

Inland waterways freight transport - quarterly and annual data

Data extracted in November 2019.
Planned article update: November 2020.

Highlights

Freight transport performance in the EU inland waterways dropped by 8.3 % in 2018.

1.1 tonnes of freight per inhabitant were transported on EU inland waterways in 2018.

Inland waterways freight transport, EU-28, 2009-2018



2009 2011 2013 2015 2017 (billion tonne-kilometres) 132 134 136 138 140 142 144 146 148 150 152 154 156 158

- Finland is not included in 2017 and 2018; Sweden is not included in period 2009-2015.

This article presents the main annual and quarterly statistics on [inland waterways](#) goods transport in the [European Union \(EU\)](#) in 2018. It includes quarterly and annual data for total transport and container transport, and annual data for transport by type of goods, type of transport, type of vessel and type of dangerous goods.

Full article

Inland waterways freight transport performance dropped by 8.3 % in 2018 compared with 2017

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Activity in inland waterways transport has been volatile in the period 2009-2018. Measured in tonne-kilometres, activity increased sharply in the first months of 2010 but this improvement was not sustained in 2011. A recovery took place from 2012 until mid-2013 and a further decline took place until mid-2016. A slight rebound was observed in 2017 (+0.3 %) followed by a sharp fall in 2018 (Figure 1). The comparison of 2018 and 2017 figures reveals a decrease of -10.2 % and -13.8 % in international and transit transport, respectively, and a +0.7 % increase in national transport, leading to a substantial

overall decrease of -8.3 % in 2018 (Table 1). A similar trend can be observed in terms of tonnes with an increase of +1.9 % for national and a decrease of -5.9 % for international transport, resulting in a total drop of -2.1 % (Table 2).

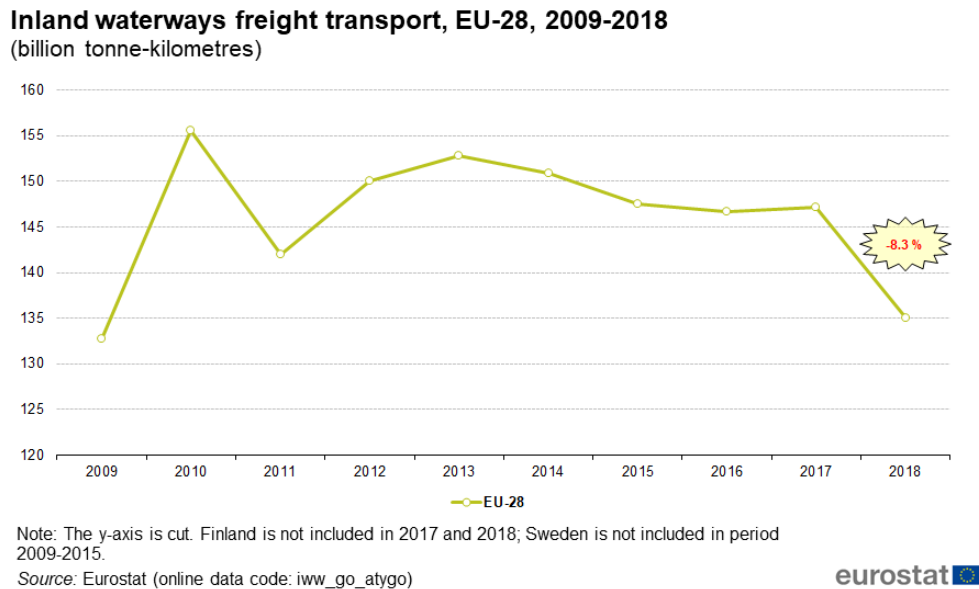


Figure 1: Inland waterways freight transport, EU-28, 2009-2018

(billion tonne-kilometres)

Source: Eurostat - ([iww go atygo](https://ec.europa.eu/eurostat/tgm/table.do?tab=table&init=1&language=en&plugin=1))

At quarterly level, movement was more erratic and no seasonal pattern can be identified (Figure 2). The second half of 2015 showed a sharp fall (-12.5 % in the third quarter compared with the second quarter). An upturn was observed in the first semester of 2016 with increases of +8.7 % and +2.3 % in the first and second quarters, respectively. A decrease was registered in the last quarter of 2016 (-6.0 %, compared with the third quarter). Year 2017 also started with a decline of -3.1 % in the first quarter but was immediately followed by a steady rebound (+14.5 %) in the second quarter. The year ended on a downward trend with -2.1 % and -0.7 % in the third and fourth quarters. In 2018, the year started with a decline of -4.8 % followed by a steady rebound in the second quarter (+7.2 % compared to previous quarter). The third (-15.3 %) and fourth (-10.6 %) quarters of 2018 showed sharp declines when comparing to the previous quarter. When looking at the change compared to the same quarter of the previous year, only the first quarter increased (+5.9 %). The third (-14.2 %) and fourth (-22.7 %) quarters fell dramatically.

