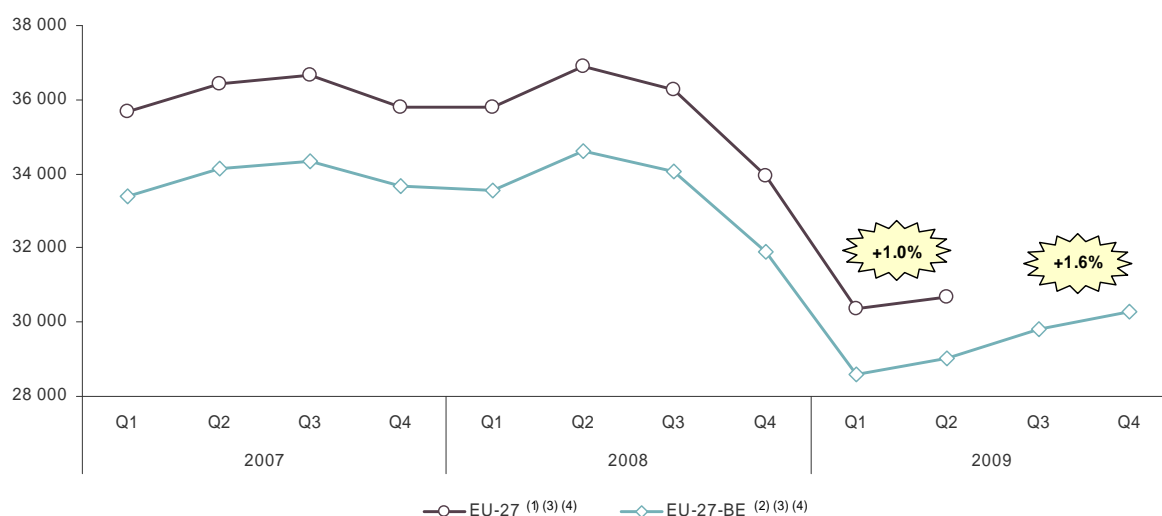


# Inland Waterways freight transport in Europe 2007-2009

## Evolution of inland waterways freight transport at EU level– Quarterly data

Figure 1: Quarterly transport of goods in EU-27 <sup>(1)</sup> and EU-27-BE <sup>(2)</sup> - Mio TKm



Source: Eurostat ([iww\\_go\\_qnave](#))

Table 1: Quarterly transport of goods in EU-27 <sup>(1)</sup> and EU-27-BE <sup>(2)</sup> - Mio TKm

|   | 2007                           |        |        |        | 2008   |        |        |        | 2009   |        |        |        |
|---|--------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
|   | Q1                             | Q2     | Q3     | Q4     | Q1     | Q2     | Q3     | Q4     | Q1     | Q2     | Q3     | Q4     |
|   | <b>EU-27 <sup>(1)</sup></b>    |        |        |        |        |        |        |        |        |        |        |        |
| Freight transport in Mio TKM <sup>(3)</sup>                           | 35 688                         | 36 424 | 36 649 | 35 806 | 35 797 | 36 892 | 36 256 | 33 931 | 30 379 | 30 678 | :      | :      |
| Growth rates compared to previous quarter <sup>(4)</sup>              | -                              | +2.1%  | +0.6%  | -2.3%  | -0.0%  | +3.1%  | -1.7%  | -6.4%  | -13.5% | +1.0%  | :      | :      |
| Growth rates compared to same quarter of previous year <sup>(4)</sup> | -                              | -      | -      | -      | +0.3%  | +1.3%  | -1.1%  | -5.2%  | -18.0% | -19.5% | :      | :      |
|   | <b>EU-27-BE <sup>(2)</sup></b> |        |        |        |        |        |        |        |        |        |        |        |
| Freight transport in Mio TKM <sup>(3)</sup>                           | 33 413                         | 34 138 | 34 357 | 33 652 | 33 553 | 34 608 | 34 053 | 31 915 | 28 576 | 29 009 | 29 792 | 30 268 |
| Growth rates compared to previous quarter <sup>(4)</sup>              | -                              | +2.2%  | +0.6%  | -2.1%  | -0.3%  | +3.1%  | -1.6%  | -6.3%  | -13.7% | +1.5%  | +2.7%  | +1.6%  |
| Growth rates compared to same quarter of previous year <sup>(4)</sup> | -                              | -      | -      | -      | +0.4%  | +1.4%  | -0.9%  | -5.2%  | -17.9% | -19.0% | -17.2% | -10.1% |

Source: Eurostat ([iww\\_go\\_qnave](#))

(1) See definition of the EU27 aggregate in the methodological notes.

(2) EU-27-BE means EU-27 excluding Belgium. Belgium has a derogation of T+8 months regarding data provision. The aggregate EU-27-BE is introduced to provide comparability over time for the series presented.

(3) Transit transport reported by Romania has been excluded for the period 2007-2008 (see country specific notes).

(4) Transit transport reported by Romania has been excluded when calculating growth rates comparing 2008 to 2007 and 2009 to 2008.

Note: Several countries present breaks in time series in 2007 due to changes in methodology, therefore 2006-2007 growth rates are not presented in this table.

## Evolution of inland waterways freight transport by country – Quarterly data

**Table 2: Quarterly transport of goods by country - Mio TKm**

|                         |    | Mio TKm |        |        |        |        |        |        |        |        |        |        |        |                    |
|-------------------------|----|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------------------|
|                         |    | 2007    |        |        |        | 2008   |        |        |        | 2009   |        |        |        | 2010               |
|                         |    | Q1      | Q2     | Q3     | Q4     | Q1     | Q2     | Q3     | Q4     | Q1     | Q2     | Q3     | Q4     | Q1                 |
| Belgium                 | BE | 2 275   | 2 286  | 2 292  | 2 154  | 2 243  | 2 284  | 2 203  | 2 016  | 1 804  | 1 669  | :      | :      | :                  |
| Bulgaria <sup>(1)</sup> | BG | 235     | 296    | 250    | 230    | 184    | 300    | 207    | 189    | 143    | 148    | 155    | 167    | 1 322              |
| Czech Republic          | CZ | 14      | 9      | 4      | 9      | 8      | 9      | 5      | 5      | 8      | 13     | 6      | 7      | 7                  |
| Germany                 | DE | 15 823  | 16 459 | 16 655 | 15 779 | 16 041 | 16 203 | 16 473 | 15 340 | 13 512 | 14 299 | 14 127 | 13 714 | 13 510             |
| France                  | FR | 2 216   | 2 191  | 2 443  | 2 358  | 2 230  | 2 228  | 2 273  | 2 179  | 2 083  | 2 167  | 2 197  | 2 263  | 2 348              |
| Luxembourg              | LU | 96      | 84     | 90     | 75     | 92     | 100    | 103    | 72     | 65     | 67     | 72     | 74     | 88                 |
| Hungary                 | HU | 545     | 566    | 543    | 558    | 557    | 603    | 568    | 521    | 460    | 383    | 474    | 514    | 483                |
| Netherlands             | NL | 11 396  | 11 507 | 11 542 | 11 549 | 11 608 | 11 798 | 11 337 | 10 553 | 8 982  | 8 732  | 8 709  | 9 235  | 9 327 <sup>P</sup> |
| Austria                 | AT | 691     | 657    | 633    | 615    | 598    | 621    | 603    | 537    | 437    | 455    | 566    | 545    | 528                |
| Poland                  | PL | 35      | 66     | 81     | 95     | 35     | 80     | 80     | 83     | 13     | 59     | 72     | 58     | :                  |
| Romania <sup>(2)</sup>  | RO | 2 138   | 2 042  | 1 879  | 2 102  | 1 931  | 2 376  | 2 114  | 2 185  | 2 673  | 2 495  | 3 171  | 3 426  | 3 042              |
| Slovakia                | SK | 225     | 261    | 237    | 281    | 270    | 290    | 290    | 250    | 199    | 192    | 241    | 266    | 224                |
| Croatia <sup>(3)</sup>  | HR | 29      | 28     | 28     | 24     | 17     | 22     | 24     | 16     | 14     | 16     | 17     | 11     | 13                 |

Source: Eurostat ([www.go.qnave](http://www.go.qnave))

(1) Transit transport was not provided for the period 2007-2009.

(2) Transit transport has been excluded for the period 2007-2008 (see country specific notes).

(3) Transit transport was not provided.

**Table 3: Evolution of quarterly transport of goods by country - % in TKm**

|                         |    | Growth rates compared to same quarter of previous year |        |        |        |        |        |        |        |                    |  |
|-------------------------|----|--|--------|--------|--------|--------|--------|--------|--------|--------------------|--|
|                         |    | 2008   |        |        |        | 2009   |        |        |        | 2010               |  |
|                         |    | Q1   | Q2     | Q3     | Q4     | Q1     | Q2     | Q3     | Q4     | Q1                 |  |
| Belgium                 | BE | -1.4%  | -0.1%  | -3.9%  | -6.4%  | -19.6% | -26.9% | :      | :      | :                  |  |
| Bulgaria <sup>(1)</sup> | BG | -21.8%   | +1.2%  | -17.3% | -18.0% | -21.9% | -50.6% | -24.9% | -11.8% | -29.1%             |  |
| Czech Republic          | CZ | -41.8%   | +0.3%  | +17.3% | -40.6% | -4.1%  | +41.9% | +19.2% | +22.8% | -1.0%              |  |
| Germany                 | DE | +1.4%  | -1.6%  | -1.1%  | -2.8%  | -15.8% | -11.7% | -14.2% | -10.6% | -0.0%              |  |
| France                  | FR | +0.6%  | +1.7%  | -7.0%  | -7.6%  | -6.6%  | -2.8%  | -3.3%  | +3.8%  | +12.7%             |  |
| Luxembourg              | LU | -4.0%  | +18.7% | +15.3% | -3.7%  | -29.0% | -32.6% | -30.6% | +3.2%  | +33.9%             |  |
| Hungary                 | HU | +2.2%  | +6.6%  | +4.7%  | -6.6%  | -17.4% | -36.5% | -16.6% | -1.5%  | +5.1%              |  |
| Netherlands             | NL | +1.9%  | +2.5%  | -1.8%  | -8.6%  | -22.6% | -26.0% | -23.2% | -12.5% | +3.8% <sup>P</sup> |  |
| Austria                 | AT | -13.5%   | -5.4%  | -4.8%  | -12.8% | -27.0% | -26.8% | -6.0%  | +1.5%  | +20.9%             |  |
| Poland                  | PL | +1.3%  | +21.5% | -0.9%  | -12.4% | -62.7% | -26.4% | -9.7%  | -30.8% | :                  |  |
| Romania <sup>(2)</sup>  | RO | -9.7%  | +16.4% | +12.5% | +3.9%  | -14.4% | -36.2% | -25.3% | -15.8% | +13.8%             |  |
| Slovakia                | SK | +20.1%   | +11.4% | +22.1% | -10.8% | -26.3% | -33.9% | -16.8% | +6.4%  | +12.5%             |  |
| Croatia <sup>(3)</sup>  | HR | -43.5%   | -21.0% | -14.1% | -33.3% | -14.5% | -28.5% | -30.0% | -27.3% | -11.0%             |  |

Source: Eurostat ([www.go.qnave](http://www.go.qnave))

(1) Transit transport was not provided for the period 2007-2009. To allow comparability, transit transport has been excluded when calculating the 2010Q1-2009Q1 growth rate.

