

Inland Waterways Freight Transport in Europe in 2006

EU transport static

Statistics in focus

TRANSPORT

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Highlights

In 2006, transport on inland waterways in the European Union recorded a total volume of about 503 million tonnes (based on national and international - load transport), which corresponds to an EU average increase between 2005 and 2006 of 0.9%

In terms of Tonnes-Km, the transport of goods by inland waterways in the EU in 2006 reached 137 712 million TKm and was stable compared to the previous year.

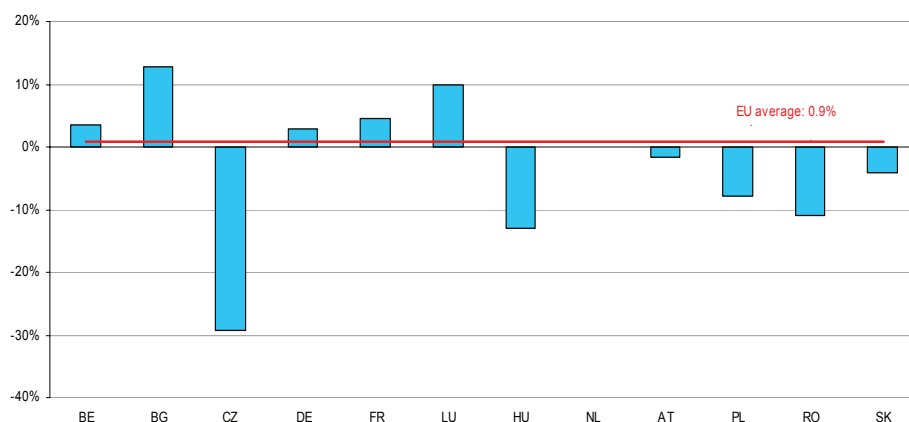
The Netherlands, Germany, and Belgium account for about 83% of goods carried in Europe (based on national and international - load transport).

International freight transport is the most important form of transport in all Member States except Luxembourg, Poland and Romania. Due to its geographical location transit transport is dominant in Luxembourg, while national transport is dominant in Poland and Romania.

Intra-EU country flows are also dominated by Belgium, Germany and the Netherlands. In 2006, the biggest intra-EU flow took place between Germany and the Netherlands with more than 110 million tonnes. It was followed by the flows Belgium-Netherlands and Belgium-Germany.

Crude and manufactured minerals, building material is the main product group (NST/R Chapter 6) transported on the national and international level in the EU, while machinery, transport equipment, manufactured articles and miscellaneous articles (NST/R Chapter 9) is the main group of goods for transit transport. About three quarters of all goods are transported by self-propelled barges.

Figure 1: 2005-2006 growth rates of inland waterways freight transport by Member State (% on the basis of transport volume in tonnes)



Overview of inland waterways transport in the EU

Table 1: Evolution of total goods transport by Member State (in 1 000 tonnes)

		2004	2005	2006	Growth rate 2004-2006	Growth rate 2005-2006
		in 1000 tonnes			(%)	
Belgium	BE	147 151	160 397	165 855	12.7	3.4
Bulgaria	BG	4 406	5 270	5 947	35.0	12.8
Czech Republic	CZ	1 179	1 613	1 141	-3.3	-29.3
Germany	DE	235 861	236 765	243 495	3.2	2.8
France	FR	67 325	68 347	71 448	6.1	4.5
Luxembourg	LU	11 180	10 377	11 395	1.9	9.8
Hungary	HU	7 356	8 413	7 327	-0.4	-12.9
Netherlands	NL	319 219	317 639	317 853	-0.4	0.1
Austria ⁽¹⁾	AT	9 072	9 336	9 183	1.2	-1.6
Poland	PL	7 297	7 166	6 609	-9.4	-7.8
Romania	RO	29 894	32 845	29 274	-2.1	-10.9
Slovakia	SK	2 725	2 350	2 252	-17.4	-4.2
EU25⁽²⁾		464 855	467 213	475 204	2.2	1.7
EU27⁽²⁾		493 169	498 806	503 194	2.0	0.9

(1) Due to lacking legal provisions, transit transport data for the second half of 2004 and the first half of 2005 were not completely collected

(2) In order to avoid double counting, the EU aggregates are calculated by adding the national and the international load transport

The development of the total quantity of freight transport on inland waterways in the European Union is shown in Table 1. An overall increase of 0.9% was registered from 2005 to 2006 at EU27 level. In 2006 the total amount of goods transport on inland waterways in the EU27 was 503.2 million tonnes while in the EU25 it was 475.2 million tonnes.