Quarterly inland waterways freight transport, EU-28, 2011-2018

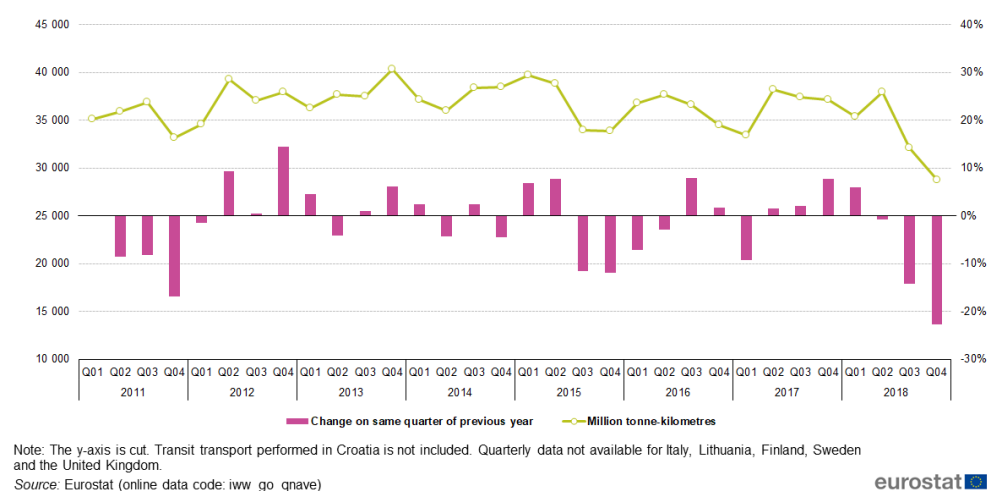


Figure 2: Quarterly inland waterways freight transport, EU-28, 2011-2018

Source: Eurostat - ([iww_go_qnave](#))

The main contributors by far to the EU inland waterways transport (in tonne-kilometres) were Germany and the Netherlands. Transport on inland waterways in these two countries accounted for almost 70 % of the EU inland waterways transport in 2018 (Table 1). In 11 countries, the volume of transport (in tonne-kilometres) decreased in 2018. The largest decrease was observed for Austria by -26.4 %, followed by Hungary by -19.3 %, Croatia by -16.7 %, Slovakia by -16.6 % and Germany by -15.5 %. In absolute values, Germany registered the highest reduction of -0.9 billion tonne-kilometres in 2018 compared with 2017. By contrast, Lithuania (+106.2 %), Italy (+21.2 %) and Sweden (+19.1 %) registered the largest increases in 2018. It has to be noted that these countries have only very low levels of inland waterways transport in the EU.

Inland waterways freight transport by type of transport, 2015-2018
(million tonne-kilometres)

	2015	2016	2017	2018				Change 2018/2017 (%)			
	Total	Total	Total	National	Inter-national	Transit	Total	National	Inter-national	Transit	Total
EU-28 (*)	147 471.1	146 720.1	147 203.1	36 428.1	70 676.5	27 852.3	134 957.0	+0.7	-10.2	-13.8	-8.3
Belgium	10 425.8	10 331.3	11 098.0	4 489.9	5 732.3	1 134.8	11 357.0	-2.7	+6.2	+4.6	+2.3
Bulgaria	5 594.6	5 477.2	5 279.5	16.7	214.3	4 627.4	4 858.4	-49.5	-38.6	-5.5	-8.0
Czechia	33.3	36.3	25.4	19.3	3.3	-	22.6	-11.8	-7.4	-	-11.2
Germany	55 314.9	54 346.6	55 518.4	9 917.8	29 727.2	7 255.7	46 900.7	-7.3	-15.5	-24.8	-15.5
France	8 515.9	8 306.5	7 513.1	4 378.6	2 489.8	396.1	7 264.5	+6.8	-11.6	-33.5	-3.3
Croatia	878.8	836.3	813.1	16.2	27.8	633.5	677.5	+26.0	+32.3	-18.7	-16.7
Italy	61.9	67.4	60.8	73.6	-	-	73.6	+21.2	-	-	+21.2
Lithuania	0.20	0.25	0.02	0.04	-	-	0.04	+106.2	-	-	+106.2
Luxembourg	235.0	190.4	195.1	-	27.9	177.0	204.9	-	+381.4	-6.5	+5.0
Hungary	1 824.0	1 975.5	1 992.3	5.5	738.8	863.5	1 607.9	-14.1	-16.0	-22.0	-19.3
Netherlands	48 535.4	48 798.5	49 015.0	13 584.2	25 843.4	7 811.9	47 239.6	+3.7	-4.7	-11.2	-3.6
Austria	1 805.6	1 962.5	2 022.3	27.7	986.4	474.4	1 488.5	-8.3	-23.1	-33.1	-26.4
Poland	88.3	108.4	115.2	96.8	27.0	0.7	124.6	+28.9	-32.0	+81.6	+8.1
Romania	13 168.1	13 153.4	12 517.4	3 701.6	4 826.1	3 733.3	12 261.1	+12.1	-13.3	+2.4	-2.0
Slovakia	741.3	903.1	933.4	2.0	32.1	744.0	778.2	+43.7	-46.2	-14.7	-16.6
Finland	127.6	102.6	-	-	-	-	-	-	-	-	-
Sweden	-	16.0	4.6	5.4	-	-	5.4	+19.1	-	-	+19.1
United Kingdom	120.5	107.9	99.5	92.5	-	-	92.5	-7.0	-	-	-7.0

(-) Not available; (-) Not applicable.

(*) Finland is not included in 2017 and 2018; Sweden is not included in 2015.

Source: Eurostat (online data code: iww_go_atygo)

eurostat 



Table 1: Inland waterways freight transport by type of transport, 2015-2018

(million tonne-kilometres)

Source: Eurostat - ([iww_go_atygo](#))

When looking at the transport of freight in tonnes, the picture is quite different (Table 2). Altogether 15 countries recorded decreases. The largest falls in 2018 were in Austria (-25.1 %) and Czechia (-23.5 %). Among the other countries, 9 registered a drop between -10 % and -20 %. By contrast, only Romania (+2.3 %) and Belgium (+1.8 %) increased. It should be noted that while Italy, Lithuania, Luxembourg, Poland and Sweden registered a large increase in transport in tonne-kilometres, a substantial decrease was observed in the transport of goods in tonnes. On the contrary, Romania registered a decrease in transport in tonne-kilometres and an increase in the transport of goods in tonnes.

