

Inland waterway transport statistics by product category

Statistics Explained

Data extracted in June 2023

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" In 2022, the total volume of goods transported on European inland waterways was 488 million tonnes, a decrease of 5.4 % compared with 2021. "

" 'Metal ores and other mining and quarrying products' was the main product category transported on EU inland waterways in 2022, accounting for 23 % of the total tonne-kilometres performed for all products and 28 % of the total tonnes transported. "

" The Netherlands, Germany and Belgium figure in the top of the international country flows for the two main product categories transported. "

This article presents [inland waterway goods](#) transport in the [European Union \(EU\)](#) and other countries connected to the EU inland waterway network. It focuses on the main products transported, based on annual data for 2022 and comparisons with the previous year. For an overview on the annual and quarterly inland waterway transport, please refer to the Statistics Explained article [Inland waterway freight transport - quarterly and annual data](#) . In 2022, the total volume of goods transported on European inland waterways was 488 million tonnes, a decrease of 5.4 % compared with the previous year. The total transport performed reached 122 billion tonne-kilometres, down 9.8 % from the previous year (Table 1). The main product categories transported by inland waterways were 'metal ores and other mining and quarrying products' and 'coke and refined petroleum products'. The European countries with the largest inland waterway transport for all product categories were the Netherlands and Germany.

'Metal ores and other mining and quarrying products' and 'coke and refined petroleum products' – top two product categories transported

'Metal ores and other mining and quarrying products; peat; uranium and thorium' (NST2007 division '03') was the main product category transported on EU inland waterways in 2022, both in terms of tonne-kilometres (Table 1) and in terms of tonnes (Table 2). This product category accounted for nearly one fourth (23 %) of the tonne-kilometres performed in total for all products and more than one fourth (28 %) of total tonnes transported. However, a noticeable decrease in the metal ores transport performance in tonne-kilometres was recorded in 2022 compared with 2021 (-12.3 %). A substantial fall was also observed in the tonnes transported (-10.8 %). When looking into this product category in terms of the different types of transport, national transport showed the largest decrease in tonne-kilometres (-20.1 %), followed by transit transport (-19.7 %). International transport registered a more moderate decrease by 4.4 %. When analysing the tonnes transported in 2022, national transport significantly decreased by 13.8 %, while international transport declined by 6.3 % compared with 2021.

Inland waterway transport by type of goods and type of transport, EU, 2021-2022
(million tonne-kilometres)

	2021	2022			Change 2022/2021 (%)				
	Total	National	Inter-national	Transit	Total	National	Inter-national	Transit	Total
Total	135 332	30 795	69 138	22 046	121 980	-11.6	-6.2	-17.3	-9.8
03 Metal ores and other mining and quarrying products; peat, uranium and thorium	32 152	8 858	15 081	4 246	28 186	-20.1	-4.4	-19.7	-12.3
07 Coke and refined petroleum products	19 414	4 821	10 517	2 486	17 824	-0.6	-5.5	-27.4	-8.1
08 Chemicals, chemical products, and man-made fibers; rubber and plastic products ; nuclear fuel	17 644	3 005	9 957	2 918	15 881	-1.9	-10.4	-15.7	-10.0
01 Products of agriculture, hunting, and forestry; fish and other fishing products	17 962	3 862	6 797	3 405	14 064	-18.4	-21.3	-25.7	-21.7
02 Coal and lignite; crude petroleum and natural gas	10 142	976	9 517	1 190	11 683	+1.9	+17.1	+13.4	+15.3
19 Unidentifiable goods: goods which for any reason cannot be identified and therefore cannot be assigned to groups 01-16.	11 932	3 168	4 771	2 723	10 662	-7.6	-10.6	-14.0	-10.6
10 Basic metals; fabricated metal products, except machinery and equipment	8 527	1 257	4 268	2 273	7 798	-19.9	-2.3	-11.3	-8.3
04 Food products, beverages and tobacco	5 412	1 523	2 800	1 002	5 325	-1.2	-4.8	+7.7	-1.6
14 Secondary raw materials; municipal wastes and other wastes	4 549	1 388	2 098	347	3 833	-14.0	-16.6	-17.3	-15.7
09 Other non metallic mineral products	2 575	875	1 099	148	2 122	-5.4	-18.4	-46.6	-16.8
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	1 575	375	871	226	1 472	-3.9	-11.9	+15.2	-6.5
16 Equipment and material utilized in the transport of goods	945	328	389	103	821	-3.3	-11.7	-9.8	-8.3
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	724	87	375	228	689	+8.2	-5.4	-7.3	-4.5
20 Other goods n.e.c.	722	9	16	548	573	+35.4	+203.6	-22.8	-20.6
12 Transport equipment	442	21	370	57	447	-16.8	+2.3	+2.2	+1.2
18 Grouped goods: a mixture of types of goods which are transported together	478	172	139	133	443	+6.0	-16.0	-11.9	-7.3
05 Textiles and textile products; leather and leather products	92	52	52	9	113	+54.1	+9.0	-16.1	+22.4
13 Furniture; other manufactured goods n.e.c.	39	16	18	1	35	-17.9	+41.1	-86.3	-10.4
17 Goods moved in the course of household and office removals; baggage and articles accompanying travellers; motor vehicles being moved for repair; other non-market goods n.e.c.	8	3	3	3	10	+5.0	+7.2	+116.0	+25.9
15 Mail, parcels	0	0	0	0	0	-	-	-	-

