

WP.6 Inland Waterway Statistics

Workshop of 12 June 2018

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*Presentation to the Working Party on the Standardization of Technical
and Safety Requirements in Inland Navigation (SC.3/WP.3)*

Geneva, 27-29 June 2018



Overview

- Background on WP.6 activities
- Rationale for workshop and goals
- Presenters
- New techniques and common issues
- Next steps
- Considerations for an E-IWW Census



WP.6 Mandate

Data collection

Methodological guidance

Capacity building



ECONOMIC
COMMISSION
FOR
EUROPE

Illustrated
Glossary
for Transport Statistics

4th EDITION

FINAL VERSION 14/07/2009



Transport Statistics Infocard GERMANY



137,000 km² • Inhabitants: 82,493,000 (2016)
Party to 33 UN Transport Conventions under the purview of UNECE Inland Transport Committee, Contracting Party to 12 UN Road Safety

Rail traffic

Passenger cars (thousand), 2015	45,071
Rate (No. of passenger cars per thousand inhabitants, 2015)	552
by road (million), 2014	999,590
road (million), 2014	310,142
by rail (million), 2015	90,944
rail (million), 2014	112,629
Inland Waterways (million), 2015	55,315

Road casualty statistics

Fatalities, 2015	3,459
Injured, 2015	393,432
Injury accidents, 2015	305,659

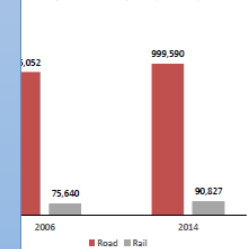
Road deaths per

Million inhabitants, 2015	42
100,000 passenger cars, 2015	8

Severity of road traffic accidents

Fatalities per 1,000 injury accidents, 2015	11
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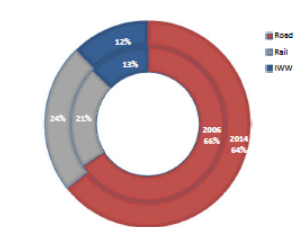
km by road and by rail (million)



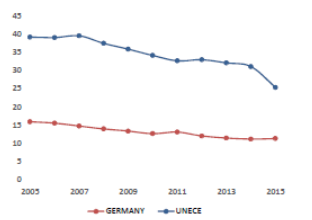
Fatalities per million inhabitants



Inland transport modal split - Freight (Tonne-km)

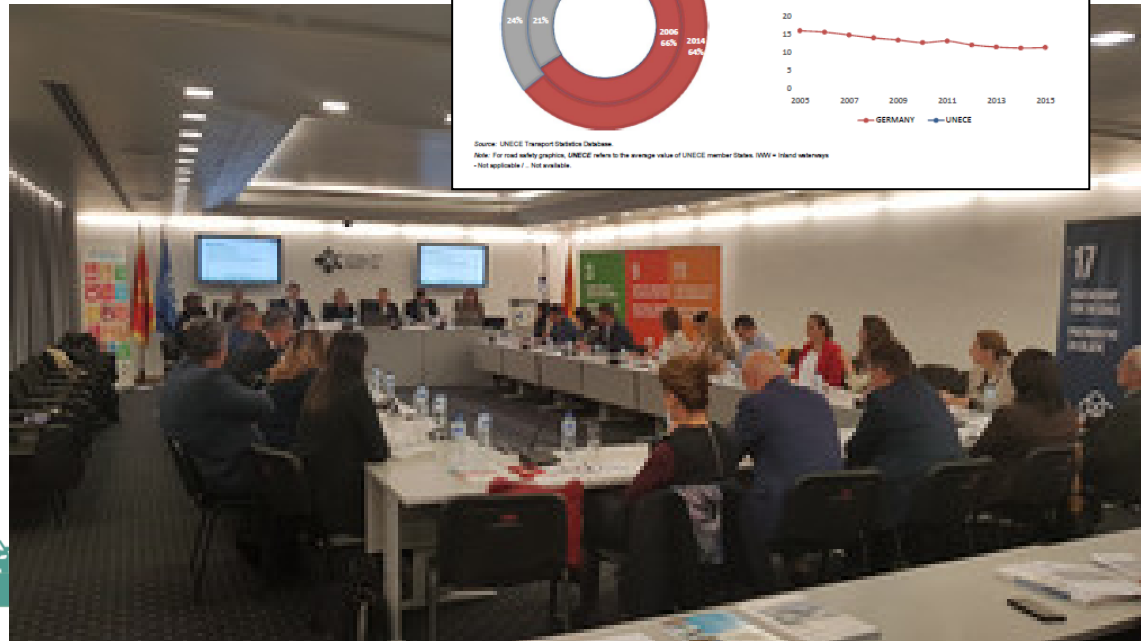


Severity of road traffic accidents (Fatalities per 1,000 injury accidents)