Inland waterways freight transport by type of transport, 2015-2018
(thousand tonnes)

	2015	2016	2017	2018				Change 2018/2017 (%)			
	Total	Total	Total	National	Inter-national	Transit	Total	National	Inter-national	Transit	Total
EU-28 (*)	548 952.6	552 540.1	558 296.2	277 670.0	268 919.5	-	546 589.5	+1.9	-5.9	-	-2.1
Belgium	188 158.4	192 938.1	201 129.4	49 226.6	141 670.7	13 884.5	204 781.8	-2.2	+2.7	+7.3	+1.8
Bulgaria	17 201.1	17 467.0	16 247.2	849.8	2 697.4	11 914.9	15 462.1	-22.2	+3.2	-5.0	-4.8
Czechia	850.3	831.7	510.3	314.9	75.5	-	390.5	-24.6	-18.6	-	-23.5
Germany	221 369.0	221 348.5	222 730.8	52 102.3	134 421.3	11 380.1	197 903.8	-6.0	-11.9	-22.4	-11.1
France	63 094.0	65 161.7	63 246.8	30 118.6	23 767.5	5 696.2	59 582.4	+3.8	-9.4	-28.7	-5.8
Croatia	6 641.9	6 409.2	6 220.8	72.5	519.2	4 590.4	5 182.0	+26.0	+0.5	-18.7	-16.7
Italy	378.6	406.7	434.4	355.2	-	-	355.2	-18.2	-	-	-18.2
Lithuania	67.7	51.6	14.7	13.2	-	-	13.2	-10.2	-	-	-10.2
Luxembourg	7 105.9	6 075.1	6 156.6	0.0	960.5	4 780.3	5 740.8	-	-0.5	-7.9	-6.8
Hungary	8 162.7	8 224.1	8 414.3	183.9	4 464.1	2 278.4	6 926.4	-25.4	-14.9	-22.0	-17.7
Netherlands	359 897.5	361 353.6	365 785.7	121 817.6	191 136.4	46 435.5	359 389.5	+7.3	-4.7	-10.3	-1.7
Austria	8 599.3	9 071.5	9 619.5	276.7	5 570.1	1 355.6	7 202.4	-28.9	-22.7	-33.1	-25.1
Poland	5 036.2	3 911.4	3 603.8	2 432.2	683.5	9.8	3 125.5	-4.1	-35.7	+142.9	-13.3
Romania	30 020.3	30 483.8	29 043.4	16 140.0	8 540.4	5 033.2	29 713.6	+10.3	-6.7	-4.3	+2.3
Slovakia	5 721.1	6 758.4	6 896.1	30.2	1 210.8	4 325.8	5 566.7	+100.3	-33.1	-14.7	-19.3
Finland	502.6	411.7	-	-	-	-	-	-	-	-	-
Sweden	-	-	323.7	270.2	-	-	270.2	-16.5	-	-	-16.5
United Kingdom	4 065.2	3 803.9	4 066.5	3 466.1	-	-	3 466.1	-14.8	-	-	-14.8

(-) Not available; (-) Not applicable.

(*) To avoid double counting, the EU aggregate for international transport is calculated by adding the international unloadings declared by the EU countries plus the international loadings for which the unloading country is not in the EU. Then the total transport is the sum of the national and international transport. For transit transport measured in tonnes, an EU-28 aggregate equal to the sum of the country figures is not valid because volumes of freight transported are reported by all third 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-28 national or international transport as they are reported not only by the third countries but also by the loading and unloading countries. So for the EU-28 total volume of freight, it is enough to sum the total national and international figures.

(*) Finland is not included in 2017 and 2018; Sweden is not included in 2015.

Source: Eurostat (online data code: iww_go_atygo)

eurostat 



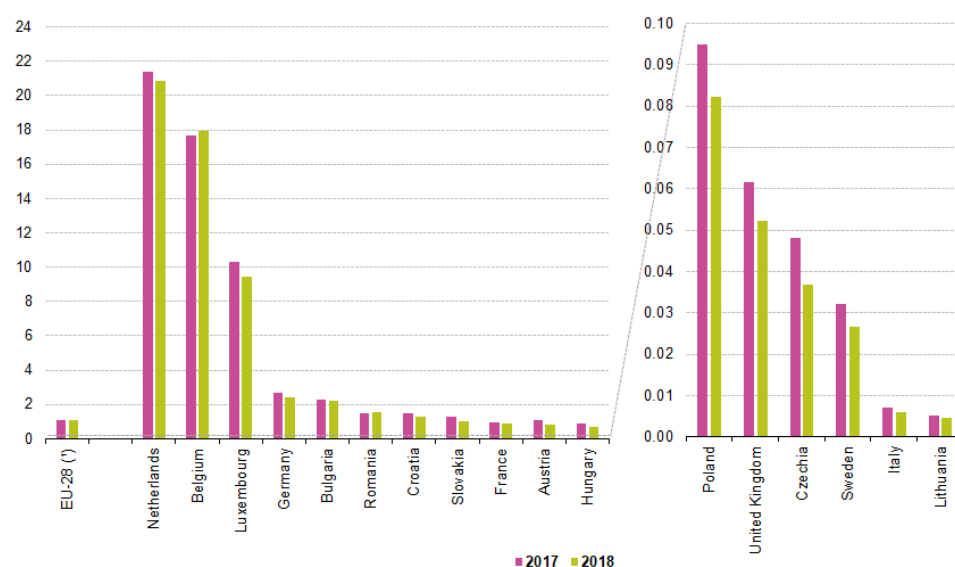
Table 2: Inland waterways freight transport by type of transport, 2015-2018