Note: Data for Italy are not included in 2022. Change rates between 2021 and 2022 have been calculated excluding data for Italy.
Source: Eurostat (online data code: iww_go_atygo)

eurostat

Table 1: Inland waterway transport by type of goods and type of transport, EU, 2021-2022 (million tonne-kilometres) Source: Eurostat - (iww_go_atygo)

'Coke and refined petroleum products' (NST2007 division '07') constituted the second most significant product category transported on EU inland waterways in 2022, both in terms of tonne-kilometres and tonnes. It represented 15 % of the tonne-kilometres performed and of the total tonnes transported. The transported tonnage of this category was 47 % less than the tonnage of 'metal ores and other mining and quarrying products; peat; uranium and thorium'. Compared with 2021, transport of 'coke and refined petroleum products' showed a decrease for both tonnes (-4.6 %) and tonne-kilometres (-8.1 %).

For both the largest product categories for EU inland waterway transport, national transport accounted for the majority in terms of tonnes (57 % for 'metal ores and other mining and quarrying products' and 55 % for 'coke and refined petroleum products'). When looking at tonne-kilometres, international transport accounted for 54 % of total tonne-kilometres travelled for 'metal ores and other mining and quarrying products' (national transport represented 31 %) and 59 % for 'Coke and refined petroleum products' (national transport represented 27 %). This is a reflection of international journeys being generally longer than national ones.

The third most important product category transported on EU inland waterways in 2022 in terms of tonnes was 'chemicals, chemical products, and man-made fibers; rubber and plastic products; nuclear fuel' (NST2007 division '08'). The transported tonnage of this category was 22 % less than the tonnage of 'coke and refined petroleum products'.

Inland waterway transport by type of goods and type of transport, EU, 2021-2022
(thousand tonnes)

	2021	2022				Change 2022/2021 (%)			
	Total	National	Inter-national	Transit	Total	National	Inter-national	Transit	Total
Total	517 086	239 096	249 350	-	488 447	-6.3	-4.4	-	-5.4
03 Metal ores and other mining and quarrying products; peat, uranium and thorium	150 708	76 877	57 558	-	134 435	-13.8	-6.3	-	-10.8
19 Unidentifiable goods: goods which for any reason cannot be identified and therefore cannot be assigned to groups 01-16.	83 907	30 879	48 267	-	79 147	-6.0	-5.5	-	-5.7
07 Coke and refined petroleum products	74 508	38 795	32 189	-	70 984	-0.9	-8.7	-	-4.6
08 Chemicals, chemical products, and man-made fibers; rubber and plastic products ; nuclear fuel	56 029	25 075	30 111	-	55 187	+10.4	-9.1	-	-1.2
01 Products of agriculture, hunting, and forestry; fish and other fishing products	38 617	17 275	20 276	-	37 551	-11.9	+7.1	-	-2.6
02 Coal and lignite; crude petroleum and natural gas	29 167	6 339	25 494	-	31 832	+7.8	+9.8	-	+9.4
10 Basic metals; fabricated metal products, except machinery and equipment	23 872	8 410	13 867	-	22 277	-10.6	-2.9	-	-6.0
04 Food products, beverages and tobacco	20 008	11 690	7 985	-	19 675	-1.2	-2.3	-	-1.7
14 Secondary raw materials; municipal wastes and other wastes	14 138	8 033	4 255	-	12 289	-12.6	-13.9	-	-13.1
09 Other non metallic mineral products	10 973	6 713	3 935	-	10 648	+5.2	-14.3	-	-3.0
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	5 076	2 982	1 957	-	4 939	+0.6	-7.3	-	-2.7
16 Equipment and material utilized in the transport of goods	4 707	2 723	1 272	-	3 995	-3.7	-17.0	-	-8.3
18 Grouped goods: a mixture of types of goods which are transported together	2 526	1 805	591	-	2 396	+1.9	-21.7	-	-5.1
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	1 462	648	852	-	1 500	+0.3	+5.4	-	+3.1
12 Transport equipment	565	169	457	-	626	+1.1	+14.8	-	+10.8
05 Textiles and textile products; leather and leather products	443	406	127	-	533	+34.6	-10.0	-	+20.4
20 Other goods n.e.c.	182	123	90	-	213	-14.1	+133.6	-	+17.1
13 Furniture; other manufactured goods n.e.c.	146	109	22	-	130	-11.3	-5.8	-	-10.4
17 Goods moved in the course of household and office removals; baggage and articles accompanying travellers; motor vehicles being moved for repair; other non-market goods n.e.c.	55	45	44	-	89	-6.9	+566.1	-	+61.4
15 Mail, parcels	0	0	0	-	0	-	-	-	-