The Rhine is by far the most important river for freight inland waterways transport in Europe. Directly, through tributary rivers or connecting channels it links inland waterways freight transport in Belgium, Germany, France, Luxembourg and the Netherlands

The Danube river represents the second main axis in Europe for inland waterways freight transport. Bulgaria,

Romania, Hungary, Slovakia, Austria and Germany are connected through it.

The two remaining reporting Member States, the Czech Republic and Poland, have inland waterways connections to Germany through the Elbe and the Oder rivers respectively.

The Netherlands, Germany and Belgium are, in this order, the most important countries in the sector. Germany and the Netherlands alone accounted for about 64% of the total goods carried on EU inland waterways in 2006, reaching 83% when Belgium is included.

In terms of growth, Bulgaria recorded the highest rates in both 2005-2006 and 2004-2006.

Table 2: Evolution of total goods transport by Member State (in Mio TKM)

		2004	2005	2006	Growth rate 2004-2006	Growth rate 2005-2006
		in Mio TKM			(%)	
Belgium	BE	8 392	8 566	8 908	6.2	4.0
Bulgaria	BG	697	757	785	12.6	3.7
Czech Republic	CZ	48	64	44	-8.1	-30.8
Germany	DE	63 667	64 096	63 975	0.5	-0.2
France	FR	8 420	8 905	9 005	6.9	1.1
Luxembourg	LU	370	342	381	3.1	11.4
Hungary	HU	1 904	2 110	1 913	0.5	-9.4
Netherlands	NL	43 092	42 225	42 310	-1.8	0.2
Austria ⁽¹⁾	AT	1 747	1 753	1 837	5.2	4.8
Poland	PL	370	327	289	-21.8	-11.4
Romania	RO	6 955	8 436	8 157	17.3	-3.3
Slovakia	SK	91	88	106	17.0	20.7
EU25		128 100	128 475	128 769	0.5	0.2
EU27		135 753	137 668	137 712	1.4	0.0

(1) Due to lacking legal provisions, transit transport data for the second half of 2004 and the first half of 2005 were not completely collected

In 2006, the total goods transport in million Tonnes-Km recorded in the EU amounted to 137 712, showing no change compared to the previous year. In this case, Germany reported the highest figure, showing the length of German inland waterways which allow longer distance transport of goods.

Belgium, Bulgaria, France, Luxembourg and the Netherlands registered increases for both tonnes transported and million Tonnes-Km. On the other hand, the Czech Republic, Hungary, Poland and Romania, which recorded a decrease for both units.

Table 3: International intra-EU goods transport declared by relation in 2006 (in 1 000 tonnes)

	Unloading countries												Total
	BE	BG	CZ	DE	FR	LU	HU	NL	AT	PL	RO	SK	
BE		0	5	12 911	4 876	240	16	29 374	5	12	0	5	47 444
BG				199			22		45		235	19	520
CZ	10			350	0			20					380
DE	14 991	92	335		2 178	389	109	34 064	717	224	15	21	53 135
FR	4 456			5 183		73		7 026			0		16 738
LU	8			105	1			115					229
HU	27	32		567	2			422	489		545	2	2 086
NL	38 138		20	76 500	4 317	321	201		810	4		22	120 333
AT	95	43		499	1		396	70			59	153	1 316
PL	18		0	1 788	1			18					1 825
RO		464	5	31			174	4	452			25	1 155
SK	3	52		329			7	72	1 095		33		1 591
Total	57 746	683	365	98 462	11 376	1 023	925	71 185	3 613	240	887	247	246 752

Table 3 shows the relationship between all twelve EU countries exchanging goods by inland waterways from the point of view of the declaring country, which is the loading country. Germany is the only country exporting and importing goods to/from all other eleven EU countries, while the Czech Republic and Luxembourg only send commodities to four other EU countries.

Germany, Belgium and the Netherlands loaded around 90% of all goods transported within the EU, of which the

Netherlands accounted for more than a half. In 2006, the biggest intra-EU flow took place between Germany and the Netherlands at more than 110 million tonnes, followed by the flows Belgium-Netherlands and Belgium-Germany. These three countries were also the most important destinations for exports from other EU countries, with Germany importing the largest volume of goods followed by the Netherlands and Belgium.

