

Inland Waterways Freight transport in Europe in 2007 remains stable

In brief

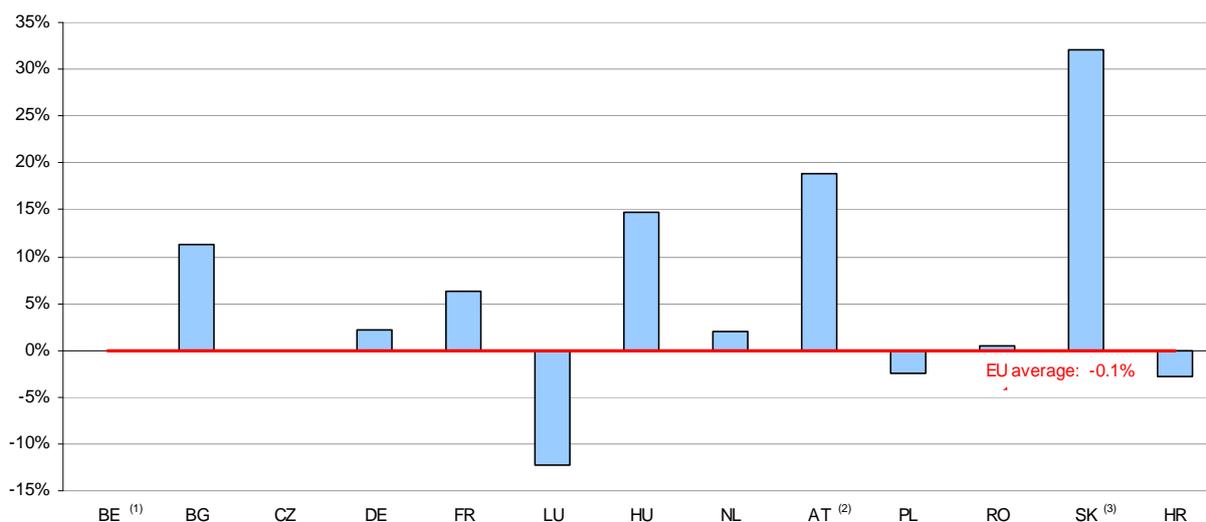
- 515 million tonnes of goods were transported on EU inland waterways.
- Transport performance in the EU reached 141 128 million Tonne-Kilometre (TKm).
- The Netherlands, Germany and Belgium account for about 80% of the goods carried in the EU.
- The highest volumes of goods are exchanged between neighbouring countries, and particularly between Belgium, Germany and the Netherlands.
- Transport of loaded containers was twice as large as the transport of empty containers.
- Almost 50% of the freight on EU inland waterways was performed by Dutch vessels.

Inland waterways freight transport in Europe is limited to certain countries. In practice, Eurostat collects data for 16 Member States of the EU and one candidate country.

The two main transport axes correspond to the Rhine and the Danube rivers together with their tributary rivers and connecting channels. Smaller transport flows are recorded in the rivers Elbe and Oder as well in other rivers and channels isolated from the main European inland waterways.

The data presented in this publication is based on the first data collection according to the new Regulation on statistics of goods transport by inland waterways (Regulation 1365/2006). In some countries, the comparison with the previous year has to be considered with care as a new data collection methodology is applied from 2007.

Figure 1: 2006-2007 growth rates of inland waterways freight transport by Member State (% on the basis of transport volume in tonnes)



(1) 2006 and 2007 data are not comparable due to a change in the collection methodology following the implementation of the new Regulation.

(2) The growth has been calculated excluding transit transport because it was extrapolated using weighting factors only in 2007 but not in 2006.

(3) The growth has been calculated excluding transit, due to a change in the methodology for the collection of this type of transport in 2007.

