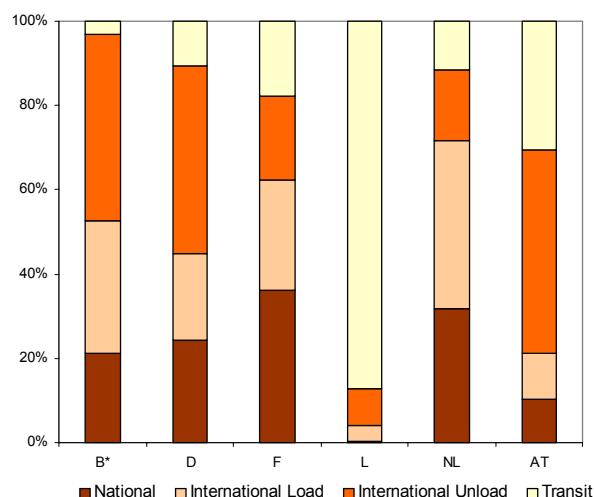


Figure 2: Split by transport type of total goods based on 1000 tonnes transported in 2001 (* 2000 data)

	1990	1995	1996	1997	1998	1999	2000	2001	Growth Rate (%)			
	in 10 000 tonnes									(1990 - 2001)	(1995 - 2001)	(1998 - 2001)
B	99 438	105 924	106 764	106 147	106 169	109 515	120 132	:	:	:	:	
D	23 1574	237 884	227 019	233 455	236 365	229 136	242 223	236 101	2.0	-0.7	-0.1	
F	66 086	55 055	46 688	58 131	62 010	65 508	70 669	68 408	3.5	24.3	10.3	
L	11 551	10 484	9 704	10 258	10 631	10 766	11 514	11 061	-4.2	5.5	4.0	
NL	286 147	286 070	289 332	318 817	316 063	311 267	313 708	328 913	14.9	15.0	4.1	
A	:	8 790	9 303	9 204	10 236	9 987	10 980	11 634	:	32.3	13.6	
	in Mio tkm											
B	5 389	5 731	5 715	5 829	6 015	6 362	7 215	:	:	:	:	
D	54 803	63 982	61 291	62 153	64 267	62 692	66 465	64 818	18.3	1.3	0.8	
F	7 581	6 630	6 027	7 058	7 936	8 478	9 110	8 294	9.4	20.1	4.3	
L	362	338	321	356	369	351	378	371	2.5	8.9	0.5	
NL	35 661	35 457	35 513	40 986	40 683	41 428	41 271	41 793	17.2	15.2	2.7	
A	:	2 046	2 101	2 087	2 280	2 231	2 444	2 557	:	20.0	10.8	

Table 1: Evolution by Member State of total goods transport including national, international load, international unload and transit

Three kinds of transport can be considered: national, international and transit transport. At European level, national and international represent respectively 48 % and 52 % of total transport by inland waterways (based on national and international-load transport, with the transit transport included in international transport). However, this assessment hides important disparities between the six Member States. Looking at figure 2, it appears that in Luxembourg, no commodity is transported at national level by this mode. Given its size, this fact is not surprising. On the other hand, in France, the Netherlands and Germany, a significant share of inland waterways freight transport is at national level (36 %, 32 % and 24 % respectively for each of these Member States). For Belgium and Austria this percentage equals 21 % and 10 %. In Austria, Belgium and Germany, this mode of transport plays essentially a key role for importation with almost half of the

total transport.

In the Netherlands, 40 % of this mode of transport is dedicated to exports. For transit transport, it is in Luxembourg that this activity has the greatest proportion, accounting for 87 % of inland waterways transport.

Table 1 provides information on the evolution of the quantity transported since 1990. Making estimations of missing data, it appears that from 1995 to 2001, a global rise of approximately 11 % has been observed for total freight transport. Several explanations for the greater use of this mode of transport in Europe during these last few years can be outlined. The complete liberalisation of the EU market since January 2000 as well as the modernisation and the restructuration of the fleet contribute to the growth of the inland waterways transport mode.

Even if global growth is observed, this hides disparities between countries. Table 1 points out that in the two countries, which carry the highest quantity of goods by inland waterways, the Netherlands and Germany, the quantity in tonnes of goods transported has not shown the same changes over the last ten years. The quantity increased more rapidly in the Netherlands than in Germany. The 1990-2001 and 1995-2001 growth rates are both close to 15 % in the Netherlands while these two rates are less than 2 % in Germany.