(2) Transit transport has been excluded when calculating growth rates comparing 2008 to 2007 and 2009 to 2008 (see country specific notes).

(3) Transit transport was not provided.

*Note:*

- Growth rates compared to same quarter of previous year are calculated to take into account the seasonal trend of inland waterways transport.

**Table 4: Quarterly transport of goods by country – 1 000 tonnes**

|                         |    | 1 000 tonnes |        |        |        |        |        |        |        |        |        |        |        |                     |
|-------------------------|----|--------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|---------------------|
|                         |    | 2007         |        |        |        | 2008   |        |        |        | 2009   |        |        |        | 2010                |
|                         |    | Q1           | Q2     | Q3     | Q4     | Q1     | Q2     | Q3     | Q4     | Q1     | Q2     | Q3     | Q4     | Q1                  |
| Belgium                 | BE | 33 067       | 34 519 | 33 459 | 33 601 | 33 299 | 34 721 | 32 757 | 29 573 | 27 648 | 26 536 | :      | :      | :                   |
| Bulgaria <sup>(1)</sup> | BG | 1 406        | 1 907  | 1 663  | 1 647  | 1 039  | 2 197  | 1 711  | 1 584  | 1 029  | 1 176  | 1 459  | 1 166  | 3 555               |
| Czech Republic          | CZ | 305          | 351    | 190    | 295    | 228    | 230    | 152    | 141    | 176    | 245    | 176    | 208    | 141                 |
| Germany                 | DE | 60 981       | 62 769 | 63 153 | 62 070 | 62 076 | 62 993 | 61 695 | 58 910 | 49 965 | 49 775 | 51 614 | 52 514 | 51 375              |
| France                  | FR | 17 347       | 18 159 | 21 318 | 19 180 | 17 466 | 18 729 | 18 706 | 17 906 | 15 789 | 17 456 | 17 097 | 17 659 | 17 228              |
| Luxembourg              | LU | 2 848        | 2 427  | 2 668  | 2 056  | 2 769  | 3 002  | 3 054  | 2 159  | 1 936  | 1 956  | 2 121  | 2 162  | 2 614               |
| Hungary                 | HU | 2 169        | 2 132  | 2 016  | 2 093  | 2 158  | 2 281  | 2 179  | 2 211  | 2 157  | 1 681  | 1 769  | 2 139  | 2 122               |
| Netherlands             | NL | 86 870       | 90 285 | 87 388 | 88 071 | 87 965 | 90 567 | 85 496 | 80 768 | 68 234 | 68 185 | 65 887 | 69 210 | 69 902 <sup>P</sup> |
| Austria                 | AT | 3 330        | 3 019  | 2 922  | 2 835  | 2 856  | 2 930  | 2 858  | 2 565  | 2 080  | 2 150  | 2 589  | 2 503  | 2 424               |
| Poland                  | PL | 669          | 1 931  | 1 827  | 2 017  | 802    | 1 788  | 1 828  | 1 700  | 352    | 928    | 1 087  | 1 006  | :                   |
| Romania <sup>(2)</sup>  | RO | 7 427        | 7 578  | 6 689  | 7 677  | 7 282  | 8 560  | 8 187  | 6 142  | 5 097  | 4 763  | 6 287  | 8 596  | 5 912               |
| Slovakia                | SK | 1 860        | 2 113  | 1 949  | 2 091  | 2 030  | 2 137  | 2 239  | 1 965  | 1 624  | 1 619  | 2 221  | 2 359  | 2 075               |
| Croatia <sup>(3)</sup>  | HR | 382          | 364    | 434    | 287    | 175    | 240    | 304    | 160    | 125    | 130    | 181    | 96     | 95                  |

Source: Eurostat ([www.go.qnave](http://www.go.qnave))

(1) Transit transport was not provided for the period 2007-2009.

(2) Transit transport has been excluded for the period 2007-2008 (see country specific notes).

(3) Transit transport was not provided.

**Table 5: Evolution of quarterly transport of goods by country - % in tonnes**

|                         |    | Growth rates compared to same quarter of previous year |        |        |        |        |        |        |        |                    |  |
|-------------------------|----|--|--------|--------|--------|--------|--------|--------|--------|--------------------|--|
|                         |    | 2008   |        |        |        | 2009   |        |        |        | 2010               |  |
|                         |    | Q1   | Q2     | Q3     | Q4     | Q1     | Q2     | Q3     | Q4     | Q1                 |  |
| Belgium                 | BE | +0.7%  | +0.6%  | -2.1%  | -12.0% | -17.0% | -23.6% | :      | :      | :                  |  |
| Bulgaria <sup>(1)</sup> | BG | -26.1%   | +15.2% | +2.9%  | -3.8%  | -1.0%  | -46.5% | -14.7% | -26.4% | -39.2%             |  |
| Czech Republic          | CZ | -25.1%   | -34.5% | -19.7% | -52.1% | -22.9% | +6.3%  | +15.6% | +47.2% | -19.8%             |  |
| Germany                 | DE | +1.8%  | +0.4%  | -2.3%  | -5.1%  | -19.5% | -21.0% | -16.3% | -10.9% | +2.8%              |  |
| France                  | FR | +0.7%  | +3.1%  | -12.3% | -6.6%  | -9.6%  | -6.8%  | -8.6%  | -1.4%  | +9.1%              |  |
| Luxembourg              | LU | -2.8%  | +23.7% | +14.4% | +5.0%  | -30.1% | -34.9% | -30.5% | +0.1%  | +35.1%             |  |
| Hungary                 | HU | -0.5%  | +7.0%  | +8.1%  | +5.6%  | -0.1%  | -26.3% | -18.8% | -3.3%  | -1.6%              |  |
| Netherlands             | NL | +1.3%  | +0.3%  | -2.2%  | -8.3%  | -22.4% | -24.7% | -22.9% | -14.3% | +2.4% <sup>P</sup> |  |
| Austria                 | AT | -14.2%   | -2.9%  | -2.2%  | -9.5%  | -27.2% | -26.6% | -9.4%  | -2.4%  | +16.5%             |  |
| Poland                  | PL | +19.8%   | -7.4%  | +0.1%  | -15.7% | -56.1% | -48.1% | -40.6% | -40.8% | :                  |  |
| Romania <sup>(2)</sup>  | RO | -2.0%  | +13.0% | +22.4% | -20.0% | -49.6% | -59.8% | -47.2% | -21.9% | +16.0%             |  |
| Slovakia                | SK | +9.1%  | +1.1%  | +14.9% | -6.0%  | -20.0% | -24.2% | -0.8%  | +20.1% | +27.7%             |  |
| Croatia <sup>(3)</sup>  | HR | -54.1%   | -34.0% | -29.9% | -44.2% | -28.8% | -45.9% | -40.5% | -39.9% | -23.6%             |  |

Source: Eurostat ([www.go.qnave](http://www.go.qnave))

(1) Transit transport was not provided for the period 2007-2009. To allow comparability, transit transport has been excluded when calculating the 2010Q1-2009Q1 growth rate.

(2) Transit transport has been excluded when calculating growth rates comparing 2008 to 2007 and 2009 to 2008 (see country specific notes).

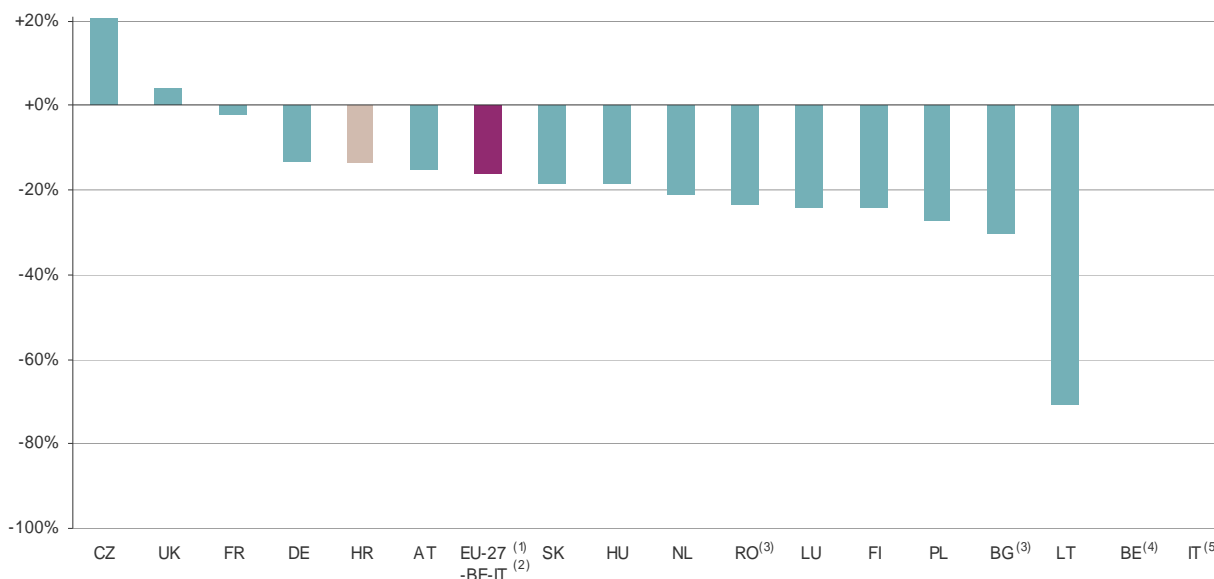
(3) Transit transport was not provided.