(thousand tonnes)

Source: Eurostat - ([iww_go_atygo](https://ec.europa.eu/eurostat/tgm/table.do?tab=table&init=1&code=iww_go_atygo))

Looking at the volume of freight transported per inhabitant, at EU level, 1.1 tonnes were transported on inland waterways in 2018 (Figure 3). The Netherlands had the highest volume with 20.9 tonnes per inhabitant, followed by Belgium (17.9 tonnes per inhabitant) and Luxembourg (9.4 tonnes per inhabitant). All other countries registered less than 3 tonnes per inhabitant in 2018; for 9 countries, less than 100 kilograms per inhabitant were transported.

Inland waterways freight transport, EU-28, 2017-2018 (tonnes per inhabitant)



Note: No data available for Finland.

(*) Freight data for Finland are not included.

Source: Eurostat (online data codes: iww_go_atygo and demo_gind)

eurostat



Figure 3: Inland waterways freight transport, EU-28, 2017-2018

(tonnes per inhabitant)

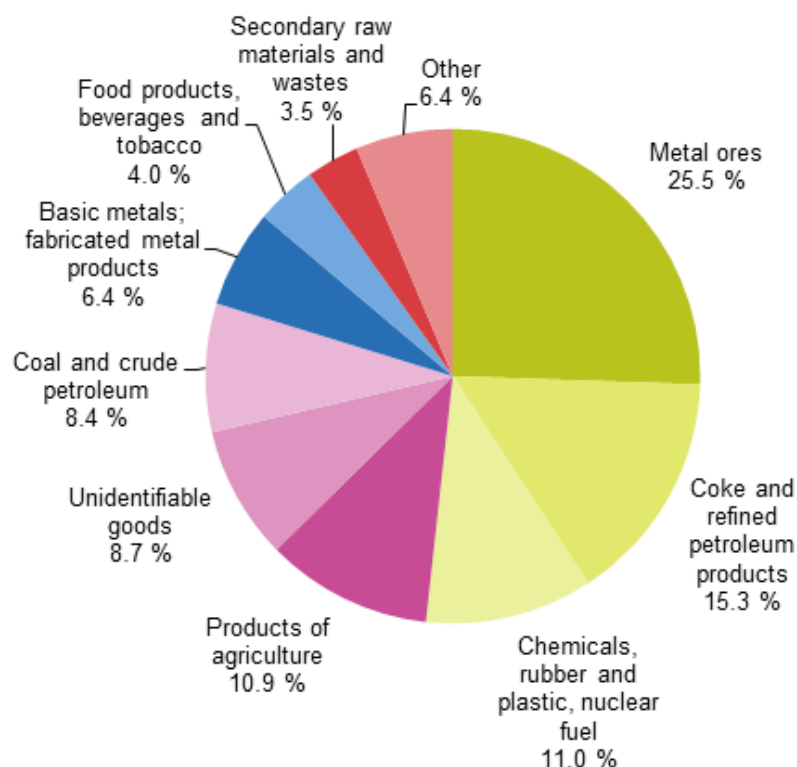
Source: Eurostat - ([iww_go_atygo](#)) and ([demo_gind](#))

'Metal ores' is the largest individual goods category transported

At EU level, the main types of goods (according to [NST 2007](#) classification) transported in 2018 were 'metal ores', 'coke and refined petroleum products' and 'chemicals, rubber and plastic, nuclear fuel'. 'Products of agriculture' lost the third place compared to 2017. These top 3 categories accounted for more than half of all goods transport on EU inland waterways (Figures 4).

Inland waterways freight transport by main type of goods, EU-28, 2018

(%, based on tonne-kilometres)



Note: Finland is not included.

Source: Eurostat (online data code: iww_go_atygo)

eurostat 



Figure 4: Inland waterways freight transport by main type of goods, EU-28, 2018

(%, based on tonne-kilometres)

Source: Eurostat - ([iww_go_atygo](#))

All types of goods recorded a decrease in 2018 compared to 2017 (Figures 5). The largest fall was observed for 'coal and crude petroleum' (-14.5 %), followed by 'products of agriculture' (-12.7 %).

Compared with 2017, the shares of 'metal ores' and 'chemicals, rubber and plastic, nuclear fuel' in total transport performance increased (by 1.3 percentage points for 'metal ores' and 0.1 percentage point for 'chemicals, rubber and plastic, nuclear fuel'), while the share of 'coke and refined petroleum products' fell by -0.3 percentage points.