Moreover, from 1998 to 2001 Germany was the only country where the quantity of transported goods remained constant. In France, since 1996, freight transport by inland waterways has continued to increase. This rise is not only true in term of quantity carried but also in term of distance covered. Since 1995, the quantity in tonne of goods increased by more than a quarter of its initial value. This increase is even more noticeable when one observes the evolution in tonne-kilometres.

Loading country \ Unloading country	Loading country						TOTAL
	B	D	F	L	NL	A	
B*		13 195	3 575	33	36 112	-	52 915
D	12 871		6 720	276	79 422	493	99 783
F	5 275	2 343		8	5 884	18	13 527
L	86	655	22		168	-	930
NL	18 540	29 414	6 056	266		202	54 480
A	45	466	1	-	127		1 728
TOTAL	36 817	46 074	16 374	585	122 802	713	223 364

*2000 data

Table 2: Intra-UE goods transport declared by relation in 2001 (1000 Tonnes)

Concerning more specifically international freight transport, it is interesting to consider which are the main countries exchanging commodities. The quantity of goods exchanged between countries depends on cultural, economical and political aspects but also on the structure of the trans-European network.

Table 2 provides indications on the quantity of goods exchanged in 2001 between the six Member States. The declaring Member State is the unloading country.

It emerges that 85 % of international transport by inland waterways is carried out between the Netherlands, Germany and Belgium. More precisely, 49 % concerns exchanges between the Netherlands and Germany. Exports from the Netherlands to Germany represent 36 %. Approximately one quarter of international exchanges are exchanges between the

Netherlands and Belgium.

It is interesting to note that Germany is the European country which imports the biggest quantity in this way (100 million tonnes of goods). Its principal partners are the Netherlands and Belgium. Germany exchanges with these two countries 135 million tonnes of goods that is to say 92 % of its total. For exports, Germany is a main destination for all the Member states. Its share is 69 % for Austria, 65 % for the Netherlands, 41 % for France and 35 % for Belgium. The Netherlands is by far the country which exports the most important quantity of goods.

It may be noted that the Netherlands compared to France and Germany is a country of small size. Nevertheless, it accounts for 40 % of commodities carried by inland waterways transport (based on year 2001).

Type of goods transported by inland waterways

Analysing the breakdown by group of goods brings also interesting information. Tables 3, 4 and 5 analyse groups of goods carried for each Member State respectively for national, international and transit transport. Table 3 shows that at national level, crude and manufactured minerals and building material (chapter 6) account for almost half of the commodities carried. 15 % are attributable to petroleum products (chapter 3). The breakdown by type of goods carried is similar for all years. At international level (table 4), the most carried products are also crude and manufactured minerals and building material. Yet, this is less notable since these products account for only one quarter of the commodities carried. Concerning petroleum products, they account for almost 15 %

of goods carried. As for national transport, the breakdown was approximately the same for all years. The main difference between national and international transport lies in the higher level of ores and metal waste transported (chapter 4) at international level (at national level, this kind of commodity accounts for just 3 % of the total transport).

Tables 3, 4 and 5 also outlines differences between Member States. At national level, it is noticeable that Austria is distinguishable from the other European countries by mainly carrying petroleum products (chapter 3) and crude and manufactured minerals, building material (chapter 6). These commodities account for 85 % of goods transported.

However, the quantity of products carried in thousands of tonnes in Austria remains very low compared to the other countries. At national level, the breakdown by chapter is quite

similar in Belgium and Germany. In Belgium and Germany, almost a third of commodities transported are crude and manufactured minerals and building materials (chapter 6). In France and in the Netherlands, the transport of these goods is much more predominant since they account for around 97 % of the commodities transported. On the other hand, chemicals, petroleum products and solid mineral fuels (respectively chapter 8, 3 and 2) account for a more important share of products transported in Belgium and Germany.