Note:

- Growth rates compared to same quarter of previous year are calculated to take into account the seasonal trend of inland waterways transport.

## Evolution of inland waterways freight transport by country – Annual data

Figure 2: 2008-2009 growth rates on total transport of goods by country - % in TKm



Source: Eurostat ([www.go.atygo](http://www.go.atygo))

(1) EU-27-BE-IT means EU-27 excluding Belgium and Italy. Belgium has a derogation of T+8 months regarding data provision and Italy provides data only on a voluntary basis. The aggregate EU-27-BE-IT is introduced to provide a reference value at European level.

(2) Transit transport reported by Bulgaria and Romania has been excluded when calculating the growth rate.

(3) The growth rate on total has been calculated excluding transit transport (see country specific notes).

(4) BE has a derogation of T+8 months regarding data provision.

(5) IT delivers data on voluntary basis and 2009 data are not yet available.

Table 6: Transport of goods by type of transport - Mio TKm

|                     |    | 2007    | 2008    | 2009 (in Mio TKm) |                |         | Growth rates 2008-2009 (in %) |          |                |         |        |
|---------------------|----|---------|---------|-------------------|----------------|---------|-------------------------------|----------|----------------|---------|--------|
|                     |    | TOTAL   | TOTAL   | National          | Inter-national | Transit | TOTAL                         | National | Inter-national | Transit | TOTAL  |
| Belgium             | BE | 9 006   | 8 746   | :                 | :              | :       | :                             | :        | :              | :       | :      |
| Bulgaria (1) (2)    | BG | 1 011   | 2 890   | 45                | 568            | 4 823   | 5 436                         | -35.0%   | -29.8%         | :       | -30.2% |
| Czech Republic      | CZ | 36      | 28      | 12                | 21             | :       | 33                            | +1.7%    | +35.7%         | -       | +20.8% |
| Germany             | DE | 64 711  | 64 056  | 10 392            | 32 758         | 12 502  | 55 652                        | -10.5%   | -14.4%         | -11.9%  | -13.1% |
| France              | FR | 9 208   | 8 910   | 5 083             | 2 640          | 988     | 8 711                         | +5.2%    | -12.8%         | -6.2%   | -2.2%  |
| Italy               | IT | 93      | 64      | :                 | -              | -       | :                             | :        | -              | -       | :      |
| Lithuania           | LT | 10      | 12      | 3                 | -              | -       | 3                             | -71.0%   | -              | -       | -71.0% |
| Luxembourg          | LU | 345     | 367     | -                 | 4              | 274     | 279                           | -        | -53.2%         | -23.3%  | -24.1% |
| Hungary             | HU | 2 212   | 2 250   | 4                 | 751            | 1 076   | 1 831                         | -32.9%   | -3.5%          | -26.6%  | -18.6% |
| Netherlands         | NL | 45 995  | 45 296  | 9 742             | 19 774         | 6 140   | 35 656                        | -10.5%   | -24.2%         | -26.2%  | -21.3% |
| Austria             | AT | 2 597   | 2 359   | 62                | 1 077          | 863     | 2 003                         | -31.7%   | -16.1%         | -12.2%  | -15.1% |
| Poland              | PL | 277     | 277     | 145               | 53             | 4       | 202                           | -7.6%    | -54.1%         | -9.9%   | -27.1% |
| Romania (2)         | RO | 8 195   | 8 687   | 2 198             | 4 390          | 5 177   | 11 765                        | -52.4%   | +10.2%         | :       | -23.4% |
| Slovakia            | SK | 1 004   | 1 101   | 3                 | 95             | 800     | 899                           | -46.8%   | +32.5%         | -21.8%  | -18.4% |
| Finland             | FI | 102     | 80      | 61                | -              | -       | 61                            | -24.2%   | -              | -       | -24.2% |
| United Kingdom      | UK | 162     | 149     | 155               | -              | -       | 155                           | +4.1%    | -              | -       | +4.1%  |
| EU-27 (3)           |    | 144 962 | 145 272 | :                 | :              | :       | :                             | :        | :              | :       | :      |
| EU-27-BE-IT (4) (5) |    | 135 863 | 136 462 | 27 907            | 62 132         | 32 645  | 122 685                       | -14.2%   | -16.5%         | -17.3%  | -16.1% |
| Croatia (1)         | HR | 109     | 842     | 28                | 30             | 669     | 727                           | -8.4%    | -37.0%         | -12.4%  | -13.7% |

Source: Eurostat ([www.go.atygo](http://www.go.atygo))

(1) Transit transport was not provided in 2007.

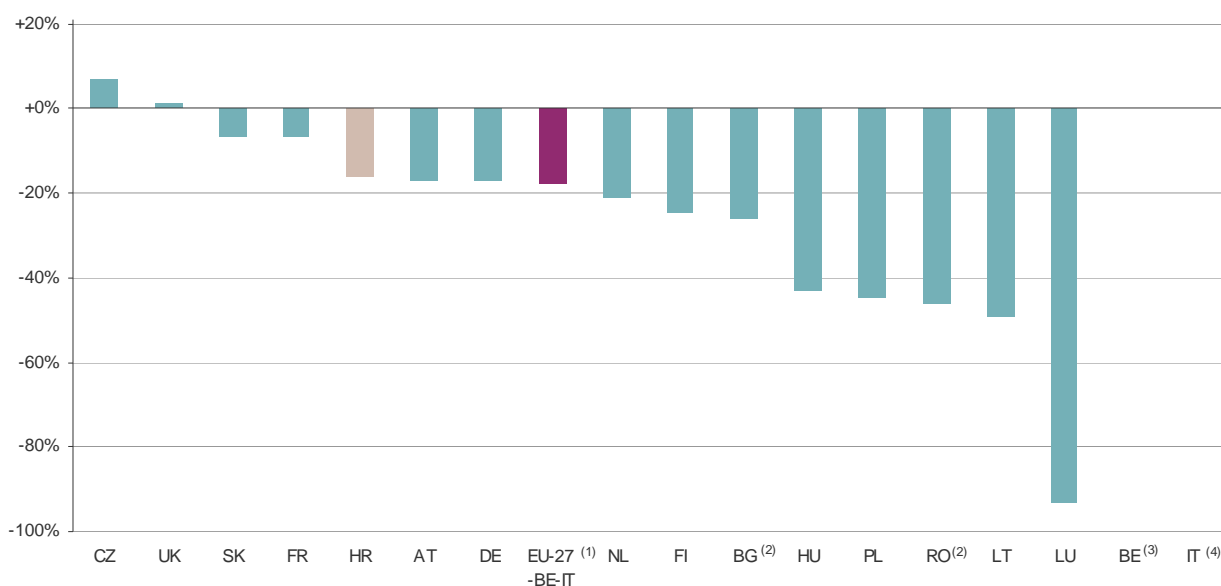
(2) The growth rate on total has been calculated excluding transit transport (see country specific notes).

(3) See definition of the EU-27 aggregate in the methodological notes.

(4) EU-27-BE-IT means EU-27 excluding Belgium and Italy. Belgium has a derogation of T+8 months regarding data provision and Italy provides data only on a voluntary basis. The aggregate EU-27-BE-IT is introduced to provide comparability over time for the series presented.

(5) Transit transport reported by Bulgaria and Romania has been excluded when calculating 2008-2009 growth rates (see country specific notes).

**Figure 3: 2008-2009 growth rates on total transport of goods by country – % in tonnes**



Source: Eurostat ([www.go.atygo](http://www.go.atygo))

(1) EU-27-BE-IT means EU-27 excluding Belgium and Italy. Belgium has a derogation of T+8 months regarding data provision and Italy provides data only on a voluntary basis. The aggregate EU-27-BE-IT is introduced to provide a reference value at European level.

(2) The growth rate on total has been calculated excluding transit transport (see country specific notes).

(3) BE has a derogation of T+8 months regarding data provision.

(4) IT delivers data on voluntary basis and 2009 data are not yet available.