(-) not applicable
Note: Data for Italy are not included in 2022. Change rates between 2021 and 2022 have been calculated excluding data for Italy.
Source: Eurostat (online data code: iww_go_atygo)

eurostat 

Table 2: Inland waterway transport by type of goods and type of transport, EU, 2021-2022 (thousand tonnes)
Source: Eurostat - (iww_go_atygo)

The highest growth between 2021 and 2022 was recorded for the product category 'goods moved in the course of household and office removals; baggage and articles accompanying travellers; motor vehicles being moved for repair; other non-market goods n.e.c.' (NST2007 division '17'), with +61.4 % for tonnes transported and +25.9 % for tonne-kilometres performed. From 2021 to 2022, only three other product categories 'Textiles and textile products; leather and leather products' (NST2007 division '05'), 'Transport equipment' (NST2007 division '12') and 'Coal and lignite; crude petroleum and natural gas' (NST2007 division '02') recorded growths both in terms of tonnes transported (+20.4 %, +10.8 %, and +9.4% nbsp;%, respectively) and tonne-kilometres performed (+22.4 %, +1.2 %, and +15.3 %, respectively).

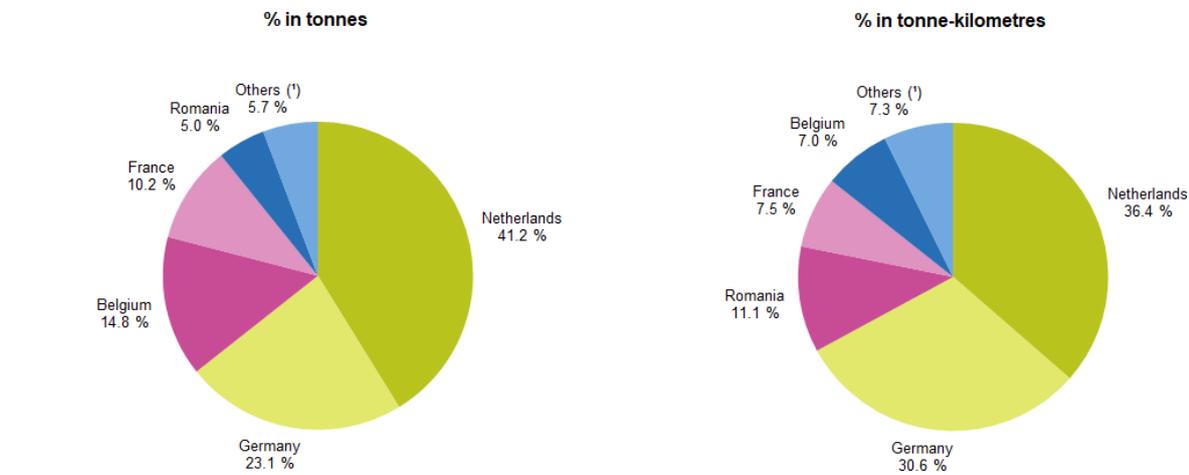
Some product categories reported decreases in 2022 compared with 2021 in terms of tonne-kilometres performed, the largest of them recorded by 'Products of agriculture, hunting, and forestry; fish and other fishing products' (NST2007 division '01'), down 21.7 %; 'Other goods n.e.c.' (NST2007 division '20') that declined by 20.6 %; and 'Other non-metallic mineral products' (NST2007 division '09') that decreased by 16.8 %. The biggest decreases in terms of tonnes transported were presented by 'Secondary raw materials; municipal wastes and other wastes' (NST2007 division '14'), down 13.1 %; 'Metal ores and other mining and quarrying products; peat; uranium and thorium' (NST2007 division '03') which declined by 10.8 %, and 'Furniture; other manufactured goods n.e.c.' (NST2007 division '13') that decreased by 10.4 %.