Overview of inland waterways transport in the EU

Table 1: Transport of goods by type of transport in 2007 (in 1 000 tonnes)

		National	International			Transit	TOTAL	Growth rate 2006-2007 (in %)
			Loaded	Unloaded	Total			
Belgium ⁽¹⁾	BE	41,484	29,400	57,411	86,811	10,978	139,273	.(1)
Bulgaria	BG	2,203	839	3,580	4,420	:	6,622	11.4
Czech Republic	CZ	630	259	252	511	:	1,141	0.0
Germany	DE	59,150	59,501	107,427	166,928	22,896	248,974	2.3
France	FR	33,057	17,637	14,190	31,827	11,120	76,004	6.4
Italy	IT	695	-	-	-	-	695	:
Lithuania	LT	126	-	-	-	-	126	:
Luxembourg	LU	-	69	823	892	9,106	9,999	-12.3
Hungary	HU	67	3,390	1,118	4,508	3,835	8,410	14.8
Netherlands	NL	98,702	118,329	63,071	181,400	44,039	324,141	2.0
Austria ⁽²⁾	AT	972	1,547	6,264	7,811	3,323	12,107	18.8
Poland	PL	4,006	1,925	465	2,391	48	6,444	-2.5
Romania	RO	22,829	2,623	3,919	6,542	54	29,425	0.5
Slovakia ⁽³⁾	SK	239	2,222	168	2,390	5,383	8,013	32.1
Finland	FI	472	-	-	-	-	472	:
United Kingdom	UK	3,540	-	-	-	-	3,540	:
EU-27 ⁽⁴⁾		268,172	237,742	258,689	247,234	:	515,406	-0.1
Croatia	HR	163	:	:	1,305	:	1,467	-2.7

(1) 2006 and 2007 data are not comparable due to a change in the collection methodology following the implementation of the new Regulation.

(2) The growth has been calculated excluding transit transport because it was extrapolated using weighting factors only in 2007 but not in 2006.

(3) The growth has been calculated excluding transit due to a change in the methodology for the collection of this type of transport in 2007.

(4) In order to avoid double counting, the EU-27 total international transport is calculated by adding the international loadings plus the international unloadings for which the loading country is not in the EU.

Table 1 shows that national transport is more important than international transport in eight Member States while international transport is predominant in six. Only in Luxembourg and Slovakia transit transport shows the highest volumes of goods transported. Transport

performance expressed in Tonne-Kilometre (Table 2) is highest in Germany and the Netherlands, reflecting the fact that they have the longest inland waterways network within the EU.

Table 2: Transport performance by type of transport in 2007 (in Mio TKm) ⁽¹⁾

		National	International			Transit	TOTAL	Growth rate 2006-2007 (in %)
			Loaded	Unloaded	Total			
Belgium ⁽²⁾	BE	3,581	1,474	3,435	4,909	803	9,293	.(2)
Bulgaria	BG	64	159	788	947	:	1,011	28.8
Czech Republic	CZ	17	12	8	19	:	36	-17.9
Germany	DE	11,798	15,271	23,168	38,439	14,479	64,716	1.2
France	FR	4,756	1,655	1,512	3,166	1,285	9,208	2.3
Italy	IT	93	-	-	-	-	93	:
Lithuania	LT	10	-	-	-	-	10	:
Luxembourg	LU	-	0	7	8	337	345	-9.6
Hungary	HU	6	555	197	752	1,454	2,212	15.6
Netherlands	NL	9,988	16,386	8,006	24,392	7,488	41,868	-1.0
Austria ⁽³⁾	AT	146	162	1,125	1,288	1,163	2,597	19.2
Poland	PL	145	99	28	127	4	277	-4.3
Romania	RO	4,355	1,528	2,278	3,806	34	8,195	0.5
Slovakia ⁽⁴⁾	SK	4	58	16	74	926	1,004	24.5
Finland	FI	102	-	-	-	-	102	:
United Kingdom	UK	162	-	-	-	-	162	:
EU-27 ⁽⁵⁾		35,227	37,360	40,568	77,928	27,973	141,128	0.7
Croatia	HR	31	:	:	78	:	109	-6.3

(1) The TKm are based on the territorial attribution: each country reports the TKm transported in its own national territory.

(2) 2006 and 2007 data are not comparable due to a change in the collection methodology following the implementation of the new Regulation.

(3) The growth has been calculated excluding transit transport because it was extrapolated using weighting factors only in 2007 but not in 2006.

(4) The growth has been calculated excluding transit due to a change in the methodology for the collection of this type of transport in 2007.

(5) The growth rate has been calculated excluding transit reported by Austria and Slovakia.