**Table 7: Transport of goods by type of transport - 1 000 tonnes**

|                     |    | 2007    | 2008    | 2009 (in 1 000 tonnes) |                |         |         | Growth rates 2008-2009 (in %) |                |         |        |
|---------------------|----|---------|---------|------------------------|----------------|---------|---------|-------------------------------|----------------|---------|--------|
|                     |    | TOTAL   | TOTAL   | National               | Inter-national | Transit | TOTAL   | National                      | Inter-national | Transit | TOTAL  |
| Belgium             | BE | 134 647 | 130 350 | :                      | :              | :       | :       | :                             | :              | :       | :      |
| Bulgaria (1) (2)    | BG | 6 622   | 10 956  | 1 863                  | 2 966          | 12 274  | 17 104  | -26.7%                        | -25.6%         | :       | -26.0% |
| Czech Republic      | CZ | 1 141   | 752     | 335                    | 469            | :       | 804     | -13.6%                        | +29.0%         | -       | +7.0%  |
| Germany             | DE | 248 966 | 245 674 | 51 821                 | 132 772        | 19 275  | 203 868 | -10.0%                        | -19.7%         | -15.2%  | -17.0% |
| France              | FR | 76 004  | 72 807  | 33 424                 | 26 107         | 8 467   | 67 998  | +1.1%                         | -14.6%         | -7.5%   | -6.6%  |
| Italy               | IT | 695     | 498     | :                      | -              | -       | :       | :                             | -              | -       | :      |
| Lithuania           | LT | 126     | 146     | 74                     | -              | -       | 74      | -49.2%                        | -              | -       | -49.2% |
| Luxembourg          | LU | 9 999   | 10 984  | -                      | 764            | 7 408   | 8 172   | -                             | -41.4%         | -23.5%  | -25.6% |
| Hungary             | HU | 8 410   | 8 829   | 43                     | 4 864          | 2 838   | 7 745   | -42.0%                        | -0.5%          | -26.6%  | -12.3% |
| Netherlands         | NL | 352 615 | 344 797 | 90 731                 | 145 138        | 35 627  | 271 497 | -7.1%                         | -24.7%         | -34.4%  | -21.3% |
| Austria             | AT | 12 107  | 11 209  | 329                    | 6 527          | 2 466   | 9 322   | -34.4%                        | -17.4%         | -12.2%  | -16.8% |
| Poland              | PL | 6 444   | 6 101   | 2 173                  | 1 149          | 52      | 3 374   | -40.8%                        | -51.6%         | -6.5%   | -44.7% |
| Romania (2)         | RO | 29 425  | 30 295  | 9 843                  | 6 382          | 8 519   | 24 743  | -56.5%                        | -15.2%         | :       | -46.2% |
| Slovakia            | SK | 8 013   | 8 371   | 43                     | 3 128          | 4 651   | 7 823   | -48.6%                        | +33.8%         | -21.8%  | -6.6%  |
| Finland             | FI | 472     | 335     | 253                    | -              | -       | 253     | -24.5%                        | -              | -       | -24.5% |
| United Kingdom      | UK | 3 540   | 3 415   | 3 454                  | -              | -       | 3 454   | +1.2%                         | -              | -       | +1.2%  |
| EU-27 (3) (4)       |    | 525 805 | 513 905 | :                      | :              | -       | :       | :                             | :              | -       | :      |
| EU-27-BE-IT (4) (5) |    | 456 316 | 445 510 | 194 386                | 172 649        | -       | 367 035 | -12.5%                        | -22.7%         | -       | -17.6% |
| Croatia (1)         | HR | 1 467   | 6 416   | 126                    | 406            | 4 848   | 5 381   | -96.3%                        | -45.1%         | -12.4%  | -16.1% |

Source: Eurostat ([www.go.atygo](http://www.go.atygo))

(1) Transit transport was not provided in 2007.

(2) The growth rate on total has been calculated excluding transit transport (see country specific notes).

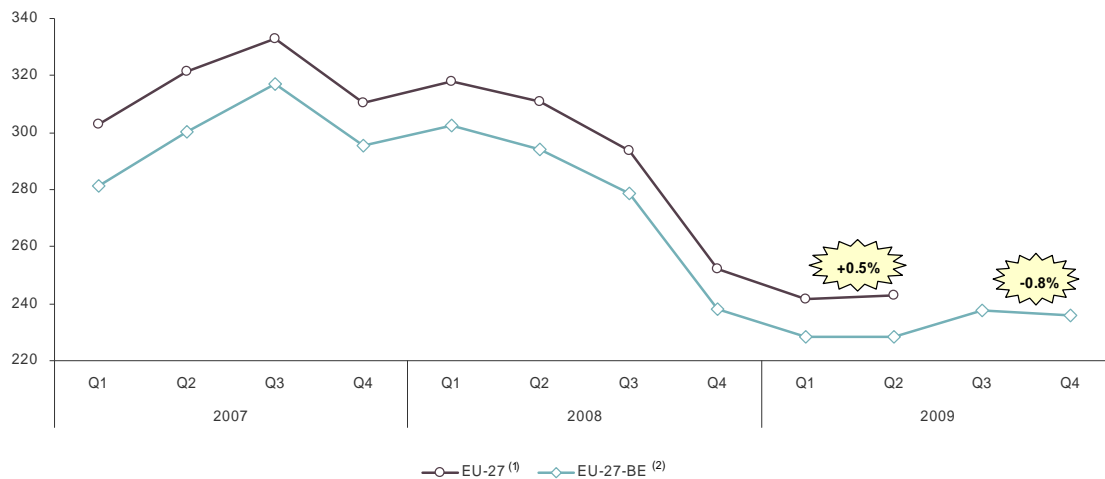
(3) See definition of the EU-27 aggregate in the methodological notes.

(4) To avoid double counting, the international transport for EU aggregates is calculated by adding the international loadings plus the international unloadings for which the loading country is not in the EU. Then the total transport is the sum of the national and international transport.

(5) EU-27-BE-IT means EU-27 excluding Belgium and Italy. Belgium has a derogation of T+8 months regarding data provision and Italy provides data only on a voluntary basis. The aggregate EU-27-BE-IT is introduced to provide comparability over time for the series presented.

## Inland waterways container transport

Figure 4: Evolution of quarterly container transport in EU-27 <sup>(1)</sup> and EU-27-BE <sup>(2)</sup> - % in TEU-Km



Source: Eurostat ([www.go.qcnave](http://www.go.qcnave))

(1) See definition of the EU-27 aggregate in the methodological notes.

(2) EU-27-BE means EU-27 excluding Belgium. Belgium has a derogation of T+8 months regarding data provision. The aggregate EU-27-BE is introduced to provide comparability over time for the series presented.

Table 8: Container transport performance - 1 000 TEU-KM

|                            | Container status | 2007             | 2008             | 2009 (in 1 000 TEU-KM) |                |                |                | Growth rates 2008-2009 (in %) |                |               |                |
|----------------------------|------------------|------------------|------------------|------------------------|----------------|----------------|----------------|-------------------------------|----------------|---------------|----------------|
|                            |                  | TOTAL            | TOTAL            | National               | Inter-national | Transit        | TOTAL          | National                      | Inter-national | Transit       | TOTAL          |
| Belgium                    | Loaded           | 44 097           | 42 863           | :                      | :              | :              | :              | :                             | :              | :             | :              |
|                            | Empty            | 29 645           | 18 554           | :                      | :              | :              | :              | :                             | :              | :             | :              |
|                            | <b>Total</b>     | <b>73 742</b>    | <b>61 417</b>    | :                      | :              | :              | :              | :                             | :              | :             | :              |
| Bulgaria <sup>(1)</sup>    | Loaded           | 0                | 20               | -                      | 1              | 1 049          | <b>1 050</b>   | -                             | -95.4%         | -             | <b>-95.4%</b>  |
|                            | Empty            | 2                | 3                | -                      | 0              | 633            | <b>633</b>     | -                             | -              | -             | -              |
|                            | <b>Total</b>     | <b>2</b>         | <b>23</b>        | -                      | <b>1</b>       | -              | <b>1 683</b>   | -                             | <b>-95.3%</b>  | -             | <b>-95.3%</b>  |
| Czech Republic             | Loaded           | 4                | -                | -                      | -              | -              | -              | -                             | -              | -             | -              |
|                            | Empty            | -                | -                | -                      | -              | -              | -              | -                             | -              | -             | -              |
|                            | <b>Total</b>     | <b>4</b>         | -                | -                      | -              | -              | -              | -                             | -              | -             | -              |
| Germany                    | Loaded           | 440 342          | 417 351          | 21 793                 | 320 648        | 83 160         | <b>425 601</b> | +23.4%                        | +5.4%          | -12.9%        | <b>+2.0%</b>   |
|                            | Empty            | 106 373          | 198 333          | 12 420                 | 53 602         | 40 351         | <b>106 373</b> | -24.6%                        | -61.5%         | -5.1%         | <b>-46.4%</b>  |
|                            | <b>Total</b>     | <b>546 715</b>   | <b>615 684</b>   | <b>34 214</b>          | <b>374 250</b> | <b>123 511</b> | <b>531 975</b> | <b>+0.2%</b>                  | <b>-15.6%</b>  | <b>-10.5%</b> | <b>-13.6%</b>  |
| France                     | Loaded           | 53 955           | 46 728           | 50 919                 | 7 368          | :              | <b>58 287</b>  | +31.8%                        | -9.0%          | :             | <b>+24.7%</b>  |
|                            | Empty            | 19 810           | 15 399           | 12 516                 | 5 248          | :              | <b>17 764</b>  | +26.8%                        | -5.1%          | :             | <b>+15.4%</b>  |
|                            | <b>Total</b>     | <b>73 765</b>    | <b>62 128</b>    | <b>63 435</b>          | <b>12 615</b>  | :              | <b>76 051</b>  | <b>+30.8%</b>                 | <b>-7.4%</b>   | :             | <b>+22.4%</b>  |
| Luxembourg                 | Loaded           | -                | -                | -                      | -              | -              | -              | -                             | -              | -             | -              |
|                            | Empty            | -                | -                | -                      | -              | -              | -              | -                             | -              | -             | -              |
|                            | <b>Total</b>     | -                | -                | -                      | -              | -              | -              | -                             | -              | -             | -              |
| Hungary                    | Loaded           | -                | -                | -                      | -              | -              | -              | -                             | -              | -             | -              |
|                            | Empty            | -                | -                | -                      | -              | -              | -              | -                             | -              | -             | -              |
|                            | <b>Total</b>     | -                | -                | -                      | -              | -              | -              | -                             | -              | -             | -              |
| Netherlands                | Loaded           | 309 000          | 278 123          | 57 093                 | 78 742         | 43 002         | <b>178 837</b> | -18.6%                        | -35.9%         | -49.5%        | <b>-35.7%</b>  |
|                            | Empty            | 162 679          | 151 410          | 46 352                 | 60 298         | 32 068         | <b>138 718</b> | -0.9%                         | -3.1%          | -24.4%        | <b>-8.4%</b>   |
|                            | <b>Total</b>     | <b>471 679</b>   | <b>429 533</b>   | <b>103 445</b>         | <b>139 040</b> | <b>75 070</b>  | <b>317 555</b> | <b>-11.5%</b>                 | <b>-24.9%</b>  | <b>-41.2%</b> | <b>-26.1%</b>  |
| Austria                    | Loaded           | -                | 6                | -                      | 7              | -              | <b>7</b>       | -                             | +25.1%         | -             | <b>+25.1%</b>  |
|                            | Empty            | 1 125            | 1 235            | -                      | 1 056          | -              | <b>1 056</b>   | -                             | -10.4%         | -             | <b>-14.4%</b>  |
|                            | <b>Total</b>     | <b>1 125</b>     | <b>1 240</b>     | -                      | <b>1 063</b>   | -              | <b>1 063</b>   | -                             | <b>-10.3%</b>  | -             | <b>-14.3%</b>  |
| Poland                     | Loaded           | -                | -                | -                      | -              | -              | -              | -                             | -              | -             | -              |
|                            | Empty            | -                | -                | -                      | -              | -              | -              | -                             | -              | -             | -              |
|                            | <b>Total</b>     | -                | -                | -                      | -              | -              | -              | -                             | -              | -             | -              |
| Romania <sup>(1)</sup>     | Loaded           | 2 931            | 2 947            | 2 082                  | 442            | -              | <b>2 524</b>   | +45.3%                        | -69.7%         | -             | <b>-12.7%</b>  |
|                            | Empty            | 1 269            | 1 612            | 746                    | 392            | -              | <b>1 138</b>   | +12.9%                        | -58.8%         | -             | <b>-29.4%</b>  |
|                            | <b>Total</b>     | <b>4 200</b>     | <b>4 559</b>     | <b>2 828</b>           | <b>834</b>     | -              | <b>3 662</b>   | <b>+35.0%</b>                 | <b>-65.4%</b>  | -             | <b>-18.7%</b>  |
| Slovakia                   | Loaded           | 1                | 2                | -                      | -              | -              | -              | -                             | -100.0%        | -             | <b>-100.0%</b> |
|                            | Empty            | 29               | 299              | -                      | 57             | 31             | <b>88</b>      | -                             | +68.2%         | -88.3%        | <b>-70.5%</b>  |
|                            | <b>Total</b>     | <b>30</b>        | <b>301</b>       | -                      | <b>57</b>      | <b>31</b>      | <b>88</b>      | -                             | <b>+60.8%</b>  | <b>-88.3%</b> | <b>-70.6%</b>  |
| EU-27 <sup>(2)</sup>       | Loaded           | 850 330          | 788 039          | :                      | :              | :              | :              | :                             | :              | :             | :              |
|                            | Empty            | 320 932          | 386 845          | :                      | :              | :              | :              | :                             | :              | :             | :              |
|                            | <b>Total</b>     | <b>1 171 261</b> | <b>1 174 884</b> | :                      | :              | :              | :              | :                             | :              | :             | :              |
| EU-27-BE <sup>(3)(4)</sup> | Loaded           | 806 233          | 745 177          | 131 887                | 407 208        | 127 211        | <b>666 306</b> | +3.2%                         | -6.7%          | -29.6%        | <b>-10.7%</b>  |
|                            | Empty            | 291 287          | 368 291          | 72 034                 | 120 653        | 73 083         | <b>265 771</b> | -2.5%                         | -42.3%         | -14.2%        | <b>-28.0%</b>  |
|                            | <b>Total</b>     | <b>1 097 520</b> | <b>1 113 468</b> | <b>203 922</b>         | <b>527 861</b> | <b>200 294</b> | <b>932 077</b> | <b>+1.1%</b>                  | <b>-18.3%</b>  | <b>-24.6%</b> | <b>-16.4%</b>  |