The Netherlands, Germany and Belgium dominated transport of 'metal ores and other mining and quarrying products'

In 2022, the main country involved in the EU inland waterway transport of 'metal ores and other mining and quarrying products' was the Netherlands, which alone accounted for 41.2 % of the tonnes transported and 36.4 % of the tonne-kilometres performed (Figure 1). Germany came second on both measures, with 23.1 % of the tonnes transported and 30.6 % of the tonne-kilometres performed. This is not surprising, as both countries have extensive inland waterway networks that play an important role in their national transport systems. These networks are also connected to major ports such as Rotterdam and Hamburg, which are key hubs for imports to and exports from the

EU.

Inland waterway transport of metal ores and other mining and quarrying products; peat; uranium and thorium (03), top five reporting countries, 2022



(*) Include Bulgaria, Czechia, Croatia, Lithuania, Luxembourg, Hungary, Austria, Poland, Slovakia, Finland and Sweden. Italy is not included.

Source: Eurostat (online data code: iww_go_atygo)

eurostat

Figure 1: Inland waterway transport of metal ores and other mining and quarrying products; peat; uranium and thorium (03), top five reporting countries, 2022 Source: Eurostat - (iww_go_atygo)

The next three countries in the top five were Belgium, France and Romania. However, the ranking of these three countries was different when looking at tonnes or tonne-kilometres. In terms of tonnes transported, Belgium came third with a share of 14.8 %, followed by France (10.2 %) and Romania (5.0 %). In terms of tonne-kilometres performed, Romania was in third place with a share of 11.1 %, followed by France (7.5 %) and Belgium (7.0 %) (Figure 1).

The main route for inland waterway transport of 'metal ores and other mining and quarrying products', in terms of tonne-kilometres performed, was between the Netherlands and Germany, accounting for more than two fifths (43.0 %) of the EU total (Table 3). The main flow was the one from the Netherlands to Germany (31.1 %), while the same route in the opposite direction, from Germany to the Netherlands, was in second place (12.0 %). The Netherlands was the loading or unloading country in four of the top five country-to-country flows and in five of the top 10 country-to-country flows for 'metal ores and other mining and quarrying products'. Germany and Belgium were each the loading or unloading country in three of the top 10 flows. Romania, Serbia, Ukraine and Austria each made two appearances in the top 10 flows. France appeared once in the top 10 flows. Three flows involved non-EU Member States, namely Serbia and Ukraine. The flows from Romania and Ukraine to Serbia were in fourth and sixth places, respectively, while the flow from Ukraine to Austria was in ninth place.

Top 10 international country flows for inland waterway transport of metal ores and other mining and quarrying products; peat; uranium and thorium (03), 2022

(million tonne-kilometres)

Loading country	Unloading country	Total	Share on total (%)
Netherlands	Germany	6 002	31.1
Germany	Netherlands	2 318	12.0
Netherlands	Belgium	1 998	10.3
Romania	Serbia	1 259	6.5
Belgium	Netherlands	1 023	5.3
Ukraine	Serbia	771	4.0
Germany	Belgium	742	3.8
France	Netherlands	587	3.0
Ukraine	Austria	586	3.0
Romania	Austria	582	3.0
Other routes		3 461	17.9

Note: data for Italy and Lithuania are not included.