Inland waterways transport by type of flow and type of goods

Figure 2: Split of total goods transport by type of flow in 2006 (% based on the volume in tonnes)

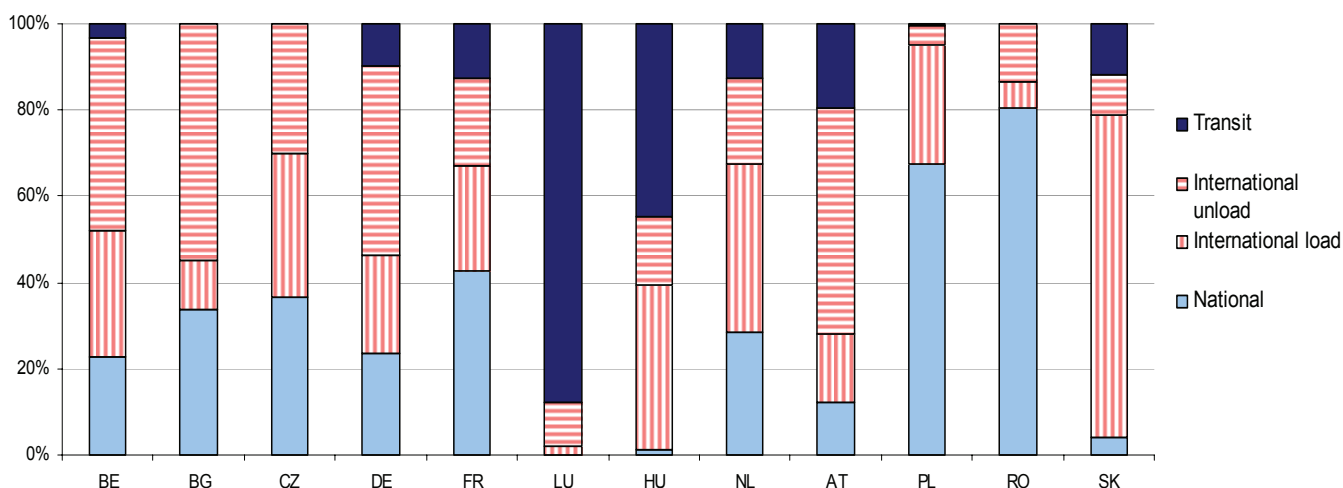


Figure 2 shows a split of the total goods transport by the different types of flows. National transport played the most important role in Romania with about 81% and in Poland with around 68% of total freight transport, while international transport dominated with shares of more than 50% in total tonnes transported in Belgium,

Bulgaria, the Czech Republic, Germany, Hungary, the Netherlands, Austria, and Slovakia. The only country with a higher share than 50% of transit in total transport is Luxembourg, due to its geographical location. Distinguishing between international loading and unloading reveals that those countries showing the

highest percentages for loading have relatively small shares for unloading, while countries with high unloading shares have relatively low shares in loading. Slovakia (75%) recorded the highest proportion of loads while Bulgaria and Austria reported the biggest

proportions of unloading (55% respectively 52%). Exceptions are the Czech Republic and France where international loading and unloading are approximately balanced.

Table 4: International transport of goods (loads and unloads) by NST/R chapter declared in 2006 (in 1 000 tonnes)