Source: Eurostat ([www.go.acsize](http://www.go.acsize))

(1) The growth rates have been calculated excluding transit transport (see country specific notes).

(2) See definition of the EU-27 aggregate in the methodological notes.

(3) EU-27-BE means EU-27 excluding Belgium. Belgium has a derogation of T+8 months regarding data provision. The aggregate EU-27-BE is introduced to provide comparability over time for the series presented.

(4) Transit transport reported by Bulgaria and Romania has been excluded when calculating 2008-2009 growth rates.

**Table 9: Container transport - TEU**

|                             | Container status | 2007             | 2008             | 2009 (in TEU)    |                  |                |                  | Growth rates 2008-2009 (in %) |                |               |                |
|-----------------------------|------------------|------------------|------------------|------------------|------------------|----------------|------------------|-------------------------------|----------------|---------------|----------------|
|                             |                  | TOTAL            | TOTAL            | National         | Inter-national   | Transit        | TOTAL            | National                      | Inter-national | Transit       | TOTAL          |
| Belgium                     | Loaded           | 1 145 698        | 1 266 119        | :                | :                | :              | :                | :                             | :              | :             | :              |
|                             | Empty            | 1 178 431        | 1 024 171        | :                | :                | :              | :                | :                             | :              | :             |                |
|                             | <b>Total</b>     | <b>2 324 129</b> | <b>2 290 290</b> | :                | :                | :              | :                | :                             | :              | :             |                |
| Bulgaria <sup>(1)</sup>     | Loaded           | 12               | 110              | -                | 8                | 8 089          | <b>8 097</b>     | -                             | -92.7%         | -             | <b>-92.7%</b>  |
|                             | Empty            | 15               | 6                | -                | 12               | 3 346          | <b>3 358</b>     | -                             | -              | -             | -              |
|                             | <b>Total</b>     | <b>27</b>        | <b>116</b>       | -                | <b>20</b>        | <b>11 435</b>  | <b>11 455</b>    | -                             | <b>-81.8%</b>  | -             | <b>-81.8%</b>  |
| Czech Republic              | Loaded           | 210              | -                | -                | -                | -              | -                | -                             | -              | -             | -              |
|                             | Empty            | -                | -                | -                | -                | -              | -                | -                             | -              | -             | -              |
|                             | <b>Total</b>     | <b>210</b>       | -                | -                | -                | -              | -                | -                             | -              | -             | -              |
| Germany                     | Loaded           | 1 444 593        | 1 361 229        | 132 570          | 1 144 161        | 145 988        | <b>1 422 719</b> | +25.0%                        | +4.3%          | -7.7%         | <b>+4.5%</b>   |
|                             | Empty            | 685 306          | 673 040          | 60 885           | 291 117          | 70 845         | <b>422 847</b>   | -27.1%                        | -43.9%         | +0.1%         | <b>-37.2%</b>  |
|                             | <b>Total</b>     | <b>2 129 899</b> | <b>2 034 269</b> | <b>193 455</b>   | <b>1 435 278</b> | <b>216 833</b> | <b>1 845 566</b> | <b>+2.0%</b>                  | <b>-11.2%</b>  | <b>-5.3%</b>  | <b>-9.3%</b>   |
| France                      | Loaded           | 279 321          | 262 896          | 204 316          | 88 267           | -              | <b>292 583</b>   | +24.6%                        | -10.8%         | -             | <b>+11.3%</b>  |
|                             | Empty            | 137 508          | 111 872          | 68 417           | 58 141           | -              | <b>126 558</b>   | +33.7%                        | -4.2%          | -             | <b>+13.1%</b>  |
|                             | <b>Total</b>     | <b>416 829</b>   | <b>374 768</b>   | <b>272 733</b>   | <b>146 408</b>   | -              | <b>419 141</b>   | <b>+26.8%</b>                 | <b>-8.3%</b>   | -             | <b>+11.8%</b>  |
| Luxembourg                  | Loaded           | -                | -                | -                | -                | -              | -                | -                             | -              | -             | -              |
|                             | Empty            | -                | -                | -                | -                | -              | -                | -                             | -              | -             | -              |
|                             | <b>Total</b>     | -                | -                | -                | -                | -              | -                | -                             | -              | -             | -              |
| Hungary                     | Loaded           | -                | -                | -                | -                | -              | -                | -                             | -              | -             | -              |
|                             | Empty            | -                | -                | -                | -                | -              | -                | -                             | -              | -             | -              |
|                             | <b>Total</b>     | -                | -                | -                | -                | -              | -                | -                             | -              | -             | -              |
| Netherlands                 | Loaded           | 2 160 549        | 1 985 380        | 448 993          | 633 340          | 234 040        | <b>1 316 373</b> | -15.6%                        | -36.4%         | -48.8%        | <b>-33.7%</b>  |
|                             | Empty            | 1 201 721        | 1 120 067        | 365 734          | 497 453          | 182 211        | <b>1 045 398</b> | -2.5%                         | -1.1%          | -24.6%        | <b>-6.7%</b>   |
|                             | <b>Total</b>     | <b>3 362 270</b> | <b>3 105 447</b> | <b>814 727</b>   | <b>1 130 793</b> | <b>416 251</b> | <b>2 361 771</b> | <b>-10.2%</b>                 | <b>-24.6%</b>  | <b>-40.4%</b> | <b>-23.9%</b>  |
| Austria                     | Loaded           | -                | 120              | -                | 63               | -              | <b>63</b>        | -                             | -47.5%         | -             | <b>-47.5%</b>  |
|                             | Empty            | 5 817            | 6 802            | -                | 6 023            | -              | <b>6 023</b>     | -                             | -3.4%          | -             | <b>-11.5%</b>  |
|                             | <b>Total</b>     | <b>5 817</b>     | <b>6 922</b>     | -                | <b>6 086</b>     | -              | <b>6 086</b>     | -                             | <b>-4.2%</b>   | -             | <b>-12.1%</b>  |
| Poland                      | Loaded           | 40               | -                | -                | -                | -              | -                | -                             | -              | -             | -              |
|                             | Empty            | -                | -                | -                | -                | -              | -                | -                             | -              | -             | -              |
|                             | <b>Total</b>     | <b>40</b>        | -                | -                | -                | -              | -                | -                             | -              | -             | -              |
| Romania <sup>(1)</sup>      | Loaded           | 6 943            | 7 694            | 7 587            | 700              | -              | <b>8 287</b>     | +40.2%                        | -68.0%         | -             | <b>+9.1%</b>   |
|                             | Empty            | 2 984            | 3 861            | 2 903            | 531              | -              | <b>3 434</b>     | +13.9%                        | -59.5%         | -             | <b>-11.1%</b>  |
|                             | <b>Total</b>     | <b>9 927</b>     | <b>11 555</b>    | <b>10 490</b>    | <b>1 231</b>     | -              | <b>11 721</b>    | <b>+31.8%</b>                 | <b>-64.8%</b>  | -             | <b>+2.3%</b>   |
| Slovakia                    | Loaded           | 60               | 120              | -                | -                | -              | -                | -                             | -100.0%        | -             | <b>-100.0%</b> |
|                             | Empty            | 2 220            | 4 160            | -                | 4 320            | 180            | <b>4 500</b>     | -                             | +64.9%         | -88.3%        | <b>+8.2%</b>   |
|                             | <b>Total</b>     | <b>2 280</b>     | <b>4 280</b>     | -                | <b>4 320</b>     | <b>180</b>     | <b>4 500</b>     | -                             | <b>+57.7%</b>  | <b>-88.3%</b> | <b>+5.1%</b>   |
| EU-27 <sup>(2) (3)</sup>    | Loaded           | 3 032 182        | 3 012 867        | :                | :                | :              | :                | :                             | :              | :             | :              |
|                             | Empty            | 1 455 873        | 1 353 915        | :                | :                | :              | :                | :                             | :              | :             | :              |
|                             | <b>Total</b>     | <b>4 488 055</b> | <b>4 366 782</b> | :                | :                | :              | :                | :                             | :              | :             | :              |
| EU-27-BE <sup>(3) (4)</sup> | Loaded           | 2 186 825        | 2 100 762        | 793 466          | 1 067 751        | -              | <b>1 861 217</b> | -1.7%                         | -17.5%         | -             | <b>-11.4%</b>  |
|                             | Empty            | 987 872          | 979 736          | 497 939          | 386 323          | -              | <b>884 262</b>   | -2.9%                         | -17.2%         | -             | <b>-9.7%</b>   |
|                             | <b>Total</b>     | <b>3 174 697</b> | <b>3 080 498</b> | <b>1 291 405</b> | <b>1 454 073</b> | -              | <b>2 745 478</b> | <b>-2.2%</b>                  | <b>-17.4%</b>  | -             | <b>-10.9%</b>  |

