Inland waterways freight transport - quarterly and annual data

After recovery in 2010 another renewed decline for inland waterways transport in 2011.

In brief

- EU inland waterways transport performance in millions of tonne-kilometres (TKm) in 2011 is 4.9% lower than in 2010.
- Total EU inland waterways transport declined in the fourth quarter of 2011.
- In 2011, the weight of goods transported on EU inland waterways increased for national and international transport.
- Container transport decreased by almost 11% in the fourth quarter of 2011.
- ‘Metal ores and other mining and quarrying products; peat; uranium and thorium’ (NST2007 – goods group 03) account for the highest share in total goods transport in 2011.
- Transport performance of ‘Self-propelled barges’ responsible for more than 50% of the total in the EU.
- ‘Self-propelled barges’ are mainly used for goods transport in the Benelux countries and Germany.

Figure 1: Quarterly transport performance of goods on inland waterways in EU-27 - Mio TKm

(1) Transit transport reported by Bulgaria and Romania has been excluded to provide comparability over time for the series presented.

Source: Eurostat (online data code: iww_go_qnave)
### Drop of total EU inland waterways transport in 2011

#### Table 1: Quarterly transport performance of goods by country on inland waterways - Mio TKm

<table>
<thead>
<tr>
<th>Country</th>
<th>EU-27 (1)</th>
<th>Belgium BE</th>
<th>Bulgaria (1) BG</th>
<th>Czech Republic CZ</th>
<th>Germany DE</th>
<th>France FR</th>
<th>Luxembourg LU</th>
<th>Hungary HU</th>
<th>Netherlands NL</th>
<th>Austria AT</th>
<th>Poland PL</th>
<th>Romania RO</th>
<th>Slovakia SK</th>
<th>Croatia (2) HR</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009</td>
<td>30 379</td>
<td>30 678</td>
<td>31 500</td>
<td>32 174</td>
<td>32 713</td>
<td>38 012</td>
<td>38 707</td>
<td>38 500</td>
<td>34 984</td>
<td>35 774</td>
<td>36 745</td>
<td>33 028</td>
<td>65 682</td>
<td>22 846</td>
</tr>
<tr>
<td>Q1</td>
<td>8 184</td>
<td>8 149</td>
<td>1 708</td>
<td>1 906</td>
<td>2 056</td>
<td>2 302</td>
<td>2 204</td>
<td>2 507</td>
<td>2 323</td>
<td>2 358</td>
<td>2 264</td>
<td>2 309 **</td>
<td>2 285</td>
<td>1 420 **</td>
</tr>
<tr>
<td>Q2</td>
<td>143</td>
<td>148</td>
<td>155</td>
<td>167</td>
<td>1 322</td>
<td>1 454</td>
<td>1 590</td>
<td>1 683</td>
<td>1 388</td>
<td>1 212</td>
<td>887</td>
<td>624 **</td>
<td>1 017</td>
<td>698 **</td>
</tr>
<tr>
<td>Q3</td>
<td>8 9</td>
<td>13</td>
<td>6</td>
<td>7</td>
<td>6</td>
<td>12</td>
<td>13</td>
<td>11</td>
<td>10</td>
<td>11</td>
<td>9</td>
<td>9</td>
<td>9</td>
<td>9</td>
</tr>
<tr>
<td>Q4</td>
<td>20 709</td>
<td>13 127</td>
<td>13 714</td>
<td>16 436</td>
<td>15 883</td>
<td>13 013</td>
<td>13 785</td>
<td>12 904</td>
<td>11 721 **</td>
<td>12 904</td>
<td>12 904</td>
<td>12 904 **</td>
<td>12 904 **</td>
<td>12 904 **</td>
</tr>
</tbody>
</table>

(1) Quarterly transit transport was provided by Bulgaria only from 2010
(2) Transit transport not provided

Source: Eurostat (online data code: iww_go_qnave)

Compared to the height of the global economic crisis a recovery is observed until the third quarter 2010 for inland waterways transport performance in TKm of EU ports (transit transport in Bulgaria excluded).

However, after the fall of about 9% between the fourth quarter of 2010 and the first quarter of 2011, transport performance recovered again in the following two quarters of 2011 followed by another drop of more than 10% in the fourth quarter of 2011.