		NST/R chapters										Total	Share on total (%)
		0	1	2	3	4	5	6	7	8	9		
BE	Total	3 430	4 158	8 500	20 863	6 462	7 396	30 144	3 843	13 414	24 929	123 139	23.2
	Load	964	1 525	3 829	7 877	1 338	3 268	10 077	1 497	7 117	11 254	48 747	9.2
	Unload	2 465	2 633	4 670	12 986	5 124	4 129	20 067	2 345	6 297	13 675	74 392	14.0
BG	Total	235	149	1 377	260	563	828	355	18	12	151	3 947	0.7
	Load	199	8	0	90	45	230	44	9	6	52	682	0.1
	Unload	36	141	1 377	170	518	599	311	9	6	99	3 265	0.6
CZ	Total	232	241	0	0	16	33	65	71	31	32	722	0.1
	Load	152	72	0	0	0	31	6	66	24	28	380	0.1
	Unload	80	168	0	0	16	2	59	5	7	4	342	0.1
DE	Total	4 910	9 405	24 430	21 019	31 067	10 699	29 459	4 216	14 174	13 272	162 652	30.7
	Load	2 645	2 990	1 101	4 531	2 267	5 389	20 452	1 640	6 198	8 550	55 763	10.5
	Unload	2 265	6 415	23 329	16 489	28 801	5 311	9 007	2 576	7 975	4 722	106 889	20.1
FR	Total	6 124	2 604	4 388	2 361	2 451	2 101	7 794	1 043	1 290	1 612	31 768	6.0
	Load	5 935	2 172	62	1 080	456	1 040	5 144	132	272	1 143	17 436	3.3
	Unload	189	431	4 326	1 280	1 995	1 061	2 650	911	1 019	469	14 332	2.7
LU	Total	2	1	65	500	338	176	250	74	:	:	1 405	0.3
	Load	2	1	:	:	29	155	44	1	:	:	233	0.0
	Unload	:	:	65	500	309	21	205	72	:	:	1 171	0.2
HU	Total	1 662	612	124	805	41	418	39	183	1	77	3 961	0.7
	Load	1 659	280	52	498	22	260	21	:	:	8	2 801	0.5
	Unload	3	332	72	307	19	158	18	183	1	69	1 161	0.2
NL	Total	5 267	10 089	22 551	32 662	32 676	5 806	32 150	2 810	16 770	26 207	186 988	35.2
	Load	835	6 303	21 290	24 904	31 236	3 481	12 402	2 085	9 687	11 053	123 274	23.2
	Unload	4 431	3 786	1 261	7 759	1 441	2 325	19 748	725	7 083	15 154	63 714	12.0
AT	Total	447	337	117	917	2 839	396	440	732	13	16	6 254	1.2
	Load	127	22	:	439	11	169	146	516	2	8	1 441	0.3
	Unload	320	314	117	478	2 828	227	295	215	11	8	4 813	0.9
PL	Total	38	28	1 055	:	255	301	182	197	48	21	2 125	0.4
	Load	29	25	1 054	:	207	87	180	195	37	10	1 824	0.3
	Unload	9	4	1	:	48	214	1	2	11	11	300	0.1
RO	Total	2 681	20	761	203	1 152	219	359	237	8	81	5 721	1.1
	Load	266	1	247	194	523	101	178	224	:	23	1 756	0.3
	Unload	2 416	18	513	10	629	117	181	14	8	58	3 965	0.7
SK	Total	109	40	77	678	574	103	46	230	26	15	1 897	0.4
	Load	102	17	77	583	566	58	27	214	26	10	1 679	0.3
	Unload	7	23	:	96	8	45	20	15	:	4	218	0.0
Total		25 137	27 682	63 444	80 269	78 434	28 478	101 282	13 653	45 788	66 412	530 579	
Share on total (%)		4.7	5.2	12.0	15.1	14.8	5.4	19.1	2.6	8.6	12.5		100

Tables 4, 5 and 6 analyse groups of goods carried in each Member State for national, international and transit transport. The EU totals have been calculated as the sum of declared values and, therefore, in Tables 4 and 6 include double counting.

The total EU volume of goods carried on inland waterways on international transport is more than twice the volume of national and more than five times the tonnes transported on transit transport.

In 2006, the main group of goods carried on international transport at EU level (Table 4) were crude and manufactured minerals, building material (Chapter 6 of the NST/R classification), petroleum products (Chapter 3) and ores and metal waste (Chapter 4). For national transport, goods of Chapter 6 were prevalent

followed by petroleum products (Chapter 3). The pattern for EU transit transport was more balanced across all groups with a peak for machinery, transport equipment, manufactured articles and miscellaneous articles (Chapter 9).

In international transport, five important groups of goods were identified which accounted for about a third or more on all goods transported in at least one Member State. This confirms a certain degree of specialisation on an individual product group by some countries, which also influences the composition of the types of vessels used in these countries. These groups are agricultural products and live animals (Chapter 0 in the Czech Republic 32%, Hungary 42% and Romania 47%), foodstuffs and animal fodder (Chapter 1 in the Czech

Republic 33%), solid mineral fuels (Chapter 2 in Poland 50%), petroleum products (Chapter 3 in Luxembourg and Slovakia 36% each) and ores and metal waste (Chapter 4 in Austria 45% and Slovakia 30%). For each

of these products the high share was due to the dominance of either exports or imports and not evenly balanced between loaded and unloaded goods.