Table 3: International intra-EU goods transport declared by relation in 2007 (in 1 000 tonnes)

		Unloading countries												Total
		BE	BG	CZ	DE	FR	LU	HU	NL	AT	PL	RO	SK	
Loading countries	BE		3	0	4 878	3 327	44	27	18 957	36	25	1	4	27 301
	BG	0		0	176	0	0	44	0	58	0	214	58	550
	CZ	7	0		229	0	0	0	22	0	0	0	0	259
	DE	16 331	121	335		2 347	418	87	36 166	611	293	14	34	56 759
	FR	4 223	0	0	5 654		36	10	6 959	3	1	0	0	16 886
	LU	7	0	0	23	0		0	36	0	1	0	0	67
	HU	25	102	0	671	14	0		531	682	0	950	0	2 975
	NL	39 535	0	15	71 855	3 254	136	117		705	3	0	10	115 630
	AT	126	96	0	449	2	0	484	83		0	28	166	1 435
	PL	10	0	0	1 589	0	0	0	3	0		0	0	1 602
	RO	0	471	0	80	0	0	319	0	484	0		86 189	1 441
SK	14	14	0	310	0	0	13	38	1 518	0	231		2 140	
Total	60 278	807	350	85 915	8 945	634	1 103	62 796	4 098	322	1 439	358	227 044	

Transport relations between the twelve different EU Member States with international flows are shown in Table 3. In general, most of the countries had the strongest relations with their neighbouring countries. From the point of view of the declaring (loading) country, the Netherlands declared more than 50% of goods loaded in the EU. Germany is the only country importing and exporting goods to/from all other eleven countries.

These two countries together with Belgium loaded around 90% of all goods transported within the EU. The strongest intra-EU relationship was registered between Germany and the Netherlands with about 108 million tonnes. The second largest exchange of goods was registered between Belgium and the Netherlands, which were about three times the goods transported between Belgium and Germany.

Inland waterways transport by type of goods

Table 4: Transport by type of goods in 2007: countries reporting NST/R classes (in 1 000 tonnes)

		NST/R chapters										Total
		0	1	2	3	4	5	6	7	8	9	
BG	Total	251	140	1 781	414	686	765	2 470	24	54	38	6 622
	National	:	:	7	17	:	2	2 176	:	:	0	2 203
	International	251	140	1 774	397	686	763	294	24	54	38	4 420
	Transit	:	:	:	:	:	:	:	:	:	:	:
CZ	Total	92	250	0	0	27	16	668	46	14	29	1 141
	National	:	0	:	:	:	0	630	:	:	0	630
	International	92	249	:	:	27	16	38	46	14	29	511
	Transit	:	:	:	:	:	:	:	:	:	:	:
DE	Total	10 471	15 249	36 310	35 493	37 874	15 860	51 278	5 731	21 916	18 792	248 974
	National	2 458	3 940	6 624	14 336	4 253	1 522	17 501	1 040	5 912	1 565	59 150
	International	5 144	9 596	25 866	17 615	31 766	12 241	30 815	4 132	15 393	14 360	166 928
	Transit	2 869	1 714	3 820	3 541	1 855	2 097	2 962	559	611	2 867	22 896
AT	Total	1 398	971	275	2 420	3 438	1 312	887	922	71	413	12 107
	National	2	:	2	572	:	113	283	1	:	0	972
	International	469	408	200	1 588	3 438	513	484	657	36	19	7 811
	Transit ⁽¹⁾	927	563	74	260	:	686	120	264	34	394	3 323
RO	Total	2 263	491	4 030	343	8 517	2 257	10 084	950	264	227	29 425
	National	351	431	2 852	40	7 129	1 675	9 308	644	263	134	22 829
	International	1 908	60	1 159	302	1 377	577	775	304	1	80	6 542
	Transit	4	1	18	1	10	5	1	1	:	13	54
SK	Total	55	87	113	875	975	290	276	194	2	5 147	8 013
	National	0	:	:	:	:	:	239	:	:	0	239
	International	47	86	64	718	974	262	37	186	2	16	2 390
	Transit	8	1	49	157	1	28	:	9	:	5 131	5 383
HR	Total	60	27	17	144	674	135	144	99	166	2	1 467
	National	0	0	0	139	0	0	23	0	0	0	163
	International	60	27	17	4	674	135	121	99	166	2	1 305
	Transit	:	:	:	:	:	:	:	:	:	:	:

(1) Transit data are extrapolated using weighting factors.