These ups and downs confirm that the recovery of European port activity is relatively fragile, but at a higher level compared to the years of the global economic crisis.

Despite these fluctuations, the EU total in terms of transported volumes (in 1 000 tonnes) showed relatively stable values for all four quarters of 2011. The transported quantities in the European Union were higher than before the global economic crisis.

#### Table 2: Quarterly transport of goods by country on inland waterways - 1000 tonnes

<table>
<thead>
<tr>
<th>Country</th>
<th>Belgium BE</th>
<th>Bulgaria (1) BG</th>
<th>Czech Republic CZ</th>
<th>Germany DE</th>
<th>France FR</th>
<th>Luxembourg LU</th>
<th>Hungary HU</th>
<th>Netherlands NL</th>
<th>Austria AT</th>
<th>Poland PL</th>
<th>Romania RO</th>
<th>Slovakia SK</th>
<th>Croatia (2) HR</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009</td>
<td>27 648</td>
<td>26 536</td>
<td>26 249</td>
<td>27 810</td>
<td>38 098</td>
<td>39 585</td>
<td>40 748</td>
<td>43 163</td>
<td>43 454</td>
<td>44 106</td>
<td>42 342 **</td>
<td>43 189 **</td>
<td>22 846</td>
</tr>
<tr>
<td>Q1</td>
<td>1 029</td>
<td>1 176</td>
<td>1 459</td>
<td>1 166</td>
<td>3 555</td>
<td>4 267</td>
<td>5 389</td>
<td>5 161</td>
<td>3 853</td>
<td>4 078</td>
<td>3 531</td>
<td>3 002 **</td>
<td>1 420 **</td>
</tr>
<tr>
<td>Q2</td>
<td>176</td>
<td>245</td>
<td>176</td>
<td>208</td>
<td>125</td>
<td>231</td>
<td>256</td>
<td>220</td>
<td>188</td>
<td>237</td>
<td>254</td>
<td>231</td>
<td>699</td>
</tr>
<tr>
<td>Q3</td>
<td>49 965</td>
<td>49 775</td>
<td>51 614</td>
<td>52 514</td>
<td>51 375</td>
<td>60 016</td>
<td>59 934</td>
<td>58 283</td>
<td>53 697</td>
<td>56 142</td>
<td>59 250</td>
<td>52 876 **</td>
<td>30 812</td>
</tr>
<tr>
<td>Q4</td>
<td>15 789</td>
<td>17 456</td>
<td>17 097</td>
<td>17 659</td>
<td>17 228</td>
<td>18 689</td>
<td>17 961</td>
<td>18 869</td>
<td>15 914</td>
<td>17 976</td>
<td>18 505</td>
<td>16 075 **</td>
<td>11 364</td>
</tr>
</tbody>
</table>

(1) Quarterly transit transport was provided only from 2010
(2) Transit transport not provided

Source: Eurostat (online data code: iww_go_qnave)
In 2011, national transport performance in TKm increased by 6% while international transport performance decreased by nearly 4%. However, the weight of goods transported on EU inland waterways increased for both national and international transport.

Though this was the case for the EU total transport volume. After an increase of more than 14% from 2009 to 2010, it increased again by more than 7% between 2010 and 2011. This was mainly due to a growth of national transport volumes in all EU countries except Slovakia. International transport volumes only increased in Belgium and the Netherlands showing similar rates to national transport.

The increase in total transport performance in Belgium, the Netherlands, Poland and Finland could not compensate for the downturn in all other EU countries listed in table 3.

Transport performance in TKm for national transport rose in all EU countries while it decreased for international transport. Only Belgium and the Netherlands were an exception, recording growth for both national and international transport performance. But at EU level as well as in all EU countries except France, Poland and Romania, inland waterways transport contribution to the total international trade of goods is more important than its contribution to national transport of goods.

Germany (55 billion TKm) recorded the highest transport performance, followed by the Netherlands (46 billion TKm).