Table 5: National transport of goods by NST/R chapter declared in 2006 (in 1 000 tonnes)

	NST/R chapters										Total	Share on total (%)
	0	1	2	3	4	5	6	7	8	9		
BE	537	1 286	3 742	7 478	1 728	2 192	12 224	1 585	2 315	4 456	37 543	15.2
BG	0	0	39	0	0	0	1 961	0	0	0	2 000	0.8
CZ	1	1	0	0	0	0	414	1	1	0	419	0.2
DE	2 348	3 565	7 324	14 246	3 065	1 385	17 397	1 012	5 297	1 518	57 156	23.1
FR	2 753	562	1 557	3 988	180	273	18 127	107	963	2 045	30 555	12.4
LU	:	:	:	:	:	:	:	:	:	:	:	:
HU	4	:	:	22	:	2	40	:	:	12	80	0.0
NL	1 370	6 364	2 721	19 702	1 425	1 271	38 681	1 049	4 994	12 605	90 182	36.5
AT	4	:	1	600	0	91	438	1	:	:	1 137	0.5
PL	2	14	728	14	106	40	3 207	74	255	19	4 460	1.8
RO	653	203	2 371	9	9 817	1 537	8 580	287	59	36	23 552	9.5
SK	4	:	:	:	:	:	90	:	:	:	94	0.0
Total	7 678	11 994	18 483	46 059	16 322	6 790	101 160	4 116	13 885	20 692	247 178	
Share on total (%)	3.1	4.9	7.5	18.6	6.6	2.7	40.9	1.7	5.6	8.4		100

At national level (Table 5) three main groups of goods were largely dominant in at least one Member State (there is no national traffic in Luxembourg, because it only has one port). These product groups are petroleum products (Chapter 3 – with the largest importance in national transport in Austria), crude and manufactured

minerals, building material (Chapter 6 – main group in all countries except Austria) and machinery, transport equipment, manufactured articles and miscellaneous articles (Chapter 9 – with a relatively high importance in Belgium, Hungary and the Netherlands).

Table 6: Transit transport of goods by NST/R chapter declared in 2006 (in 1 000 tonnes)

	NST/R chapters										Total	Share on total (%)
	0	1	2	3	4	5	6	7	8	9		
BE	1 653	312	371	71	294	549	630	819	409	64	5 173	5.5
BG	:	:	:	:	:	:	:	:	:	:	:	:
CZ	:	:	:	:	:	:	:	:	:	:	:	:
DE	3 532	1 671	4 255	3 873	1 832	1 745	2 893	543	615	2 728	23 687	25.2
FR	288	289	269	3 000	169	883	2 098	178	729	1 223	9 125	9.7
LU	2 055	1 023	3 929	63	1 271	770	620	177	72	10	9 990	10.6
HU	190	113	148	29	1 285	725	248	158	132	257	3 286	3.5
NL	1 118	1 554	3 385	5 630	1 596	4 847	5 354	1 750	5 874	9 575	40 683	43.3
AT	433	370	34	104	2	407	52	185	22	183	1 792	1.9
PL	13	1	:	:	6	1	:	:	:	2	24	0.0
RO	:	:	:	:	:	:	:	:	:	:	:	:
SK	28	21	34	87	:	77	8	5	:	2	261	0.3
Total	9 308	5 355	12 426	12 857	6 455	10 005	11 903	3 814	7 852	14 044	94 021	
Share on total (%)	9.9	5.7	13.2	13.7	6.9	10.6	12.7	4.1	8.4	14.9		100

Transit transport of goods is in general more balanced between the different groups of goods than national and international transport (Table 6).

The shares of the different groups on total tonnes transported in the EU show a smaller range than recorded for international and national transport of goods.

Inland waterways transport by type of vessel

Table 7: Total transport by type of vessels declared in 2006 (in 1 000 tonnes)