Table 5: Transport by type of goods in 2007: countries reporting NST2007 classes (in 1 000 tonnes)

		NST2007																				Total
		01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	
BE	Total	6 612	11 442	42 067	4 421	3	1 194	12 177	10 723	7 869	11 450	59	98	14	203	0	12 259	154	2	18 516	10	139 273
	National	856	3 479	10 660	981	1	218	4 773	3 397	4 402	4 756	26	13	1	51	:	480	86	0	7 301	3	41 484
	International	3 917	5 205	28 524	3 064	2	903	7 096	5 747	3 336	5 797	33	85	2	126	:	11 759	68	2	11 141	6	86 811
	Transit	1 840	2 758	2 883	376	:	74	308	1 579	132	898	0	:	:	11 25	:	20	0	0	74	1	10 978
FR	Total	10 677	6 835	28 745	1 550	0	1 195	9 538	4 011	936	5 739	50	92	4 946	1 394	0	296	0	0	0	0	76 004
	National	3 122	2 832	17 310	393	:	162	3 515	1 199	836	982	0	89	1 806	670	:	142	:	:	:	:	33 057
	International	7 195	3 698	8 870	834	:	437	2 625	2 266	59	3 470	28	3	1 531	661	:	154	:	:	:	:	31 827
	Transit	360	305	2 566	324	:	597	3 398	546	41	1 287	22	:	1 610	64	:	:	:	:	:	:	11 120
IT	Total	336	0	32	0	0	0	152	140	0	10	26	0	0	0	0	0	0	0	0	0	695
	National	336	:	32	:	:	:	152	140	:	10	26	:	:	:	:	:	:	:	0	:	695
	International	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
	Transit	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
LT	Total	0	0	125	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	126
	National	:	:	125	:	:	:	0	:	:	:	:	:	:	:	:	:	:	:	:	:	126
	International	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
	Transit	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
LU	Total	2 617	3 344	1 383	26	0	20	396	304	37	1 036	2	0	0	820	0	0	0	0	0	14	9 999
	National	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
	International	:	32	172	:	:	:	351	84	:	68	:	:	:	185	:	:	:	:	:	0	892
	Transit	2 617	3 312	1 210	26	:	20	46	220	37	969	2	:	:	635	:	0	:	:	:	14	9 106
HU	Total	2 293	192	1 803	224	0	23	1 400	492	115	1 563	98	125	1	17	0	0	0	34	0	30	8 410
	National	1	:	19	0	:	3	28	:	7	:	8	:	:	:	:	:	:	:	:	:	67
	International	2 238	33	56	171	:	:	1 235	186	39	507	3	2	:	8	:	0	:	:	:	30	4 508
	Transit	55	158	1 728	52	:	21	137	306	69	1 056	87	124	1	8	:	:	:	34	:	0	3 835
NL	Total	7 047	3 107 088	9 313	121	3 802	28 237	2 305	4 913	13 482	69	48 092	2	3 193	0	13	0	0	96 461	0	324 141	
	National	1 678	:	40 879	3 228	28	432	3 280	223	1 382	1 187	0	11 457	2	681	:	13	:	:	34 232	:	98 702
	International	4 308	3	58 678	5 048	74	2 575	21 707	1 284	2 860	5 826	21	26 479	:	1 703	:	:	:	50 834	:	181 400	
	Transit	1 061	:	7 530	1 038	19	795	3 250	798	671	6 469	48	10 156	:	809	:	:	:	11 395	:	44 039	
PL	Total	93	1 727	3 187	44	9	88	14	587	49	625	11	9	0	0	0	0	0	0	0	2	6 444
	National	4	671	2 982	20	:	1	0	296	0	27	0	4	:	:	:	:	:	:	:	:	4 006
	International	62	1 055	205	23	9	87	14	291	49	581	11	2	:	:	:	:	:	:	:	2	2 391
	Transit	28	1	:	0	:	:	:	:	:	17	:	2	:	:	:	:	:	:	:	:	48
FI	Total	0	0	0	0	0	472	0	0	0	0	0	0	0	0	0	0	0	0	0	0	472
	National	:	:	:	:	:	472	:	:	:	:	:	:	:	:	:	:	:	:	:	:	472
	International	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
	Transit	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
UK	Total	144	0	1 593	195	0	8	670	10	0	24	0	0	0	892	0	0	0	0	4	0	3 540
	National	144	:	1 593	195	:	8	670	10	:	24	:	0	:	892	:	:	:	:	4	:	3 540
	International	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:
	Transit	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:	:

Transport by type of goods is shown in two tables because the new Regulation allowed the countries to deliver data by type of goods for the reference year 2007 either according to the NST/R or the NST 2007 classification.