Table 4: Transport of goods by type of transport on inland waterways - 1 000 tonnes

<table>
<thead>
<tr>
<th>EU-27 (1)</th>
<th>2008 Total</th>
<th>2009 Total</th>
<th>2010 Total</th>
<th>2011 Total</th>
<th>National Transport</th>
<th>International Transport</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Belgium</td>
<td>511 535</td>
<td>425 151</td>
<td>486 865</td>
<td>264 634</td>
<td>256 327</td>
<td>- 520 961</td>
<td>8.0%</td>
</tr>
<tr>
<td>Bulgaria</td>
<td>344 297</td>
<td>271 457</td>
<td>304 298</td>
<td>105 159</td>
<td>193 501</td>
<td>45 427</td>
<td>13.6%</td>
</tr>
<tr>
<td>Greece</td>
<td>11 170</td>
<td>10 014</td>
<td>8 211</td>
<td>9 251</td>
<td>7 984</td>
<td>1 267</td>
<td>7.7%</td>
</tr>
<tr>
<td>Austria</td>
<td>5 771</td>
<td>5 895</td>
<td>6 070</td>
<td>6 531</td>
<td>6 057</td>
<td>4 527</td>
<td>7.7%</td>
</tr>
<tr>
<td>Poland</td>
<td>245 674</td>
<td>203 868</td>
<td>229 607</td>
<td>54 766</td>
<td>148 503</td>
<td>18 697</td>
<td>7.7%</td>
</tr>
<tr>
<td>Romania</td>
<td>23 807</td>
<td>21 647</td>
<td>21 113</td>
<td>21 193</td>
<td>20 113</td>
<td>10 080</td>
<td>6.6%</td>
</tr>
<tr>
<td>Slovakia</td>
<td>1 664</td>
<td>1 772</td>
<td>1 918</td>
<td>2 069</td>
<td>1 918</td>
<td>950</td>
<td>5.1%</td>
</tr>
<tr>
<td>Finland</td>
<td>1 245</td>
<td>1 245</td>
<td>1 245</td>
<td>1 245</td>
<td>1 245</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>United Kingdom</td>
<td>66 878</td>
<td>72 968</td>
<td>72 747</td>
<td>72 347</td>
<td>72 347</td>
<td>7 007</td>
<td>6 871</td>
</tr>
</tbody>
</table>

Source: Eurostat (online data code: iww_go_actygo)
Container transport at the level before the global economic crisis

Figure 2: Quarterly transport performance of containers on inland waterways in EU-27(1) - 1 000 TEU-Km

Movements in EU freight container transport followed a similar quarterly pattern to total transport up to the fourth quarter 2010. But contrary to total transport performance the uptrend for the container transport performance (expressed as TEU-km) already started in the first quarter of 2011, and reached a higher level than recorded before the global economic crisis in the third quarter of 2011. However in the fourth quarter of 2011 another decline was recorded.

Compared with 2010, EU freight container transport performance in 2011 rose by 15.1% for loaded and 22.3% for empty containers giving a 17.1% rise in total. Total container transport performance in 2011 reached a level which is more than 7% above the value in 2007 before the global economic crisis. The largest contribution came from the Netherlands, which replaced Germany, the leading country in total container transport performance in previous years. This was mainly due to a doubling of transport of loaded containers in the Netherlands and a reduction of about 20% in Germany.