Evolution of inland waterways freight transport for main types of goods, EU-28, 2017-2018
(%, based on tonne-kilometres)

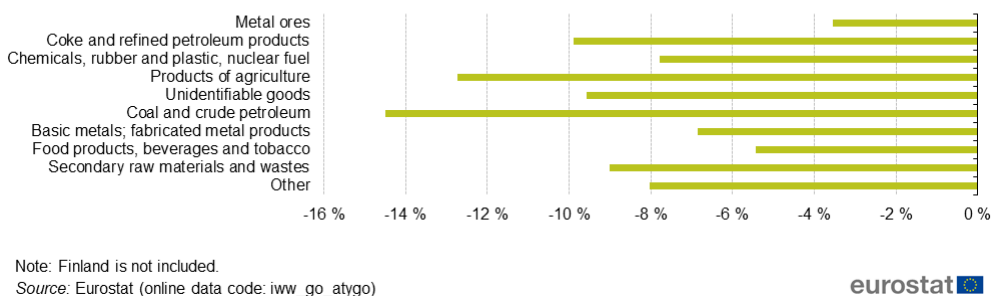


Figure 5: Evolution of inland waterways freight transport for main types of goods, EU-28, 2017-2018
(%, based on tonne-kilometres)

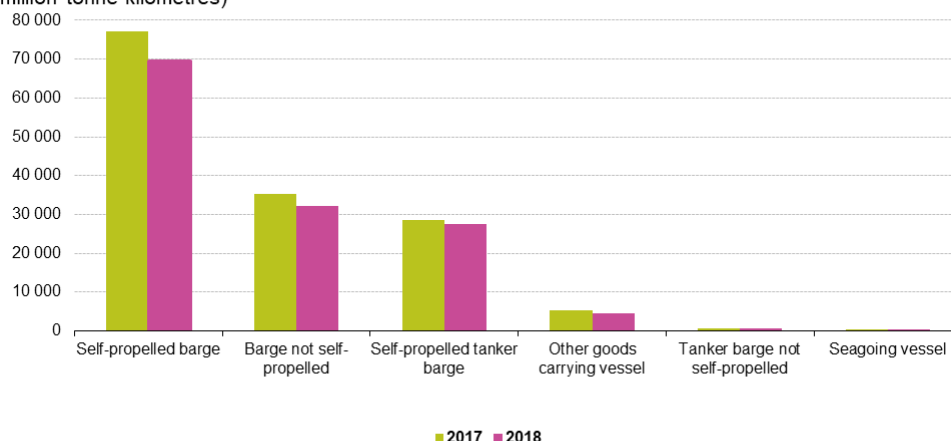
Source: Eurostat - ([iww_go_atygo](#))

Self-propelled barges accounted for more than half of total EU transport performance in 2018

In 2018, the 'self-propelled barge' was the predominant type of vessel used for goods transport on EU inland waterways, carrying more than half the total EU transport of goods (Figure 6). The volume of goods transported with self-propelled barges decreased by -9.6 % compared with 2017. The second most used type of vessel was 'barge not self-propelled', a category also with decreased use in 2018 compared with 2017 (-9.3 %). Only the category 'tanker barge not self-propelled' increased in 2018 compared with 2017 (+13.7 %).

Inland waterways freight transport by type of vessel, EU-28, 2017-2018

(million tonne-kilometres)



Note: Data by type of vessel are not available for Italy, Lithuania, Finland, Sweden and the United Kingdom.
Source: Eurostat (online data code: iww_go_atyve)

eurostat



Figure 6: Inland waterways freight transport by type of vessel, EU-28, 2017-2018

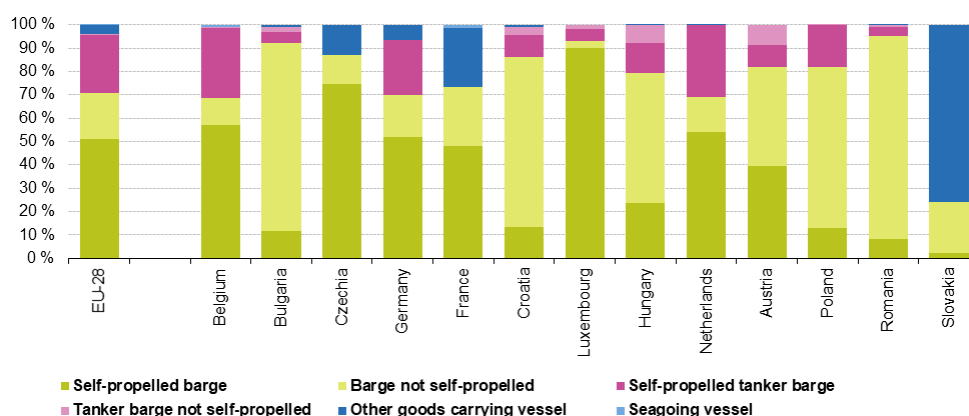
(million tonne-kilometres)

Source: Eurostat - ([iww_go_atyve](#))

The two most-used vessel categories accounted for the largest volumes transported for all countries with the exception of Slovakia (Figure 7). Together with 'self-propelled tanker barges', they accounted for over 91 % of all types of vessels used by 11 out of 13 countries. The two exceptions, France and Slovakia, recorded substantial use of 'other goods carrying vessels' (26 % and 76 %, respectively).