Source: Eurostat ([www.go.acsize](http://www.go.acsize))

- (1) The growth rates have been calculated excluding transit transport (see country specific notes).
- (2) See definition of the EU-27 aggregate in the methodological notes.
- (3) In order to avoid double counting, the international transport for EU aggregates is calculated by adding the international loadings plus the international unloadings for which the loading country is not in the EU. Then, the total transport is the sum of the national and international transport.
- (4) EU-27-BE means EU-27 excluding Belgium. Belgium has a derogation of T+8 months regarding data provision. The aggregate EU-27-BE is introduced to provide comparability over time for the series presented.

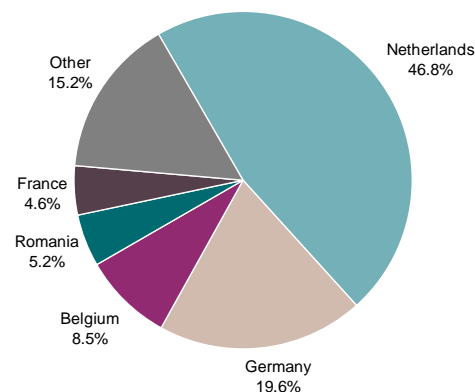
## Inland waterways freight transport by nationality of vessel

**Table 10: EU-27-BE <sup>(1)</sup> transport performance by nationality of vessel: top 10 nationalities in 2009 - Mio TKM**

| Nationality of vessels | Million TKM    |                | Share on total |               |
|------------------------|----------------|----------------|----------------|---------------|
|                        | 2008           | 2009           | 2008           | 2009          |
| Netherlands            | 64 802         | 57 284         | 47.6%          | 46.8%         |
| Germany                | 28 588         | 23 999         | 21.0%          | 19.6%         |
| Belgium                | 12 856         | 10 459         | 9.4%           | 8.5%          |
| Romania                | 8 026          | 6 368          | 5.9%           | 5.2%          |
| France                 | 5 826          | 5 677          | 4.3%           | 4.6%          |
| Ukraine                | 2 215          | 5 113          | 1.6%           | 4.2%          |
| Bulgaria               | 1 136          | 2 219          | 0.8%           | 1.8%          |
| Switzerland            | 2 199          | 1 731          | 1.6%           | 1.4%          |
| Austria                | 2 066          | 1 635          | 1.5%           | 1.3%          |
| Hungary                | 1 661          | 1 585          | 1.2%           | 1.3%          |
| Other                  | 6 831          | 6 360          | 5.0%           | 5.2%          |
| <b>Total</b>           | <b>136 207</b> | <b>122 428</b> | <b>100.0%</b>  | <b>100.0%</b> |

Source: Eurostat ([www.go.anave](http://www.go.anave))

**Figure 5: Share by nationality of vessel in EU-27-BE <sup>(1)</sup> transport performance in 2009 - % in TKM**

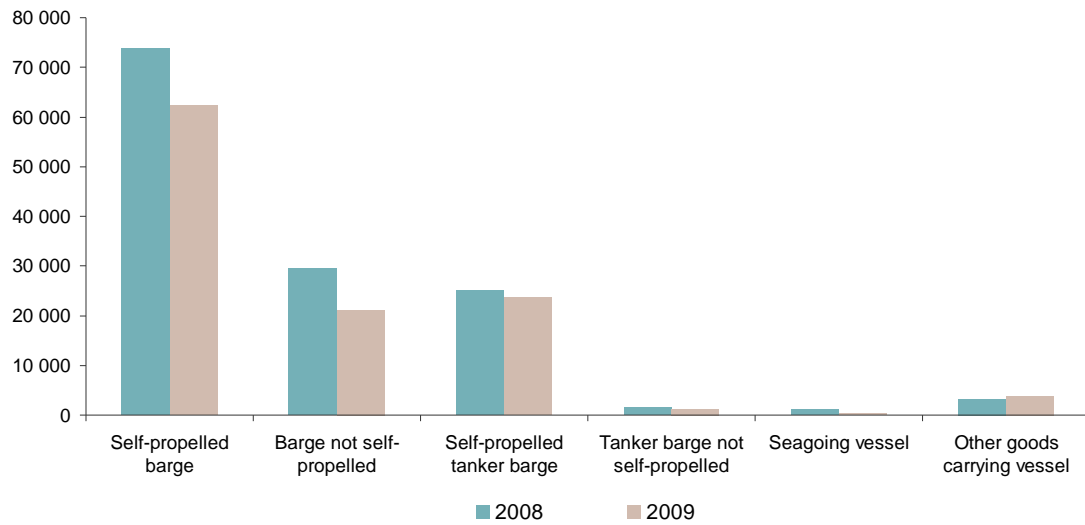


Source: ([www.go.anave](http://www.go.anave))

- (1) EU-27-BE means EU-27 excluding Belgium. Belgium has a derogation of T+8 months regarding data provision. The aggregate EU-27-BE is introduced to provide comparability over time for the series presented. Data for IT, LT, FI and UK are not included as this information is not available from the simplified dataset provided by those countries.

## Inland waterways freight transport by type of vessel

Figure 6: EU-27-BE <sup>(1)</sup> transport performance <sup>(2)</sup> by type of vessel in 2008 and 2009 - Mio TKM

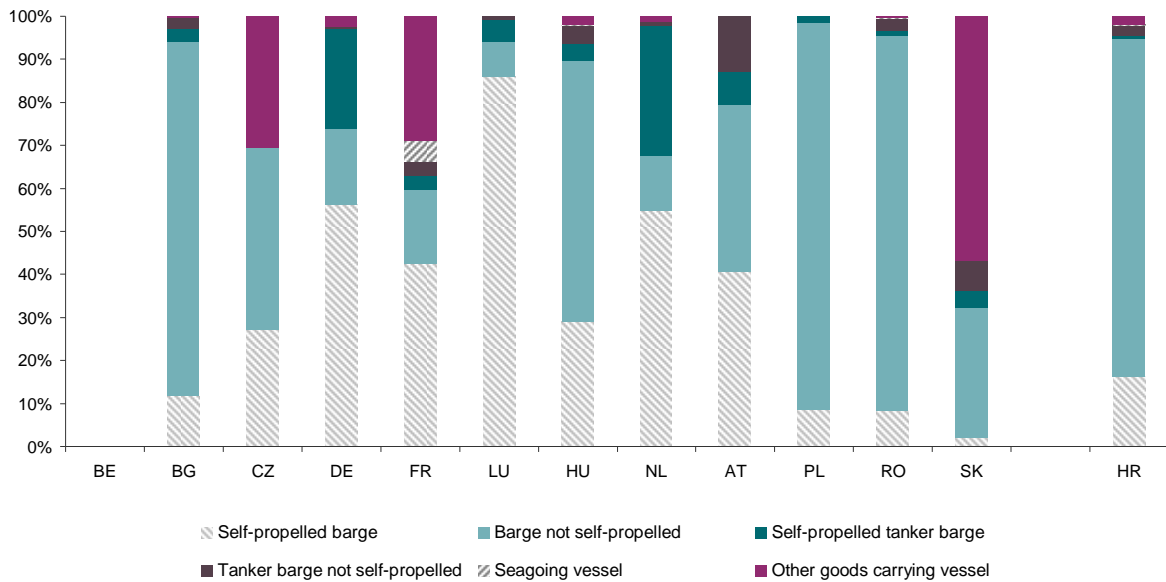


Source: Eurostat ([www.go.atyve](http://www.go.atyve))

(1) EU-27-BE means EU-27 excluding Belgium. Belgium has a derogation of T+8 months regarding data provision. The aggregate EU-27-BE is introduced to provide comparability over time for the series presented. Data for IT, LT, FI and UK are not included as this information is not available from the simplified dataset provided by those countries.

(2) Transit transport reported by Bulgaria and Romania has been excluded (see country specific notes).