Table 4 shows that the most important group of goods according to the NST/R classification transported on inland waterways was crude and manufactured minerals (Chapter 6), followed at some distance by ores and metal waste (Chapter 4), solid mineral fuels (Chapter 2) and petroleum products (Chapter 3). Goods of Chapter 6 transported on national level were prevalent in Bulgaria, the Czech Republic, Romania and Slovakia. International transport was of relatively high importance for ores and metal waste while transit transport was

rather balanced across goods groups and countries for which data are available.

Data according to the NST 2007 classification are presented in Table 5. The most important goods division in almost all countries for which data are available is metal ores and other mining products, peat, uranium and thorium (division 03). Coke and refined petroleum products (division 07) follow in second position. Across all types of goods national transport is of higher importance in France and Poland while international transport prevails in all other countries except Luxembourg. In this country, due to its location, transit transport dominates, showing the largest quantities of transport in goods division 02 (coal and lignite; crude petroleum and natural gas).

Inland waterways container transport

Table 6: Container transport performance in 2007 (in 1 000 TEU-KM*)

	Container status	National	International			Transit	Total
			Loaded	Unloaded	Total		
BE	Loaded containers	21 307	10 173	11 883	22 056	899	44 262
	Empty containers	11 316	5 357	12 735	18 091	604	30 012
BG	Loaded containers	:	:	0	0	:	0
	Empty containers	:	2	0	2	:	2
CZ	Loaded containers	:	3	2	4	:	4
	Empty containers	:	:	:	:	:	:
DE	Loaded containers	18 454	216 256	92 566	308 822	102 091	429 366
	Empty containers	15 462	20 114	123 307	143 421	45 086	203 969
FR	Loaded containers	44 543	6 994	2 418	9 412	:	53 955
	Empty containers	13 424	1 015	5 371	6 386	:	19 810
NL	Loaded containers	52 999	55 053	67 346	122 399	95 637	271 036
	Empty containers	36 927	34 099	23 026	57 125	40 419	134 470
AT	Loaded containers	:	:	:	:	:	:
	Empty containers	25	6	988	994	106	1 125
PL	Loaded containers	3	:	:	:	:	3
	Empty containers	:	:	:	:	:	:
RO	Loaded containers	1 317	941	674	1 614	:	2 931
	Empty containers	470	142	656	798	:	1 269
SK	Loaded containers	:	:	1	1	:	1
	Empty containers	:	29	:	29	:	29
EU-27	Loaded containers	138 623	289 419	174 890	464 308	198 627	801 558
	Empty containers	77 624	60 763	166 084	226 847	86 215	390 686

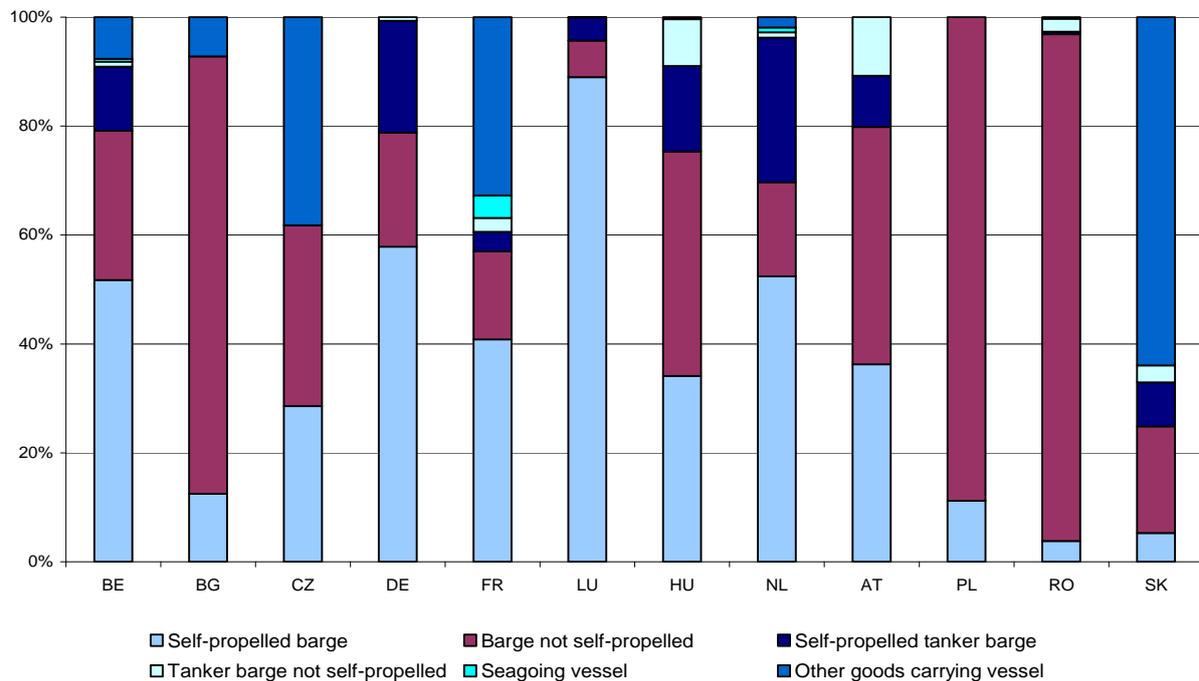
* Unit measuring the goods transport by the container size equivalent to twenty feet over a distance of one kilometre