Type of vessel	BE	BG	CZ	DE	FR	LU	HU	NL	AT	PL	RO	SK
Self propelled barges	136,505	336	377	193,545	56,630	10,601	2,126	256,070	4,026	514	54	402
Self propelled tankers	35,238	:	:	52,764	3,037	559	338	69,016	624	14	18	:
Other self propelled barges	101,268	336	:	140,781	53,593	10,042	1,788	187,055	3,402	500	36	:
Towed barges	222	:	436	499	111	:	516	838	1,642	22	:	1,059
Towed tankers	0	:	:	14	:	:	96	:	:	:	:	:
Other towed barges	222	:	:	485	111	:	421	838	1,642	22	:	:
Pushed barges	29,122	218	:	49,451	14,707	793	4,684	60,919	3,515	6,073	29,206	246
Pushed tankers	2,154	:	:	1,556	2,099	:	600	3,776	989	:	115	:
Other pushed barges	26,969	218	:	47,895	12,608	793	4,082	57,143	2,526	6,073	29,091	:
Other goods carrying vessels	6	5,396	311	:	:	:	0	26	0	:	14	545
Total	165,855	5,950	1,124	243,495	71,448	11,395	7,327	317,853	9,183	6,609	29,274	2,252

For freight transport on EU inland waterways different types of vessels are used. Table 7 shows the allocation of tonnes by each individual vessel type. Self-propelled barges show the highest shares in total goods transport at the EU level. In 2006, they accounted for about 76% of all tonnes carried followed by pushed barges, which had a share in total transport of 23%. The role of towed barges and of other vessels was, with 1% each, marginal. Looking at the individual countries Luxembourg, Bulgaria and Romania did not record towed barges, while goods transport by pushed barges was not recorded in the Czech Republic.

Higher shares for self-propelled barges than the EU average were found in Belgium, Germany, France, Luxembourg, and the Netherlands. With the exception of France and Luxembourg, self-propelled tankers accounted for about a quarter of goods transport on all self-propelled barges in these countries. Transport on towed barges played the most important role in the Czech Republic and Slovakia, while pushed barges were the main type of vessel used in Hungary, Poland, and Romania.

Inland waterways freight transport in Croatia

Table 8: Evolution of total goods transport by type of transport in Croatia

	1000 tonnes			Mio TKM		
	2005	2006	Growth rate 2005-2006 (%)	2005	2006	Growth rate 2005-2006 (%)
National	195	189	-3.0%	39	39	-1.9%
International	1 251	1 320	5.5%	79	78	-2.0%
Transit	:	:	:	:	:	:
Total	1 446	1 509	4.4%	119	116	-2.0%

In Croatia, the only candidate country reporting data on inland waterways, total freight transport in terms of tonnes increased by 4.4% from 2005 to 2006 to a total of 1.5 million tonnes. This was due to an increase of international transport, which compensated the loss in national transport. On the other hand, both national and international transport in terms of Tonnes-Km decreased by a similar percentage. Inland waterways

transport takes place on the Save river, which flows into the Danube in Belgrade (Serbia).

Regarding the type of goods transported, in 2006, ores and metal waste (Chapter 4), contributed 51% to the total freight transport in terms of tonnes, followed by petroleum products (Chapter 3) and chemicals (Chapter 8) at 12% and 10% respectively. Petroleum products accounted for 90% of the country's national transport.

➤ ESSENTIAL INFORMATION – METHODOLOGICAL NOTES

The figures presented in this publication have been extracted from the Eurostat inland waterways transport database. This includes the statistics of national, international and transit transport of the Member States, collected under Council Directive 80/1119/EEC. Data are reported by 12 Member States of the European Union: Belgium (BE), Bulgaria (BG), Czech Republic (CZ), Germany (DE), France (FR), Luxembourg (LU), Hungary (HU), the Netherlands (NL), Austria (AT), Poland (PL), Romania (RO) and Slovakia (SK). 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. Also, one candidate country, Croatia (HR) provides data according to the Directive requirements.

Data availability

Austria: Due to lacking of legal provisions, transit transport data for the second half of 2004 and the first half of 2005 were not completely collected.

Poland: Data include only transport by vessels registered in Poland and therefore exclude foreign vessels' transport on Polish inland waterways.

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 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.
- 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.
- In Tables 4, 5 and 6, the EU totals in tonnes have been calculated as the sum of declared national values and, therefore, include double counting in Tables 4 and 6.

National inland waterways transport: inland waterways transport between two ports (a port of loading and a port 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 ports (a port of loading and a port of unloading) located in two different countries.

Inland waterways transit: inland waterways transport through a country between two ports (a port of loading and a port 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 transshipment 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 group of goods

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.

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Further information:

Data:

Transport

-  Inland waterways transport
-  Inland waterways transport infrastructure
-  Inland waterways transport equipment
-  Inland waterways transport - Enterprises, economic performances and employment
-  Inland waterways transport measurement - goods

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