Figure 7: Share by type of vessel in total transport in 2009 - % in tonnes

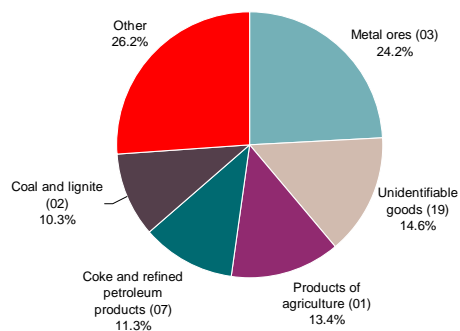


Source: Eurostat ([www.go.atyve](http://www.go.atyve))



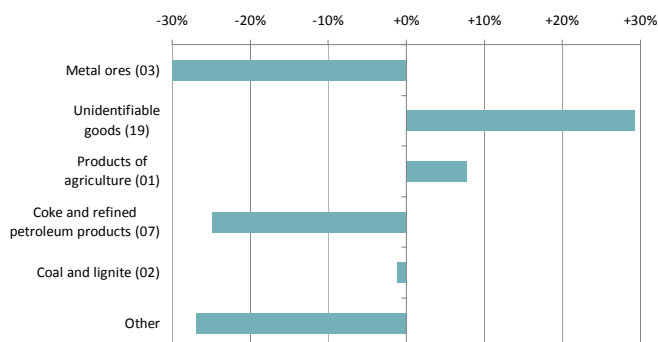
## Inland waterways freight transport by type of goods (NST2007)

**Figure 8: EU-27-BE-IT <sup>(1)</sup> transport by type of goods in 2009 - Mio TKm**



Source: Eurostat ([www.go.atygo](http://www.go.atygo))

**Figure 9: 2008-2009 growth rates <sup>(2)</sup> on top-5 types of goods in EU-27-BE-IT <sup>(1)</sup> - % in TKm**



Source: Eurostat ([www.go.atygo](http://www.go.atygo))

(1) EU-27-BE-IT means EU-27 excluding Belgium and Italy. Belgium has a derogation of T+8 months regarding data provision and Italy provides data only on voluntary basis. The aggregate EU-27-BE-IT is introduced to provide comparability over time for the series presented.

(2) Transit transport reported by Bulgaria and Romania has been excluded when calculating 2008-2009 growth rates (see country specific notes).

**Table 11: EU-27-BE-IT <sup>(1)</sup> transport by type of goods - Mio TKm**

| NST 2007 Division | Mio TKM        |                | Share on total % |               | Growth rate 2008-2009 <sup>(3)</sup> |
|-------------------|----------------|----------------|------------------|---------------|--------------------------------------|
|                   | 2008           | 2009           | 2008             | 2009          |                                      |
| 03                | 37 382         | 29 659         | 27.4%            | 24.2%         | -30.0%                               |
| 19                | 13 860         | 17 926         | 10.2%            | 14.6%         | 29.3%                                |
| 01                | 14 072         | 16 456         | 10.3%            | 13.4%         | 7.7%                                 |
| 07                | 17 382         | 13 918         | 12.7%            | 11.3%         | -24.9%                               |
| 02                | 11 371         | 12 635         | 8.3%             | 10.3%         | -1.1%                                |
| 08                | 9 658          | 7 091          | 7.1%             | 5.8%          | -31.0%                               |
| 10                | 9 589          | 6 302          | 7.0%             | 5.1%          | -40.5%                               |
| 04                | 5 491          | 5 333          | 4.0%             | 4.3%          | -3.0%                                |
| 14                | 4 303          | 4 607          | 3.2%             | 3.8%          | 6.9%                                 |
| 12                | 5 423          | 3 145          | 4.0%             | 2.6%          | -42.1%                               |
| 09                | 3 177          | 2 361          | 2.3%             | 1.9%          | -26.8%                               |
| 06                | 1 964          | 1 530          | 1.4%             | 1.2%          | -23.3%                               |
| 20                | 1 817          | 770            | 1.3%             | 0.6%          | -57.6%                               |
| 16                | 441            | 500            | 0.3%             | 0.4%          | 13.0%                                |
| 11                | 373            | 311            | 0.3%             | 0.3%          | -18.2%                               |
| 18                | 34             | 54             | 0.0%             | 0.0%          | -80.4%                               |
| 05                | 60             | 51             | 0.0%             | 0.0%          | -15.4%                               |
| 13                | 63             | 34             | 0.0%             | 0.0%          | -46.1%                               |
| 17                | 1              | 1              | 0.0%             | 0.0%          | -38.0%                               |
| 15                | 0              | 0              | 0.0%             | 0.0%          | -                                    |
| <b>Total</b>      | <b>136 462</b> | <b>122 685</b> | <b>100.0%</b>    | <b>100.0%</b> | <b>-16.1%</b>                        |

Source: Eurostat ([www.go.atygo](http://www.go.atygo))

**Table 12: EU-27-BE-IT <sup>(1)</sup> transport <sup>(2)</sup> by type of goods - 1 000 tonnes**

| NST 2007 Division | 1000 tonnes <sup>(2)</sup> |                | Share on total % |               | Growth rate 2008-2009 |
|-------------------|----------------------------|----------------|------------------|---------------|-----------------------|
|                   | 2008                       | 2009           | 2008             | 2009          |                       |
| 03                | 168 794                    | 124 685        | 37.8%            | 34.0%         | -26.1%                |
| 19                | 59 020                     | 82 160         | 13.2%            | 22.4%         | 39.2%                 |
| 07                | 59 229                     | 32 978         | 13.3%            | 9.0%          | -44.3%                |
| 01                | 31 931                     | 27 225         | 7.2%             | 7.4%          | -14.7%                |
| 02                | 18 551                     | 22 426         | 4.2%             | 6.1%          | 20.9%                 |
| 04                | 16 381                     | 15 058         | 3.7%             | 4.1%          | -8.1%                 |
| 08                | 22 507                     | 14 852         | 5.0%             | 4.1%          | -34.0%                |
| 12                | 19 551                     | 12 620         | 4.4%             | 3.4%          | -35.5%                |
| 10                | 19 407                     | 11 472         | 4.4%             | 3.1%          | -40.9%                |
| 14                | 11 953                     | 10 482         | 2.7%             | 2.9%          | -12.3%                |
| 09                | 8 541                      | 6 064          | 1.9%             | 1.7%          | -29.0%                |
| 06                | 6 173                      | 4 466          | 1.4%             | 1.2%          | -27.6%                |
| 11                | 1 017                      | 853            | 0.2%             | 0.2%          | -16.1%                |
| 16                | 651                        | 803            | 0.1%             | 0.2%          | 23.2%                 |
| 05                | 265                        | 304            | 0.1%             | 0.1%          | 14.7%                 |
| 13                | 151                        | 54             | 0.0%             | 0.0%          | -64.4%                |
| 20                | 1 763                      | 29             | 0.4%             | 0.0%          | -98.4%                |
| 18                | 114                        | 5              | 0.0%             | 0.0%          | -96.0%                |
| 17                | 8                          | 4              | 0.0%             | 0.0%          | -52.6%                |
| 15                | -                          | -              | -                | -             | -                     |
| <b>Total</b>      | <b>446 008</b>             | <b>366 537</b> | <b>100.0%</b>    | <b>100.0%</b> | <b>-17.8%</b>         |

Source: Eurostat ([www.go.atygo](http://www.go.atygo))

(1) EU-27-BE-IT means EU-27 excluding Belgium and Italy. Belgium has a derogation of T+8 months regarding data provision and Italy provides data only on voluntary basis. The aggregate EU-27-BE-IT is introduced to provide comparability over time for the series presented.

(2) In order to avoid double counting, the international transport for EU aggregates is calculated by adding the international loadings plus the international unloadings for which the loading country is not in the EU. Then, the total transport is the sum of the national and international transport.

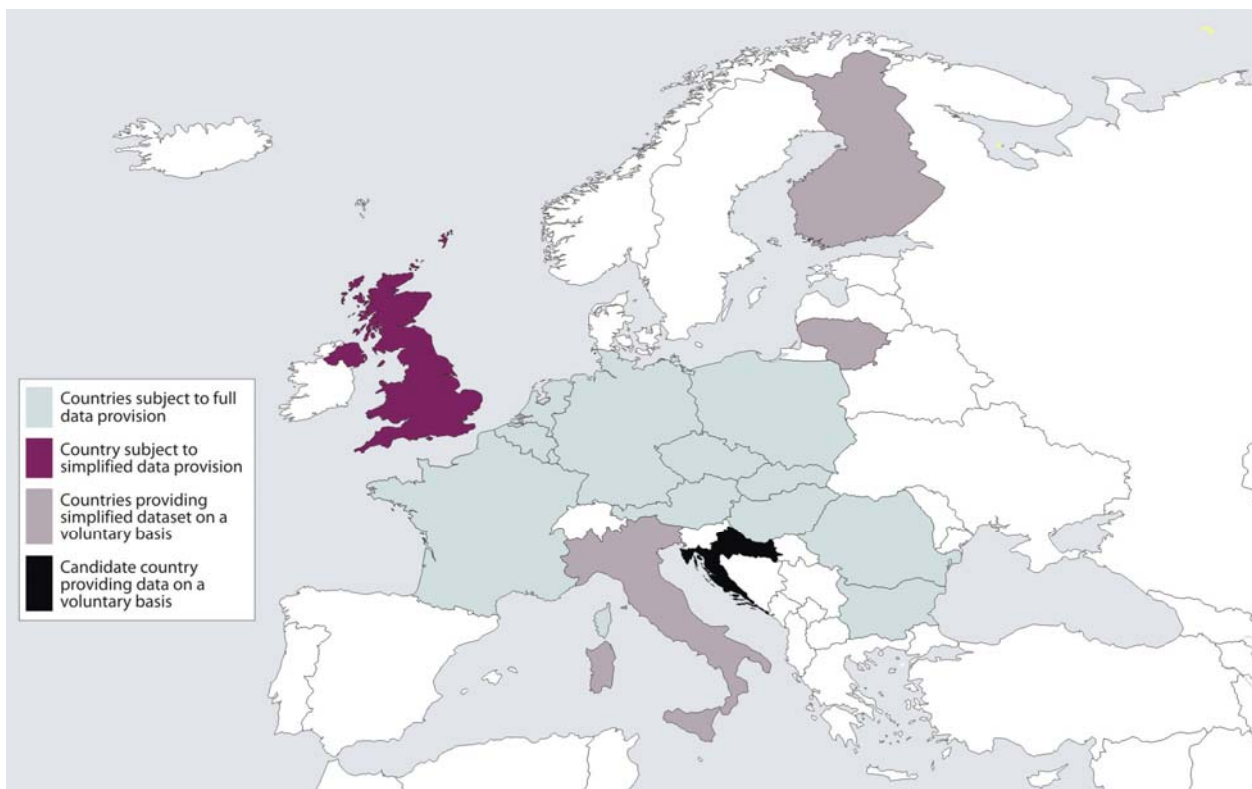
(3) Transit transport reported by Bulgaria and Romania has been excluded when calculating 2008-2009 growth rates (see country specific notes).