The ratio of the transport performance between loaded and empty containers in thousand Twenty-feet Equivalent Unit – Kilometre (TEU-Km) in the EU is about 2 to 1 (Table 6). Germany and the Netherlands showed a similar ratio, while Belgium recorded a smaller and France and Romania a bigger one. Germany accounted for more than half of the EU-27 transport performance of loaded containers followed by the Netherlands with more than a third and France with about 7% of the total. The pattern is slightly different for empty containers: while the share in the EU total for Germany and the Netherlands is similar to those for loaded containers, empty containers in Belgium accounted for almost 8% of the EU total.

In 2007, the share of national, international and transit transport of loaded containers in the EU was 17%, 58% and 25% respectively. Similar shares were recorded for empty containers although national transport almost reached the level of transit transport (20% and 22% respectively).

Inland waterways transport by type and nationality of vessel

Figure 2: Share by type of vessel in total transport in 2007 (% based on volume in tonnes)



As shown in Figure 2 six different types of vessels are used for freight transport on EU inland waterways. However, several countries did not report data for all types of vessels. In general on EU level the largest goods volumes are transported either by self-propelled barges (50%) or by not self-propelled barges (24%). For self-propelled barges Belgium, Germany, Luxembourg and the Netherlands showed shares above the EU level. On the other hand Germany, France, Luxembourg, the Netherlands and Slovakia showed shares below the EU level for not self-propelled barges. The volumes

transported for these two groups of vessels together ranged between 57% (France) and 100% (Poland) in all countries, with the exception of Slovakia where it was 25%.

Self-propelled tanker barges carried about 18% of total transport at EU level. All countries except Germany (21%) and the Netherlands (27%) recorded smaller shares.

Table 7: EU-27 transport performance by nationality of vessel: top 10 nationalities in 2007

Nationality of vessel	Mio TKm	Share on total (in %)
Netherlands	67 511	47.8%
Germany	28 417	20.1%
Belgium	17 963	12.7%
Romania	6 716	4.8%
France	6 403	4.5%
Switzerland	2 108	1.5%
Ukraine	1 985	1.4%
Austria	1 589	1.1%
Hungary	1 330	0.9%
Poland	1 084	0.8%
Total top 10	135 106	95.7%
Other nationalities	6 022	4.3%
Total	141 128	100.0%

Table 7 shows the top ten nationalities of vessels with the biggest transport performance. All ten nationalities together accounted for about 96% of the total, but only the top 5 nationalities reached 90%. Regarding the shares of the different nationalities, the Dutch vessels are not far from half of the total transport performance. The vessels registered in Germany (20%) and Belgium (13%) followed in the list. Two non-EU countries (Switzerland and Ukraine) are included in the top-10 with larger shares than other EU Member States.

METHODOLOGICAL NOTES

All figures presented in this publication have been extracted from the Eurostat online inland waterways transport database. The related datasets are collected according to Regulation on statistics of goods transport by inland waterways of the European Parliament and the Council (EC) No 1365/2006 implemented by the Commission Regulation No 425/2007. 13 Member States are obliged to deliver data: Belgium (BE), Bulgaria (BG), Czech Republic (CZ), Germany (DE), France (FR), Luxembourg (LU), Hungary (HU), the Netherlands (NL), Austria (AT), Poland (PL), Romania (RO), Slovakia (SK) and the United Kingdom (UK). In addition, Italy (IT), Lithuania (LT), Finland (FI) as well as Croatia (HR) provide some data according to the Regulation requirements on a voluntary basis.