NST/R Chapters											
National	0	1	2	3	4	5	6	7	8	9	TOTAL (%)
B	489	121	3 747	4 416	2 275	1 438	8 578	862	1 723	799	11.8
D	2 445	3 300	9 105	12 686	3 021	1 454	21 471	1 404	4 983	990	28.3
F	2 886	613	2 287	3 394	202	361	15 521	119	766	556	12.4
L	0	0	0	0	0	0	12	0	0	0	0.0
NL	2 568	8 275	2 133	12 369	1518	518	59 550	1 909	4 127	7 715	46.9
A	5	1	0	476	3	155	505	0	0	1	0.5
TOTAL (%)	3.9	6.2	8.0	15.5	3.3	1.8	49.2	2.0	5.4	4.7	100

Table 3: National transport of goods (in 1000 Tonnes) by NST/R Chapter declared in 2000

NST/R Chapters												
International	0	1	2	3	4	5	6	7	8	9	TOTAL (%)	
B	Total	3 142	2 949	5 496	14 638	4 674	4 226	26 198	3 752	9 156	16 748	19.7
	Load	437	715	2 477	7 403	1 352	2 157	8 670	1 197	4 837	8 381	8.1
D	Total	6 048	9 611	18 131	22 465	34 656	10 014	29 103	5 851	14 068	8 145	34.2
	Load	3 895	2 935	885	2 719	2 594	5 647	17 376	2 243	5 523	4 926	10.5
F	Total	6 137	2 507	3 210	2 736	2 230	2 256	9 476	857	1 480	1 076	6.9
	Load	5 937	2 156	113	1 106	81	898	7 703	86	528	666	4.2
L	Total	8	3	112	312	376	201	563	92	0	1	0.4
	Load	7	3	4	5	14	126	312	0	0	0	0.1
NL	Total	5 539	9 200	18 222	28 799	33 340	4 251	35 990	4 221	12 655	20 929	37.4
	Load	946	6 799	17 685	25 104	31 869	2 227	16 269	3 510	8 172	10 244	26.6
A	Total	547	323	150	1 098	3 051	234	458	655	29	95	1.4
	Load	208	34		91	13	156	168	436	2	81	0.3
TOTAL (%)	4.6	5.3	9.8	15.1	16.9	4.6	22.0	3.3	8.1	10.2	100	

Table 4: International transport of goods (in 1000 Tonnes) by NST/R Chapter declared in 2000

NST/R Chapters											
Transit	0	1	2	3	4	5	6	7	8	9	TOTAL (%)
B	1 242	260	186	37	418	348	438	341	392	43	10.7
D	3 001	2 040	3 246	4 346	1 841	2 542	2 830	637	363	2 426	25.3
F	328	285	296	3 855	66	1 358	3 969	155	528	160	13.1
L	2 075	964	2 867	71	1 378	1 253	862	244	40	80	4.0
NL	1 959	1 540	2 939	5 397	1 630	3 747	6 511	2 788	5 100	8 271	43.4
A	209	1 057	10	316	75	856	92	329	51	99	3.5
TOTAL (%)	8.2	6.4	10.3	15.2	5.4	10.6	15.5	4.5	6.6	13.1	100

Table 5: Transit transport of goods (in 1000 Tonnes) by NST/R Chapter declared in 2000

Concerning the breakdown by chapter of products for international transport (table 4), it is less easy to profile countries. Member States transport the various kinds of product in different proportion. France has the highest share of agricultural products and live animals (chapter 0), accounting for 19 % of products transported. In Luxembourg, the transported goods are essentially crude and manufactured minerals and building materials (chapter 6) and ores and metal waste (chapter 4), accounting for almost two - thirds of the products transported.

Concerning the breakdown by chapter of products for transit trade (table 5), the share of agricultural products and live animals is much greater than is observed for national and international transport (chapter 0 accounts for 8 % of transit transport, 4 % of national transport and 5 % of international transport). France, Germany and the Netherlands carried an important share of petroleum products (chapter 3) (respectively 32 %, 19 % and 14 %).

Type of vessels and covered distance

The number of vessels has noticeably fallen for several years, the result of the successive scrapping plans organised at Community level. The importance of each kind of vessel for inland waterways freight transport is given in table 6. It emerges that at European level, self-propelled barges are by far the most used boats for freight transport. In 2001, nearly

80 % of commodities were transported in this way. Pushed barges transported about 20 % of goods. The commodities transported by towed barge were marginal (0.6 %). However, here again, the situation is quite specific to each Member State. Luxembourg did not record the use of any towed barges.