Inland waterways freight transport by type of vessel, 2018

(%, based on tonne-kilometres)



Note: Data by type of vessel are not available for Italy, Lithuania, Finland, Sweden and the United Kingdom.
Source: Eurostat (online data code: iww_go_atyve)

eurostat



Figure 7: Inland waterways freight transport by type of vessel, 2018

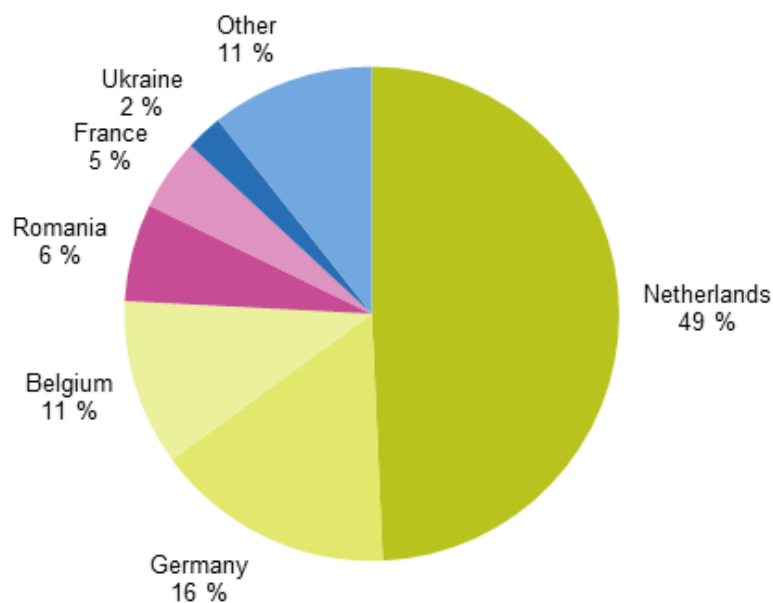
(%, based on tonne-kilometres)

Source: Eurostat - ([iww_go_atyve](#))

Main nationalities of freight transport vessels on EU inland waterways

In 2018, almost half of the freight transport vessels on EU inland waterways were registered in the Netherlands (Figure 8). The other half was composed of 51 different vessel nationalities of which Germany (16 %) and Belgium (11 %) have the highest shares.

Inland waterways freight transport by main nationality of vessel, EU-28, 2018
(%, based on tonne-kilometres)



Note: Data by nationality of vessel are not available for Italy, Lithuania, Finland, Sweden and the United Kingdom.

Source: Eurostat (online data code: [iww_go_anave](#))

eurostat 



Figure 8: Inland waterways freight transport by main nationality of vessel, EU-28, 2018

(%, based on tonne-kilometres)

Source: Eurostat - ([iww_go_anave](#))

When looking at the top 3 freight transport vessel nationalities in each Member State, in 2018, Dutch vessels were in the top 3 nationalities for 5 countries out of 13 and are first place in Germany, Luxembourg and the Netherlands (Table 3). Altogether, 6 countries have their own nationality as the most represented: Belgium, Czechia, France, the Netherlands, Poland and Romania. Regarding Czechia, almost all vessels were registered (99.9 %) in Czechia and the only other freight transport vessels were registered in Germany. A similar situation could be seen in Poland with a large share of Polish vessels (95.8 %). On the contrary, Bulgaria, Croatia, Luxembourg, Hungary and Slovakia did not have vessels registered in their own country in the top 3 places. All countries had a cumulated share of the top 3 vessel nationalities higher than 49 %, 7 countries had a cumulated share of the top 3 nationalities higher than 80 % and 5 countries had a cumulated share of the top 3 nationalities higher than 90 %.

Top 3 nationalities of vessel performing inland waterways freight transport in each Member State, 2018
(%, based on tonne-kilometres)

	Main nationalities of vessels						Cumulated share
	First	Share	Second	Share	Third	Share	
Belgium	Belgium	39.4	Netherlands	38.7	France	9.3	87.4
Bulgaria	Romania	38.7	Ukraine	19.3	Serbia	6.7	64.8
Czechia	Czechia	99.9	Germany	0.1	-	-	100.0
Germany	Netherlands	54.9	Germany	30.1	Belgium	8.4	93.4
France	France	61.2	Netherlands	14.3	Belgium	11.3	86.8
Croatia	Romania	24.5	Germany	13.3	Serbia	11.9	49.7
Luxembourg	Netherlands	44.8	Belgium	37.5	Germany	9.8	92.1
Hungary	Germany	23.9	Austria	16.1	Romania	15.9	55.8
Netherlands	Netherlands	73.7	Belgium	11.2	Germany	9.5	94.4
Austria	Germany	25.5	Slovakia	20.4	Austria	15.0	60.9
Poland	Poland	95.8	Germany	3.9	Belgium	0.1	99.9
Romania	Romania	49.2	Ukraine	15.9	Serbia	5.6	70.7
Slovakia	Austria	23.7	Germany	22.1	Ukraine	13.4	59.3

Note: Data by nationality of vessel are not available for Italy, Lithuania, Finland, Sweden and the United Kingdom.
Source: Eurostat (online data code: iww_go_anave)

eurostat 



Table 3: Top 3 nationalities of vessel performing inland waterways freight transport in each Member State, 2018

(%, based on tonne-kilometres)

Source: Eurostat - ([iww_go_anave](#))

Container transport performance declined sharply in 2018

The inland waterways transport of freight [containers](#) in the EU-28, measured in twenty-foot equivalent unit-kilometre (TEU-kilometres), showed a consistently upward trend until 2014. The levels remained

relatively stable in 2015 and 2016. An increase was observed in 2017, reaching a new peak in container transport. In 2018, a sharp decline was recorded (-8.8 % compared with 2017) (Figure 9).