Source: Eurostat (online data code: iww_go_atygoff)

eurostat 

Table 3: Top 10 international country flows for inland waterway transport of metal ores and other mining and quarrying products; peat; uranium and thorium (03), 2022 (million tonne-kilometres) Source: Eurostat - (iww_go_atygoff)

When looking at volumes in tonnes, the main route observed was also between the Netherlands and Germany, accounting for nearly a half (49.4 %) of the EU total (Table 4). The main country-to-country flow was the one from the Netherlands to Germany (37.8 %). The top 10 flows in terms of tonnes were dominated by four countries: the Netherlands and Germany (with five appearances each), Belgium (with four appearances) and France (with two appearances). The picture is completed by the flows from Slovakia to Austria in the seventh place and from Romania to Serbia in the eighth place.

Top 10 international country flows for inland waterway transport of metal ores and other mining and quarrying products; peat; uranium and thorium (03), 2022

(thousand tonnes)

Loading country	Unloading country	Total	Share on total (%)
Netherlands	Germany	20 983	37.8
Netherlands	Belgium	11 673	21.0
Germany	Netherlands	6 488	11.7
Belgium	Netherlands	6 043	10.9
France	Germany	1 666	3.0
Germany	Belgium	1 270	2.3
Slovakia	Austria	1 111	2.0
Romania	Serbia	1 008	1.8
France	Netherlands	962	1.7
Belgium	Germany	722	1.3
Other routes		3 637	6.5

Note: Transit transport reported by countries is not taken into account. The unloading country is also the reporting country. Data for Italy and Lithuania are not included.

Source: Eurostat (online data code: iww_go_atygofl)

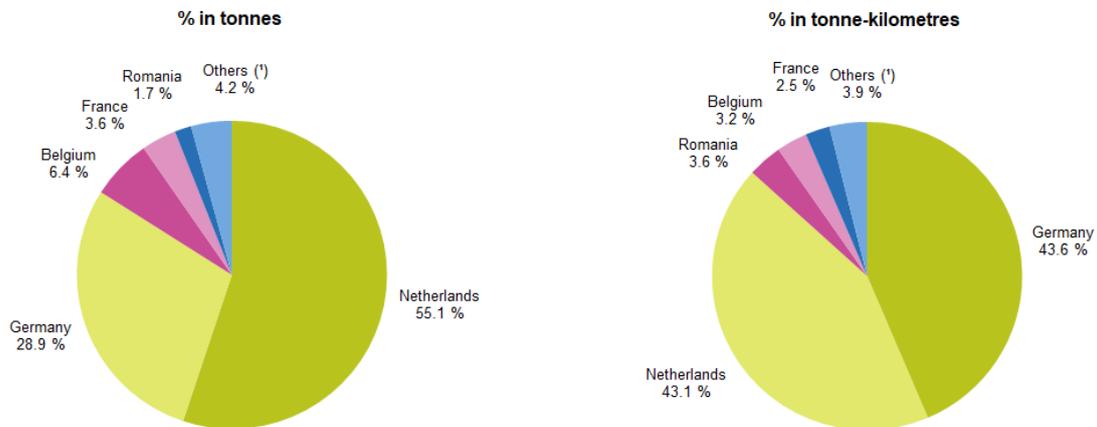


Table 4: Top 10 international country flows for inland waterway transport of metal ores and other mining and quarrying products; peat; uranium and thorium (03), 2022 (thousand tonnes) Source: Eurostat - (iww_go_atygofl)

The Netherlands, Germany and Belgium were also the top transporters of 'coke and refined petroleum products'

In 2021, the main countries involved in the EU inland waterway transport of 'coke and refined petroleum products' were, as in previous years, the Netherlands and Germany (Figure 2). The Netherlands ranked first with 55.1 % of the total tonnes transported in Europe, and second with 43.1 % of the tonne-kilometres performed. Germany appears in first place concerning tonne-kilometres performed, with 43.6 %, and in second place concerning tonnes transported, with 28.9 %. This reflects the longer distances performed by vessels passing through German inland waterways. In terms of tonnes transported, Belgium ranked third with a share of 6.4 %, followed by France (3.6 %) and Romania (1.7 %). In terms of tonne-kilometres performed, Romania, with a share of 3.6 %, was in third place, followed by Belgium (3.2 %) and France (2.5 %).

Inland waterway transport of coke and refined petroleum products (07), top five reporting countries, 2022



(*) Include Bulgaria, Czechia, Croatia, Lithuania, Luxembourg, Hungary, Austria, Poland, Slovakia, Finland and Sweden. Italy is not included.