Symbols

“.” not available/not applicable

“0” less than 500 tonnes and thus rounded to zero

Definitions

EU aggregates:

- In Figure 1 and Table 1 the EU total goods transport in tonnes is calculated excluding double counting. The EU total international transport is calculated by adding the international loadings plus the international unloading for which the loading country is not in the EU. Then, the EU total transport is calculated by adding the national transport and the total international transport.
- In Table 2, the EU total goods transport in TKm includes national, international and transit transport because this is reported by each country on their own national territory.

National inland waterways transport: inland waterways transport between two ports of a national territory irrespective of the nationality of vessel.

International inland waterways transport: inland waterways transport between two ports located in different national territories.

Inland waterways transit: inland waterways transport through a national territory between two ports both located in another national territory or national territories provided that in the total journey within the national territory there is no transshipment.

Container: transport equipment of a permanent nature, strong enough for suitable repeated use, specially designed to facilitate carriage of goods by one or more modes of transport, fitted with devices permitting its ready handling, to be easy to fill and empty of a length of 20 feet or more.

Self-propelled barge: any powered inland waterways freight vessel, other than self-propelled tanker barges.

Barge not self-propelled: any unpowered inland waterways freight vessel, other than not self-propelled tanker barges. This category includes towed, pushed and pushed towed barges.

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

Tanker barge not self-propelled: barge not self-propelled barge intended for the transport of liquids or gases in fixed tanks.

Other goods carrying vessel: any other known or unknown kind of inland waterways freight vessel intended for carrying goods not defined in the previous categories.

Seagoing vessel: vessel other than those, which navigate predominantly in navigable inland waterways or in waters within, or closely adjacent to, sheltered waters or areas where port regulations apply.

Breakdown by group of goods

The NST/R classification consists of 24 goods groups, which are aggregated at chapter level for this publication. The NST 2007 classification consists of 20 goods divisions.

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

NST 2007 – Division description

- 01 Products of agriculture, hunting, and forestry; fish and other fishing products
- 02 Coal and lignite; crude petroleum and natural gas
- 03 Metal ores and other mining and quarrying products; peat; uranium and thorium
- 04 Food products, beverages and tobacco
- 05 Textiles and textile products; leather and leather products
- 06 Wood and products of wood and cork (except furniture); articles of straw and plaiting materials; pulp, paper and paper products; printed matter and recorded media
- 07 Coke and refined petroleum products
- 08 Chemicals, chemical products, and man-made fibres; rubber and plastic products; nuclear fuel
- 09 Other non-metallic mineral products
- 10 Basic metals; fabricated metal products, except machinery and equipment
- 11 Machinery and equipment n.e.c.; office machinery and computers; electrical machinery and apparatus n.e.c.; radio, television and communication equipment and apparatus; medical, precision and optical instruments; watches and clocks
- 12 Transport equipment
- 13 Furniture; other manufactured goods n.e.c.
- 14 Secondary raw materials; municipal wastes and other wastes
- 15 Mail, parcels
- 16 Equipment and material utilised in the transport of goods
- 17 Goods moved in the course of household and office removals; baggage transported separately from passengers; motor vehicles being moved for repair; other non-market goods n.e.c.
- 18 Grouped goods: a mixture of types of goods which are transported together
- 19 Unidentifiable goods: goods which for any reason cannot be identified and therefore cannot be assigned to groups 01–16.
- 20 Other goods n.e.c.

Country specific notes

BE: 2006 and 2007 data are not comparable due to a change in the collection methodology following the implementation of the new Regulation.

AT: In Figure 1, Tables 1 and 2, the growth has been calculated excluding transit transport because it was extrapolated using weighting factors only in 2007 but not on 2006.

SK: The growth has been calculated excluding transit, due to a change in the methodology for the collection of this type of transport in 2007.

This publication was prepared with the assistance of Manuel Da Silva (data) and Franz Justen and Volker Stabernak (commentary).

Further information

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Data: [Eurostat Website/Transport](#)

Transport

-  Inland waterways transport
-  Inland waterways transport measurement - goods

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