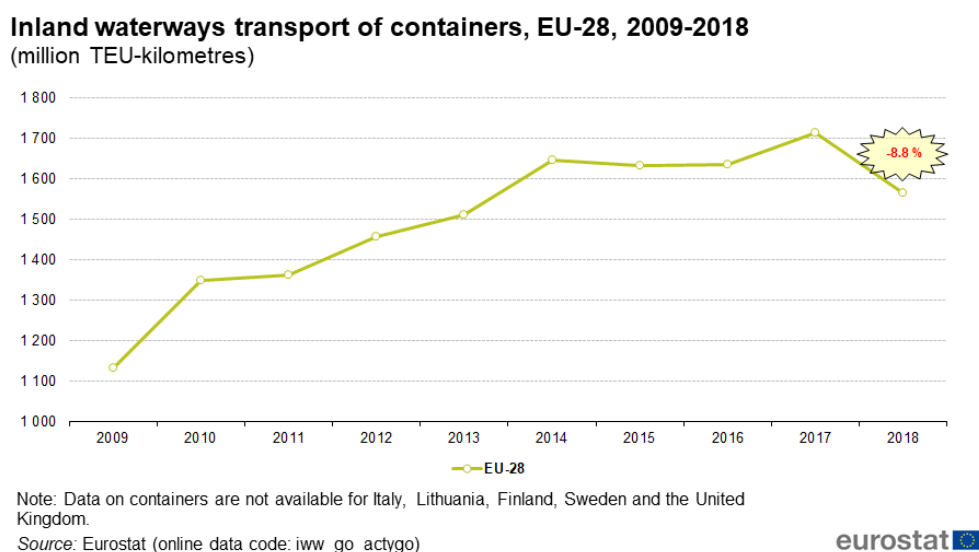


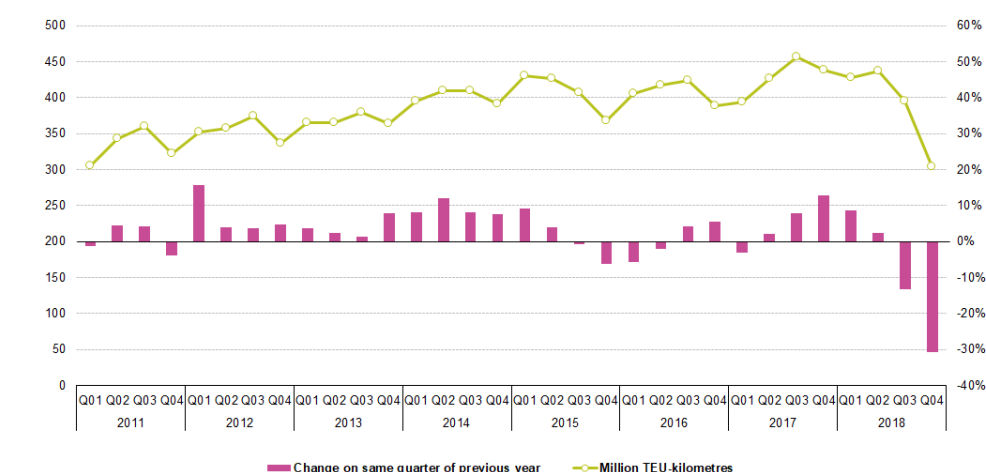
Figure 9: Inland waterways transport of containers, EU-28, 2009-2018

(billion TEU-kilometres)

Source: Eurostat - ([iww_go_actygo](#))

At quarterly level, a global increase in trend is visible from 2010 to 2017. Strong increases were recorded in the third and fourth quarters of 2017 when comparing with the same quarters of 2016 (+7.9 % and +12.9 %, respectively). This led to a new peak in the third quarter of 2017. In 2018, after substantial increases in the first and second quarters of 2018 (+8.8 % and +2.5 % compared to the same quarter of 2017, respectively), considerable decreases were observed in third and fourth quarters of 2018 (-13.3 % and -30.6 %, respectively). This led to a new low point in the fourth quarter of 2018 (Figure 10). A seasonal pattern can be observed with increases in the first three quarters when compared with the previous quarter and a substantial fall in the fourth quarter. Exceptions are 2014, 2015 and 2018, where a drop in the third quarters was registered. In 2018, a drop was also observed in the first quarter.

Quarterly inland waterways transport of containers, EU-28, 2011-2018



Note: Transit transport performed in Croatia is not included. Quarterly data not available for Italy, Lithuania, Finland, Sweden and the United Kingdom.

Source: Eurostat (online data code: iww_go_qcnave)

eurostat



Figure 10: Inland waterways transport of containers, EU-28, 2011-2018

Source: Eurostat - ([iww_go_qcnave](#))

When looking at the loading status of containers, EU freight container transport in TEU-kilometres fell by -9.1 % in 2018 for loaded containers and by -8.2 % for empty containers (Table 4). In 2018, loaded containers accounted for almost two thirds of total container transport.

Inland waterways transport of containers, 2015-2018

(thousand TEU-kilometres)

Container status	2015	2016	2017	2018		Change 2018/2017 (%)		
	Total	Total	Total	Loaded	Empty	Total	Loaded	Empty
EU-28	1 633 589.4	1 635 005.2	1 633 589.4	1 013 880.8	550 722.4	1 564 603.2	-9.1	-8.2
Belgium	107 051.0	83 983.4	94 886.9	26 132.9	67 893.0	94 025.9	-4.8	+0.7
Bulgaria	795.6	848.7	456.4	0.0	595.0	595.0	-	+30.4
Czechia	0.0	0.0	0.0	0.0	0.0	0.0	-	-
Germany	688 406.8	705 529.2	751 537.0	452 986.0	206 408.3	659 394.4	-12.2	-12.5
France	89 806.2	84 386.4	84 062.5	62 662.1	21 466.7	84 128.8	+1.4	-3.5
Croatia	200.8	234.3	144.1	0.0	143.0	143.0	-	-0.8
Luxembourg	265.2	97.0	131.2	120.1	155.5	275.5	+86.5	+132.7
Hungary	385.9	942.9	1 393.7	0.0	860.8	860.8	-	-38.2
Netherlands	744 973.6	755 255.1	778 471.5	471 979.7	250 912.4	722 892.1	-7.3	-6.8
Austria	575.2	1 093.7	1 850.8	0.0	1 225.4	1 225.4	-	-33.8
Poland	0.2	0.0	18.6	0.0	0.0	0.0	-	-100.0
Romania	1 125.7	2 629.3	1 710.1	0.0	1 062.2	1 062.2	-100.0	-7.4
Slovakia	3.2	5.0	0.0	0.0	0.0	0.0	-	-

Note: Data on containers are not available for Italy, Lithuania, Finland, Sweden and the United Kingdom.