Source: Eurostat (online data code: iww_go_atygo)

eurostat

Figure 2: Inland waterway transport of coke and refined petroleum products (07), top five reporting countries, 2022 Source: Eurostat - (iww_go_atygo)

In terms of tonne-kilometres performed for 'coke and refined petroleum products', the flows between the Netherlands, Germany and Belgium occupied the first five of the top 10 country-to-country flows, as well as the seventh flow, and accounted for 71.5 % of total tonne-kilometres performed on inland waterways in Europe (Table 5). The main flow is from the Netherlands to Germany, accounting for 19.8 % of the total tonne-kilometres performed. Switzerland and France also appear in the top 10 as unloading countries receiving goods loaded in Germany, the Netherlands and Belgium.

Top 10 international country flows for inland waterway transport of coke and refined petroleum products (07), 2021

(million tonne-kilometres)

Loading country	Unloading country	Total	Share on total (%)
Netherlands	Germany	2 619	16.6
Belgium	Germany	2 453	15.6
Netherlands	Belgium	2 268	14.4
Belgium	Netherlands	1 820	11.6
Germany	Netherlands	1 412	9.0
Netherlands	France	639	4.1
Germany	Belgium	598	3.8
Germany	Switzerland	588	3.7
Netherlands	Switzerland	550	3.5
Germany	France	517	3.3
Other routes		2 274	14.5

Note: data for Italy, Lithuania and Sweden are not included.

Source: Eurostat (online data code: iww_go_atygofl)

eurostat 

Table 5: Top 10 international country flows for inland waterway transport of coke and refined petroleum products (07), 2021 (million tonne-kilometres) Source: Eurostat - (iww_go_atygofl)

When looking at volumes of 'coke and refined petroleum products' transported in tonnes, the picture is like the one for tonne-kilometres (Table 6). There is a predominance of the Netherlands, Germany and Belgium in the top 10 flows. The eight first flows involved one of these three countries. France appeared twice among unloading countries and Switzerland once. The flows from Austria to Hungary and from Romania to Moldova completed the top 10 in the last two positions. The main flow is from the Netherlands to Belgium, accounting for 40.7 % of the total tonnes transported. This flow was third in terms of tonne-kilometres (13.1 %), indicating shorter journey lengths between the two countries.

Top 10 international country flows for inland waterway transport of coke and refined petroleum products (07), 2022

(thousand tonnes)

Loading country	Unloading country	Total	Share on total (%)
Netherlands	Belgium	13 716	40.7
Netherlands	Germany	7 082	21.0
Germany	Netherlands	4 538	13.5
Germany	France	1 665	4.9
Germany	Belgium	1 523	4.5
Germany	Switzerland	1 378	4.1
Belgium	Netherlands	700	2.1
Netherlands	France	406	1.2
Austria	Hungary	361	1.1
Romania	Moldova	323	1.0
Other routes		2 033	6.0

Note: Transit transport reported by countries is not taken into account. The unloading country is also the reporting country. Data for Italy and Lithuania are not included.

Source: Eurostat (online data code: iww_go_atygofl)

eurostat 

Table 6: Top 10 international country flows for inland waterway transport of coke and refined petroleum products (07), 2022 (thousand tonnes) Source: Eurostat - (iww_go_atygofl)

Source data for tables and figures (MS Excel)

[Inland waterway transport statistics by type of goods](#)

Data sources

All figures presented in this article have been extracted from the [Eurostat](#) online inland waterways transport database. The related datasets are collected according to [Regulation \(EU\) No 2018/974](#) of the European Parliament and of the Council on statistics of goods transport by inland waterways. Regulation (EU) No 2018/974 consolidated the initial [Regulation \(EC\) No 1365/2006](#) on statistics of goods transport by inland waterways and all

its implementing and amending legal acts: [Commission Regulation \(EC\) No 425/2007](#) (implementing regulation), [Commission Regulation \(EC\) No 1304/2007](#) (amending regulation) and [Regulation \(EU\) No 2016/1954](#) (amending regulation).