Table 5: Container transport performance on inland waterways - 1 000 TEU-KM

<table>
<thead>
<tr>
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<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>EU-27</td>
<td>1 174 884</td>
<td>987 112</td>
<td>831 168</td>
<td>329 816</td>
<td>1 160 983</td>
<td>956 510</td>
<td>403 375</td>
<td>1 359 885</td>
<td>+15.1% +22.3% +17.1%</td>
</tr>
<tr>
<td>Belgium</td>
<td>61 417</td>
<td>55 036</td>
<td>48 652</td>
<td>13 116</td>
<td>61 768</td>
<td>53 698</td>
<td>14 477</td>
<td>68 175</td>
<td>+10.4% +10.4% +10.4% **</td>
</tr>
<tr>
<td>Bulgaria (1)</td>
<td>23 1 683</td>
<td>-</td>
<td>1 086</td>
<td>897</td>
<td>1 983</td>
<td>1 315</td>
<td>3 100</td>
<td>4 415</td>
<td>+21.1% +245.6% +122.6%</td>
</tr>
<tr>
<td>Czech Republic C</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Germany</td>
<td>615 684</td>
<td>531 975</td>
<td>499 160</td>
<td>138 715</td>
<td>637 876</td>
<td>398 204</td>
<td>181 054</td>
<td>579 257</td>
<td>-20.2% +30.5% -9.2%</td>
</tr>
<tr>
<td>France</td>
<td>62 128</td>
<td>76 051</td>
<td>61 908</td>
<td>22 391</td>
<td>84 299</td>
<td>64 327</td>
<td>21 935</td>
<td>86 262</td>
<td>+3.9% -2.0% +2.3%</td>
</tr>
<tr>
<td>Luxembourg</td>
<td>-</td>
<td>-</td>
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<td>-</td>
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<td>-</td>
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<tr>
<td>Hungary</td>
<td>-</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Netherlands</td>
<td>N L 429 533</td>
<td>317 555</td>
<td>217 985</td>
<td>152 007</td>
<td>369 992</td>
<td>436 232</td>
<td>175 243</td>
<td>611 475</td>
<td>-7763.4% +221.0% +233.0%</td>
</tr>
<tr>
<td>Austria</td>
<td>1 240</td>
<td>1 063</td>
<td>-</td>
<td>420</td>
<td>420</td>
<td>-</td>
<td>558</td>
<td>558</td>
<td>- +32.9% +32.9%</td>
</tr>
<tr>
<td>Poland</td>
<td>-</td>
<td>-</td>
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<td>-</td>
<td>-</td>
<td>-</td>
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<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Romania</td>
<td>-</td>
<td>-</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>+13.1% +209.3% +99.3%</td>
</tr>
<tr>
<td>Slovakia</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<tr>
<td>Croatia</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

(1) Annual transit transport was only partially available in 2008

Source: Eurostat (online data code: iww_go_actygo)
‘Metal ores’ is the most important individual goods category transported

Figure 3: EU-27\(^{(1)}\) transport performance by main type of goods in 2011 on inland waterways - % in TKm

Figure 4: 2010-2011 growth rates of the main types of goods in the EU-27\(^{(1)}\) on inland waterways - % in TKm

\(^{(1)}\) EU-27 does not include data for Italy, Lithuania and the United Kingdom

Source: Eurostat (online data code: iww_go_atygo)

At the EU level, the main types of goods (according to NST2007) transported are the categories ‘other’ and ‘metal ores’. Together they account for more than half of all goods transport on EU inland waterways in 2011. Compared with 2010, the shares for these groups in total transport performance decreased by 2.3 and 1.6 percentage points respectively. This was also the case for ‘agricultural products’ (01) as well as for ‘coal and crude petroleum products’ (02) which decreased by 1.7 and 1.0 percentage points respectively. Between 2010 and 2011 only ‘coke and refined petroleum products’ (07) with a growth of more than 19% and ‘chemicals, chemical products, man-made fibers, rubber and plastic products, nuclear fuel’ (08) with almost 46% recorded a rise in transport performance. As in 2010, the shares in total transport performance of ‘coal and crude petroleum’ (02), ‘metal ores’ (03), ‘agricultural products’ (01) and the category ‘others’ decreased in 2011.

Only self-propelled barges increased shares in total EU transport performance in 2011

Figure 5: EU-27 transport performance by type of vessel in 2010 and 2011 on inland waterways - Mio TKm

Source: Eurostat (online data code: iww_go_atyve)

In 2011, either ‘self-propelled barge’ or ‘barge not self-propelled’ were the predominant types of vessel used for goods transport on EU inland waterways. The first vessel type was the only one which increased its total transport performance between 2010 and 2011. Out of the 13 countries, for which data are available, one of these two vessel categories transported the largest volumes in...
6 countries each. ‘Self-propelled barges’ reached shares of more than 50% in total transport in the Benelux states and Germany, while ‘barges not self-propelled’ were the dominant element in most eastern European countries, with especially high shares in Poland and Romania (each more than 87%). The only exception was Slovakia where ‘other goods carrying vessels’ accounted for almost 56% of total goods transport.

**Figure 6: Share by type of vessel in total transport in 2011 on inland waterways - % in tonnes**

![Graph showing the share by type of vessel in total transport in 2011 on inland waterways in different countries.]