**Table 13: Share by type of goods in total transport in 2009 - % in tonnes**

| NST 2007 Division | BE | BG    | CZ    | DE    | FR    | IT | LT    | LU    | HU    | NL    | AT    | PL    | RO    | SK    | FI     | UK    | HR    |
|-------------------|----|-------|-------|-------|-------|----|-------|-------|-------|-------|-------|-------|-------|-------|--------|-------|-------|
| 01                | :  | 24.9% | 42.1% | 7.5%  | 18.1% | :  | -     | 33.7% | 38.2% | 3.0%  | 17.0% | 2.1%  | 19.7% | 0.8%  | 100.0% | 2.0%  | 31.1% |
| 02                | :  | 13.9% | 0.2%  | 13.6% | 9.5%  | :  | -     | 30.8% | 8.8%  | 4.0%  | 3.8%  | 40.6% | 13.5% | 3.9%  | -      | -     | 16.1% |
| 03                | :  | 40.1% | 35.1% | 26.0% | 35.5% | :  | 99.7% | 2.4%  | 19.8% | 32.4% | 33.0% | 43.4% | 45.8% | 15.6% | -      | 60.1% | 27.7% |
| 04                | :  | 1.0%  | 0.9%  | 5.4%  | 2.2%  | :  | -     | 6.1%  | 2.8%  | 3.5%  | 5.6%  | 0.2%  | 0.2%  | 0.1%  | -      | 5.8%  | 2.1%  |
| 05                | :  | -     | -     | 0.0%  | 0.5%  | :  | -     | 0.2%  | 0.1%  | 0.0%  | -     | -     | -     | -     | -      | -     | 0.1%  |
| 06                | :  | 0.1%  | 1.2%  | 1.7%  | 0.8%  | :  | -     | 0.0%  | 0.1%  | 1.2%  | -     | 1.1%  | 0.2%  | 0.0%  | -      | 0.3%  | 0.1%  |
| 07                | :  | 8.4%  | 0.3%  | 16.8% | 12.3% | :  | 0.3%  | 6.0%  | 15.2% | 3.9%  | 20.6% | 0.6%  | 8.1%  | 14.3% | -      | 13.5% | 7.1%  |
| 08                | :  | 4.6%  | 9.3%  | 8.8%  | 5.5%  | :  | -     | 2.6%  | 4.8%  | 0.5%  | 8.4%  | 3.2%  | 3.3%  | 3.2%  | -      | -     | 4.1%  |
| 09                | :  | 1.0%  | 0.6%  | 2.2%  | 1.7%  | :  | -     | 0.0%  | 0.1%  | 1.5%  | 0.2%  | 0.1%  | 1.6%  | 0.9%  | -      | -     | 1.1%  |
| 10                | :  | 4.9%  | 1.5%  | 4.9%  | 3.2%  | :  | -     | 6.3%  | 6.3%  | 2.7%  | 8.2%  | 5.1%  | 6.0%  | 0.7%  | -      | 0.1%  | 5.9%  |
| 11                | :  | 0.1%  | 2.3%  | 0.4%  | 0.1%  | :  | -     | 1.2%  | 0.8%  | 0.0%  | 0.4%  | 0.1%  | 0.1%  | 2.7%  | -      | 0.0%  | 0.9%  |
| 12                | :  | 0.2%  | 0.9%  | 0.3%  | 0.0%  | :  | -     | 0.0%  | 2.0%  | 7.8%  | 0.6%  | 0.5%  | 0.2%  | 0.0%  | -      | 0.0%  | 2.8%  |
| 13                | :  | -     | -     | 0.0%  | -     | :  | -     | -     | 0.0%  | 0.0%  | -     | -     | -     | 0.1%  | -      | -     | 0.0%  |
| 14                | :  | 0.0%  | 5.1%  | 5.7%  | 3.0%  | :  | -     | 10.5% | 0.6%  | 1.0%  | 0.2%  | 3.0%  | 0.2%  | -     | -      | 17.2% | 0.7%  |
| 15                | :  | 0.0%  | -     | -     | -     | :  | -     | -     | -     | -     | -     | -     | 0.0%  | -     | -      | -     | -     |
| 16                | :  | 0.0%  | 0.1%  | 0.7%  | 0.4%  | :  | -     | -     | -     | 0.0%  | 0.1%  | 0.0%  | 0.0%  | 0.8%  | -      | -     | -     |
| 17                | :  | -     | -     | 0.0%  | 0.0%  | :  | -     | -     | -     | -     | -     | -     | -     | -     | -      | -     | -     |
| 18                | :  | 0.0%  | -     | -     | -     | :  | -     | -     | 0.0%  | 0.0%  | -     | -     | 0.5%  | -     | -      | -     | 0.0%  |
| 19                | :  | 0.6%  | -     | 5.8%  | 7.0%  | :  | -     | -     | -     | 38.4% | 1.8%  | -     | 0.5%  | 0.0%  | -      | 0.9%  | 0.1%  |
| 20                | :  | 0.0%  | 0.4%  | -     | -     | :  | -     | 0.1%  | 0.3%  | -     | -     | -     | 0.0%  | 56.8% | -      | -     | 0.1%  |

Source: Eurostat ([www.go.atygo](http://www.go.atygo))

**Map 1: Reporting obligations**



# Methodology

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All figures presented in this publication have been extracted from the Eurostat online inland waterways transport database. The related datasets are collected according to the 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 and amended by the Commission Regulation (EC) [No 1304/2007](#).

## Data coverage

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). Following to the requirements of the Regulation No 1365/2006 (article 2 point 3), the United Kingdom is delivering only the reduced annual dataset E1 (annex E of the Regulation 1365/2006).

On a voluntary basis, Italy (IT), Lithuania (LT) and Finland (FI) provides the reduced dataset E1 (annex E of the Regulation 1365/2006).

The candidate country Croatia (HR) is providing data according to the Regulation requirements.

## Symbols

“.” not available

“-” not applicable or real zero

“0” less than half of the unit used and thus rounded to zero

“p” Provisional data

## Definitions

### EU-27:

- When presenting quarterly data (Figures 1 and 4 and Table 1), EU-27 includes only Member states obliged to provide data with the exception of the United Kingdom.
- When presenting annual transport of goods (Tables 6 and 7), EU-27 includes data for all Member states providing data.
- When presenting annual container data (Tables 8 and 9), EU-27 includes only Member states obliged to provide data with the exception of the United Kingdom.

### EU-27-BE:

- EU-27-BE includes only Member states obliged to provide data with the exception of the United Kingdom and Belgium. Belgium has a derogation of T+8 months regarding data provision.

### EU-27-BE-IT:

- EU-27-BE-IT includes only Member states obliged to provide data with the exception of Belgium and Italy. Belgium has a derogation of T+8 months regarding data provision. Italy provides data on voluntary basis and 2009 data are not yet available.

Calculation of EU aggregates: In Tables 7, 9 and 12, the EU international and 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.

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.

TKm (Tonne-kilometre): Unit of measurement of goods transport which represents the transport of one tonne of goods over a distance of one kilometre.

TEU (Twenty-foot Equivalent Unit): A statistical unit based on an ISO container of 20 foot length (6.10 m) to provide a standardised measure of containers of various capacities and for describing the capacity of container ships or terminals. One 20 Foot ISO container equals 1 TEU.

TEU-Km (TEU-kilometre): Unit of measurement representing the movement of one TEU over one kilometre.

## Country specific notes

**Bulgaria:** Quarterly transit transport is available starting from 2010. Annual transit transport is available starting from 2008 but in 2009 the country implemented a new methodology for the collection of this kind of traffic. To allow comparability, transit traffic has been excluded in the following cases:

A) when calculating 2008-2009 annual grow rate

B) when calculating 2010Q1-2009Q1 quarterly growth rate.

**Italy:** Data are delivered on a voluntary basis and 2009 data are not yet available. Only a simplified annual dataset is provided.

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

**The Netherlands:** Data for 2010Q1 are provisional.

**Romania:** From 2010 (quarterly data), and 2009 (annual data) the country has implemented a new methodology for the collection of transit data. To allow comparability, transit traffic has been excluded in the following cases:

A) for annual data in the period 2007-2008.

B) when calculating 2008/2009 annual growth.

C) when calculating quarterly growth rates comparing 2008 to 2007 and 2009 to 2008.

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

**United Kingdom:** Following the requirements of Regulation No 1365/2006 (article 2 point 3), a simplified annual dataset is provided.

**Croatia:** Quarterly transit transport is not available. Annual transit transport is available starting from 2008.

### **Breakdown by group of goods**

The NST 2007 classification consists of the following 20 goods divisions:

- 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.

This publication was prepared with the assistance of Manuel Da Silva and Sandrine Herbeth.

## **Further information**

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Eurostat Website: <http://ec.europa.eu/eurostat>

Data on "Transport statistics":

<http://epp.eurostat.ec.europa.eu/portal/page/portal/transport/data/database>

Select "Inland waterways transport"

More information about "Transport statistics":

<http://epp.eurostat.ec.europa.eu/portal/page/portal/transport/introduction>

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### **European Statistical Data Support:**

Contact details for this support network can be found on our Internet site: <http://ec.europa.eu/eurostat/>

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