Source: Eurostat (online data code: iww_go_actygo)

eurostat



Table 4: Inland waterways transport of containers, 2015-2018

(thousand TEU-kilometres)

Source: Eurostat - ([iww_go_actygo](#))

The largest contribution to transport of containers came from the Netherlands, closely followed by Germany. Together, the 2 countries accounted for 88 % of all the EU container transport. Altogether, 8 countries recorded a drop in container transport in 2018 compared with the previous year. The main decreases were observed for Poland (-100 %), Hungary (-38.2 %), Romania (-37.9 %) and Austria (-33.8 %). For Slovakia and Poland, very few containers are usually transported and they did not report any container transport in 2018. By contrast, 2 countries strongly increased their container transport performance in 2018: Luxembourg (+110.0 %) and Bulgaria (+30.4 %).

'Flammable liquids' is the most transported dangerous goods category in EU inland waterways

The transport of dangerous goods is a voluntary data collection. Only 9 countries of 13 reported data in 2018 (Table 5). While it is still difficult to identify the types of dangerous goods transported at EU level, it can be observed that 'flammable liquids' was the main category in all the countries reporting such data. Overall, 'flammable liquids' accounted for almost 51 % of reported total dangerous goods transport. Czechia and Slovakia reported no transport of dangerous goods in 2018.

Inland waterways transport of dangerous goods by type of dangerous goods, 2018
(thousand tonnes)

	Total	Bulgaria	Croatia	Czechia	Germany	Hungary	Netherlands	Poland	Romania	Slovakia
Total	137 446	281	89	0	41 380	1 357	92 447	564	1 329	0
3. Flammable liquids	70 686	275	89	0	:	1 348	67 526	564	884	0
Unknown	41 380	0	0	0	41 380	0	0	0	0	0
9. Miscellaneous dangerous substances	18 242	0	0	0	:	5	18 237	0	0	0
2. Gases	3 068	6	0	0	:	0	2 617	0	445	0
8. Corrosives	2 788	0	0	0	:	0	2 788	0	0	0
6.1. Toxic substances	751	0	0	0	:	0	751	0	0	0
4.1. Flammable solids	400	0	0	0	:	0	400	0	0	0
4.3. Substance emitting flammable gases (with water)	52	0	0	0	:	0	52	0	0	0
5.1. Oxidising substances	44	0	0	0	:	0	44	0	0	0
4.2. Substances liable to spontaneous combustion	30	0	0	0	:	0	30	0	0	0
1. Explosives	6	0	0	0	:	4	2	0	0	0
5.2. Organic peroxides	0	0	0	0	:	0	0	0	0	0
6.2. Substances liable to cause infections	0	0	0	0	:	0	0	0	0	0
7. Radioactive material	0	0	0	0	:	0	0	0	0	0

Source: Eurostat (online data code: iww_go_adago)

eurostat




Table 5: Inland waterways transport of dangerous goods by type of dangerous goods, 2018

(thousand tonnes)

Source: Eurostat - ([iww_go_adago](#))

Source data for tables and graphs

-  [Inland waterways freight transport - quarterly and annual data: tables and figures](#)

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 1 million tonnes. Currently, 18 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), Sweden (SE) and the United Kingdom (UK). 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. In this regard, the United Kingdom reports only a reduced dataset on a mandatory basis.

Definitions

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.

Transit inland waterways transport: 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](#).

Calculation of EU aggregates: In Table 3, the EU-28 international and total goods transport in tonnes is calculated excluding double counting. In order to achieve that, the EU-28 total international transport is calculated by adding the international unloadings declared by the EU countries plus the international loading for which the unloading country is not in the EU-28. Then, the EU-28 total transport is calculated by adding the national transport and the total international transport.

For transit transport measured in tonnes, an EU-28 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-28 national or international transport as they are reported not only by the transit countries but also by the loading and unloading countries. So for the EU-28 total volume of freight, it is enough to sum the total national and international figures.

Country specific notes

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

Croatia: Quarterly transit transport is not available.

Italy: 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.

Hungary: Due to a methodological change, transit data are underestimated for the third quarter 2013 and are not comparable with the other quarters.

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

Finland: No data available for 2017 and 2018. Data are delivered on a voluntary basis. Only a simplified annual dataset is provided.

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

United Kingdom: Regulation (EU) No 2018/974 states that a reduced annual dataset must be provided by countries exceeding the 1 million tonnes threshold but have no international or transit traffic. In this regard, the United Kingdom reports only a reduced annual dataset on a mandatory basis.

Breakdown by group of goods The NST 2007 classification is available on [RAMON](#).

Symbols

- ":" not available
- "-" not applicable
- "0" real zero

Context

The content of this statistical article is based on data collected within the framework of [Regulation \(EU\) No 2018/974](#) of the European Parliament and of the Council on statistics of goods transport by inland waterways.