Source: Eurostat (online data code: [iww_go_atyve](https://ec.europa.eu/eurostat/web.inland-waterways))

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**METHODOLOGICAL NOTES**


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

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

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

**Calculation of EU aggregates**

**EU-27:**

When presenting quarterly data (Figures 1, 2 and tables 1, 2), EU-27 includes only Member States obliged to provide data.

When presenting annual transport of goods (Tables 3, 4 and figures 3 and 4), EU-27 includes data for all Member States providing data (mandatory and voluntary).

When presenting annual container data (Figure 2 and table 5), EU-27 includes only Member States obliged to provide data.

When presenting annual data by type of vessel (Figures 5 and 6), EU-27 includes only Member States obliged to provide data.

**Calculation of EU-27 aggregates:** In Table 4, the EU-27 international and total goods transport in tonnes is calculated excluding double counting. The EU-27 total international transport is calculated by adding the international loadings plus the international unloading for which the loading country is not in the EU-27. Then, the EU-27 total transport is calculated by adding the national transport and the total international transport.

**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.
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-kilometer): 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 standardized 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-kilometer): Unit of measurement representing the movement of one TEU over one kilometre.

Symbols
“:” not available
“-” not applicable or real zero
“0” less than half of the unit used and thus rounded to zero
“p” provisional data
“e” estimated data

Country specific notes
Belgium: 2011 data are estimated and provisional.
Bulgaria: Quarterly transit transport is available from 2010. Annual transit transport is available 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 used for the calculation of 2009-2010 quarterly growth rates.
The Netherlands: 2010 and 2011 data are estimated and provisional.
Romania: From 2010 (quarterly data), and 2009 (annual data) the country has implemented a new methodology for the collection of transit data.
Croatia: Quarterly transit transport is not available.

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 ores and other mining and quarrying products; peat; uranium and thorium.
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 fibers; 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 produced with the assistance of Volker Stabernak and Manuel Da Silva.
Further information

Eurostat website: http://ec.europa.eu/eurostat

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Select 'Inland waterways transport'

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 Movements in EU freight container transport followed a similar quarterly pattern to total transport up to the fourth quarter 2010. But contrary to total transport performance the uptrend for the container transport performance (expressed as TEU-km) already started in the first quarter of 2011, and reached a higher level than recorded before the global economic crisis in the third quarter of 2011. However in the fourth quarter of 2011 another decline was recorded. Compared with 2010, EU freight container transport performance in 2011 rose by 15.1% for loaded and 22.3% for empty containers giving a 17.1% rise in total. Total container transport performance in 2011 reached a level which is more than 7% above the value in 2007 before the global economic crisis. The largest contribution came from the Netherlands, which replaced Germany, the leading country in total container transport performance in previous years. This was mainly due to a doubling of transport of loaded containers in the Netherlands and a reduction of about 20% in Germany.

<table>
<thead>
<tr>
<th>Container status</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>Growth rates 2010-2011</th>
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<td></td>
<td>Total</td>
<td></td>
<td>Loaded</td>
<td>Empty</td>
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<td>1 174 884</td>
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<td>531 975</td>
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<tr>
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<td>62 128</td>
<td>76 051</td>
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</table>

(1) Transit transport reported by Bulgaria has been excluded to provide comparability over time for the series presented.

Source: Eurostat (online data code: iww_go_qcnnave)
Inland waterways freight transport - quarterly and annual data

After recovery in 2010 another renewed decline for inland waterways transport in 2011.

In brief

- EU inland waterways transport performance in millions of tonne-kilometres (TKm) in 2011 is 4.9% lower than in 2010.
- Total EU inland waterways transport declined in the fourth quarter of 2011.
- In 2011, the weight of goods transported on EU inland waterways increased for national and international transport.
- Container transport decreased by almost 11% in the fourth quarter of 2011.
- ‘Metal ores and other mining and quarrying products; peat; uranium and thorium’ (NST2007 – goods group 03) account for the highest share in total goods transport in 2011.
- Transport performance of ‘Self-propelled barges’ responsible for more than 50% of the total in the EU.
- ‘Self-propelled barges’ are mainly used for goods transport in the Benelux countries and Germany.

Figure 1: Quarterly transport performance of goods on inland waterways in EU-27 - Mio TKm

(*) Transit transport reported by Bulgaria and Romania has been excluded to provide comparability over time for the series presented
Source: Eurostat (online data code: iww_go_qnave)