Regulation (EU) 2018/974 states that data must be supplied by all Member States for which the total volume of goods transported annually by inland waterways exceeds one million tonnes. Currently, 17 Member States provide data on mandatory or voluntary basis: Belgium (BE), Bulgaria (BG), Czechia (CZ), Germany (DE), France (FR), Croatia (HR), Italy (IT), Lithuania (LT), Luxembourg (LU), Hungary (HU), the Netherlands (NL), Austria (AT), Poland (PL), Romania (RO), Slovakia (SK), Finland (FI) and Sweden (SE). The legal act requires only the provision of a reduced annual dataset for countries exceeding the one million tonnes threshold but where no international or transit traffic exists.

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

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

Transit inland waterway transport : Inland waterway 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](#) .

EU includes data for all Member States providing data.

Calculation of EU aggregates : In Table 2, EU international and total goods transport in tonnes is calculated excluding double counting. EU total international transport is calculated by adding the international unloadings plus the international loading for which the unloading country is not in the EU. Then, the EU total transport is calculated by adding national transport and the total international transport.

For transit transport measured in tonnes, an EU aggregate equal to the sum of the country figures is not valid because volumes of freight transported are reported by all transit countries through which the transport takes place before reaching the unloading destination. Therefore, the same volume may be reported two, three, or more times without the possibility to eliminate multiple counting. At the same time, figures for transit transport are included in the EU national or international transport as they are reported not only by the transit countries but also by the loading and unloading countries. Therefore, for the EU total volume of freight, it is enough to sum the total national and international figures.

Calculation of country flows : In Tables 3 and 5, presenting the tonne-kilometres results, international and transit transport reported by the Member States are taken into account. In Tables 4 and 6, presenting the results in tonnes, only international transport reported by the Member States is taken into account in order to avoid double counting. In addition, the loading country in these two tables also corresponds to the reporting country. Data from Italy, Lithuania, Finland, Sweden and the United Kingdom are not included in these tables.

Country-specific notes

Bulgaria : Transit data supplied include Romanian national IWW transport data equivalent to Bulgarian transit transport.

Italy : No data available for 2022. Data are delivered on a voluntary basis. Only a simplified annual dataset is provided.

Lithuania : Data are delivered on a voluntary basis. Only a simplified annual dataset is provided.

Romania : Transit data supplied include Bulgarian national IWW transport data equivalent to Romanian transit transport.

Sweden : No traffic was conducted by Swedish registered vessels certified for inland waterway traffic in Sweden since no certificates have been issued at the Swedish Transport Agency.

Breakdown by group of goods

The NST 2007 classification is available on [RAMON](#) .

Symbols

- ":" not available
- "-" not applicable or real zero
- "0" less than half of the unit used and thus rounded to zero

Context

The content of this statistical article is based on data collected within the framework of [Regulation \(EU\) 2018/974](#) of the European Parliament and of the Council on statistics of goods transport by inland waterways.

Other articles

- [Freight transport statistics - modal split](#)
- [Inland waterway freight transport - quarterly and annual data](#)
- [Inland waterways - statistics on container transport](#)

Main tables

- [Transport](#) , see selected datasets under 'Inland waterways transport':

Inland waterways transport (t_iww)

Goods transport by inland waterways (ttr00007)

Database

- [Transport](#) , see detailed datasets:

Inland waterways transport (iww)

Inland waterways transport infrastructure (iww_if)

Inland waterways transport equipment (iww_eq)

Inland waterways transport - Enterprises, economic performances and employment (iww_ec)

Inland waterways transport measurement - goods (iww_go)

Inland waterways - accidents (iww_ac)

Dedicated section

- [Transport](#)

Publications

- [All transport publications on line](#)
- [Key figures on European transport - 2022 edition](#)
- [Energy, transport and environment statistics - 2020 edition](#)

Methodology / Metadata

- [Inland waterways transport measurement - goods](#) (ESMS metadata file — iww_go_esms)
- [Reference Manual on Inland Waterways Transport Statistics](#)
- [Glossary for transport statistics - 5th edition - 2019](#)

Legislation

- [Regulation \(EU\) No 2018/974](#) of the European Parliament and of the Council on statistics of goods transport by inland waterways
- [Summaries of EU legislation: EU statistics of goods transport by inland waterways](#)
- [Regulation \(EC\) No 1365/2006](#) on statistics of goods transport by inland waterways
- [Commission Regulation \(EC\) No 425/2007](#) (implementing regulation)
- [Commission Regulation \(EC\) No 1304/2007](#) (amending regulation)
- [Regulation \(EU\) No 2016/1954](#) (amending regulation)