Vessel type	B*	D	F	L	NL	A	TOTAL
Self propelled barge	93 873	188 667	56 161	10 076	261 687	5 415	6 15 879
Self propelled tanker	27 448	52 030	3 086	174	78 258	10 18	162 014
Other self propelled barge	66 425	136 637	53 074	9 902	183 428	4 397	453 863
Towed barge	359	677	79	:	1 349	2 314	4 778
Towed tanker	:	13	1	:	:	11	25
Other Towed barge	359	664	78	:	1 349	2 303	4 753
Pushed barge	25 862	46 758	12 169	985	65 866	3 904	155 544
Pushed tanker	2 600	2 218	1 836	:	5 748	1 091	13 493
Other pushed barge	23 262	44 540	10 333	985	60 118	2 813	142 051
Other goods carrying vessel	37	:	:	:	11	:	48
TOTAL	120 131	236 100	68 409	11 061	328 913	11 633	776 249

* data 2000

Table 6: Total transport by type of vessels (in 1000 tonnes) declared in 2001

In the other Member States, the share of self-propelled tanker varies widely. In France, this kind of vessel represents a marginal share, less than 5 %, whereas in the other countries the share relatively to all the self-propelled barges is at least 20 % (except for Austria and Luxembourg). Towed barges are used most in Austria.

The breakdown by distances covered provides relevant information on the use of inland waterways for freight transport. Four groups of distances have been identified: less than 50km, between 50 and 150 km, between 150 and 500 km and finally distances superior or equal to 500km (see figure 3). It appears that for inland waterways national transport in tonne-kilometres, 55 % of goods were transported over distances from 150 to 499km.

National freight transport over distances more than 500km is mainly on German territory. The infrastructure and size of each country largely affects the data. But, other explanations can also be outlined like customs or political aspects.

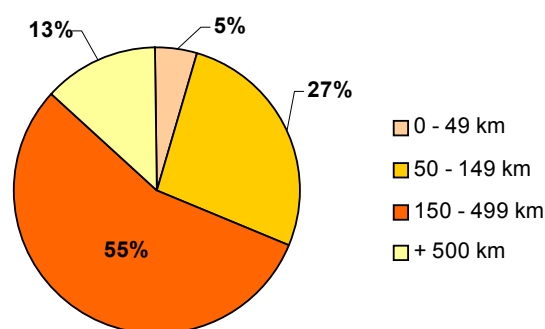


Figure 3: National transport by distance class based on transported Mio tkm in 2000

Inland waterways goods transport within the candidate countries

On 1 May 2004, it is expected that 10 countries will join the EU. This will add 4 new Member States to those currently reporting under Directive 80/1119/EEC : Hungary, Poland, the Czech Republic, the Slovak Republic. As candidate countries, Bulgaria and Romania are also reporting according to the Directive.

The main inland waterways connected with the third countries networks are Rhine-Main-Danube and Elbe-Oder-Danube. The Danube represents the second European river after the Volga uniting Western Europe to Oriental Europe up to the Black Sea. It brings the European network up to 2 850km. The

figures presented in the following table (Table 7) were supplied either on voluntary basis by candidate countries according to the Directive, or extracted from national publications published by the national Statistical Institute or the Ministry of Transport.

The inclusion of these countries increases inland waterways goods transport by 7 % in 2000 (about 36 million tonnes). Romania and Poland realised more than 60 % of the transport of the Eastern countries. Bulgaria and Hungary come next with respectively 17.6 % and 11.0 %, the Czech Republic and the Slovak Republic realising only 4.8 % and 3.3 %. The use of waterways

is very different from one country to another. They are used for the national transport of goods in Czech Republic and in Poland while Hungary and Bulgaria use them for international transport. More precisely, in the Czech Republic, the waterways were used for exports between 1997 and 1999 (on average 44 % of the total transport). On the other hand, from 2000, national

transport prevails and reached 47 % of the total transport in 2002. In Poland, more than half of transported goods were national and 40 % exports (based on the year 2000). Imports and goods in transit represent 5.5 % and 4.2 % of the total transport. In 2001, exports (respectively imports) of Hungary (respectively Bulgaria) represented more than 50% of exchanges.

	Total	National	International				Transit
			load	unload	of which EU 15		
					load	unload	
CZECH REPUBLIC							
1997	1 751	429	834	488	836	488	-
1998	1 701	396	722	583	719	582	-
1999	1 715	419	721	575	721	575	-
2000	1 738	635	621	482	621	482	-
2001	1 436	584	432	420	429	420	-
2002	1 433	671	389	372	389	372	-
HUNGARY							
2000	4 415	53	2 841	977	2 697	868	544
2001	5 897	37	3 106	1 288	2 254	1 021	1 466
2002	7 093	68	3 099	1 654	2 372	1 247	2 272
POLAND¹							
1997	9 324	6 047	2 579	308	:	:	390
1998	9 285	6 046	2 220	416	:	:	603
1999	8 150	5 282	2 457	277	:	:	134
2000	9 943	5 025	3 946	551	:	:	421
SLOVAK REPUBLIC²							
1997	819	0	765	54	:	:	:
1998	791	0	735	56	:	:	:
1999	1 146	0	1 095	51	:	:	:
2000	1 205	0	1 139	66	:	:	:
2001	1 223	0	1 138	85	:	:	:
BULGARIA							
2001	6 411	512	1 828	4 071	127	35	:
2002	6 395	539	1 877	3 980	204	87	:
ROMANIA³							
1997	16 000	:	:	:	:	:	:
1998	15 000	:	:	:	:	:	:
1999	14 000	:	:	:	:	:	:
2000	13 000	:	:	:	:	:	:

1: source: "Inland Waterway in Poland in 1996-2000", Warszawa-Wroclaw 2001, Central statistical Office, Statistical Office in Wroclaw

2: source: "Yearbook of Transport, Posts and Telecommunications in 2002", Statistický úrad slovenskej republiky

3: source: "Romania in figures in 2001", National Institute of Statistics

Table 7: Evolution of total goods transport by kind of transport (in 1000 Tonnes)

➤ ESSENTIAL INFORMATION – METHODOLOGICAL NOTES

This is the second Statistics in Focus on inland waterways freight transport in the European Union. The figures presented in this publication have been extracted from the Eurostat inland transport database. It includes the statistics of the national, international and transit transport of the Member States, collected under Council Directive 80/1119/EEC. Data are reported by 6 Member States of the European Union: Belgium, Germany, France, Luxembourg, the Netherlands, and Austria. According to Article 2 of the Directive, Member States in which the total volume of goods transported annually by inland waterways as international or transit transport does not exceed one million tonnes shall not be obliged to supply the statistics required under the terms of this Directive.

Concerning figures of candidate countries, they have been provided either by the candidate countries themselves in the sense of the Directive or extracted from national publications of their statistical Office or Ministry of Transport.

Data availability

Despite recent improvements in data availability and data quality, some data are still missing. Estimates have been calculated especially for Belgium for the year 2001. Consequently, Figure 1 is based on estimated data for Belgium. Due to missing data for Belgium, in 2001, some totals appearing in tables 2 and 6 are estimated.

Definitions of various kinds of inland waterways transport

Total goods transport at European level in tonnes: It includes transport declared by each Member state as national and international load. In other words, it doesn't take into account international unload because of double counting at European level. Total goods transport in tkm are reported on national territory and therefore include national, international and transit transport.

National inland waterways transport: inland waterways transport between two places (a place of loading and a place of unloading) located in the same country irrespective of the country in which the inland waterways transport vessel is registered.

International inland waterways transport: inland waterways transport between two places (a place of loading and a place of unloading) located in two different countries.

Inland waterways transit: inland waterways transport through a country between two places (a place of loading and a place of unloading) both located in another country or in other countries provided the total journey within the country is by an inland waterways transport vessel and that there is no loading and unloading in that country.

Self-propelled barge: inland waterways transport freight vessel having its own means of mechanical propulsion.

Self-propelled tanker barge: self-propelled barge intended for the bulk transport of liquids or gases.

Towed barge: inland waterways transport freight vessel designed to be towed which does not have its own means of mechanical propulsion.

Towed tanker barge: towed barge for the bulk transport of liquids or gases.

Pushed barge: inland waterways transport freight vessel which is designed to be pushed and does not have its own means of mechanical propulsion.

Pushed tanker barge: pushed barge for the bulk transport of liquids or gases.

Breakdown by goods groups

The NST/R classification (Standard Goods Nomenclature for Transport Statistics / revised) consists of 24 goods groups. Because of the lack of space, it is not possible to present all 24 groups separately. The individual goods groups have thus been aggregated at NST/R chapter level. A brief description of the NST/R chapters is given in the relevant section of the commentary to enhance readability.

NST/R chapters

0:	Agricultural products and live animals
1:	Foodstuffs and animal fodder
2:	Solid mineral fuels
3:	Petroleum products
4:	Ores and metal waste
5:	Metal products
6:	Crude and manufactured minerals, building material
7:	Fertilizers
8:	Chemicals
9:	Machinery, transport equipment, manufactured articles and miscellaneous articles.

This publication was prepared with the assistance of Mrs Sandrine Cipponeri, Ariane II.

Further information:

➤ Databases

NewCronos, Theme 7, Domain: inlandww

To obtain information or to order publications, databases and special sets of data, please contact the **Data Shop** network:

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