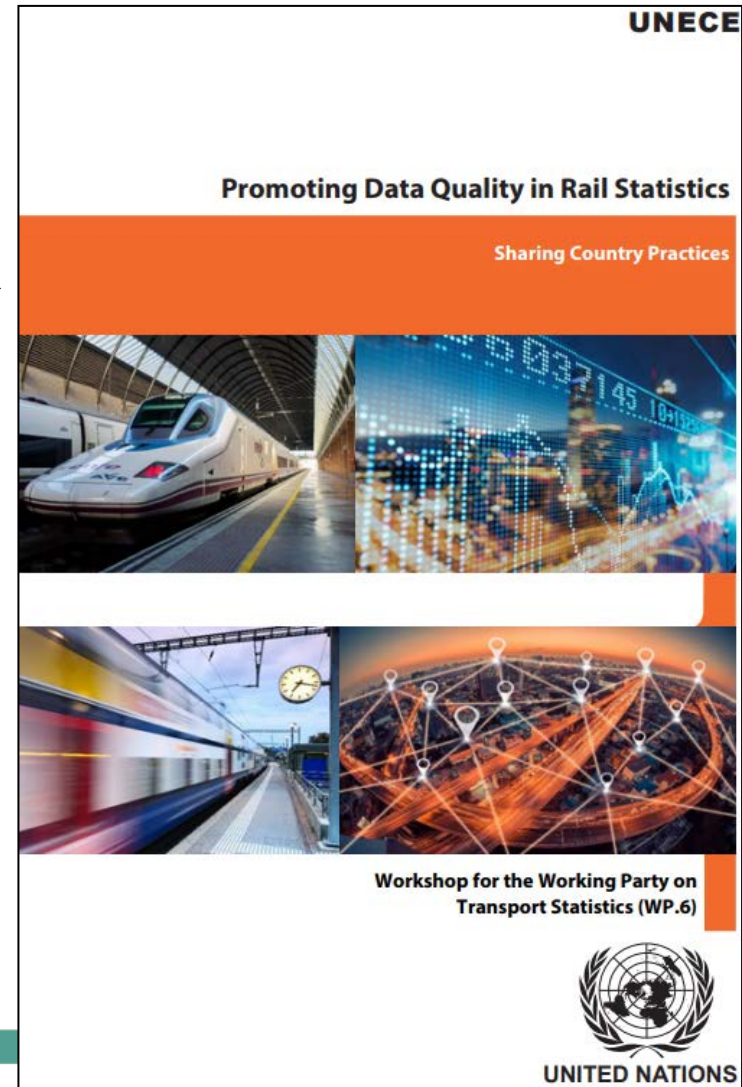
Source: UNECE Transport Statistics Database

Note: For road safety graphics, UNECE refers to the average value of UNECE member States. 1000 = inland waterways
- Not applicable / - Not available



Workshop Background

- 2017 Session started with workshop on rail statistics
- Brought countries and organizations together to share their experiences, new solutions and challenges
 - https://www.unece.org/fileadmin/DAM/trans/doc/2017/sc2/Workshop_on_Rail_Statistics_article.pdf
- With recent Ministerial declaration, inland waterways a natural topic for 2018



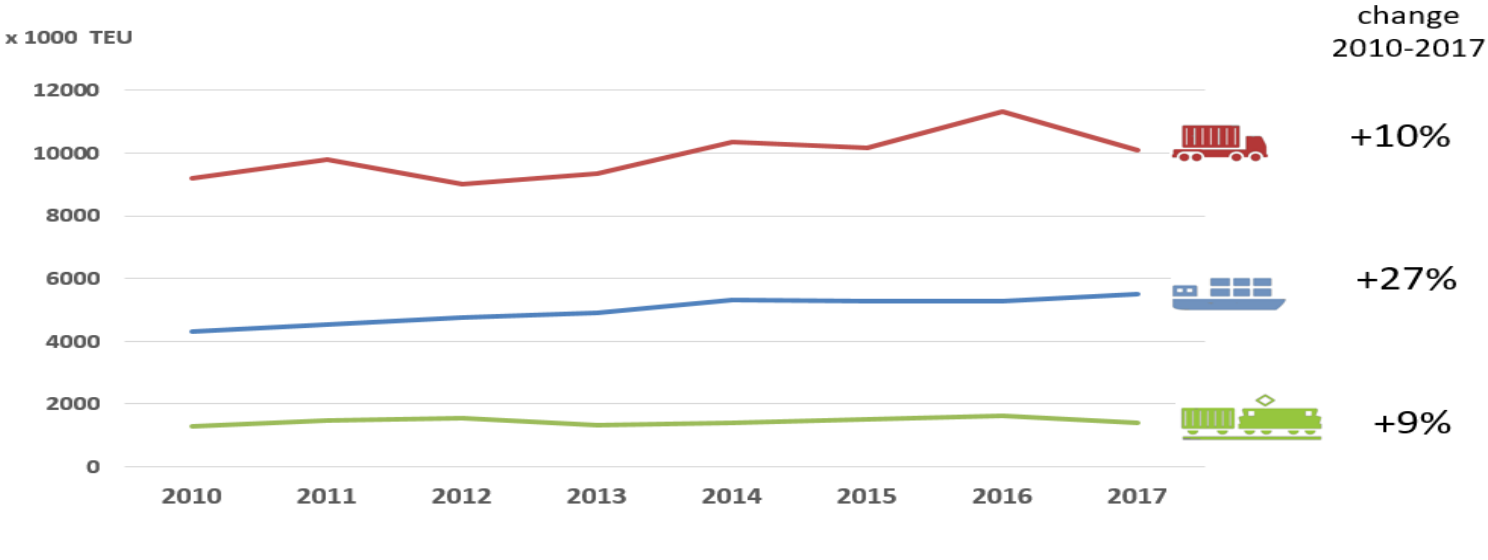
Workshop Speakers

- Statistics Netherlands
- Statistics Poland
- CCNR
- Canada
- Russian Federation
- Danube Commission
- Eurostat

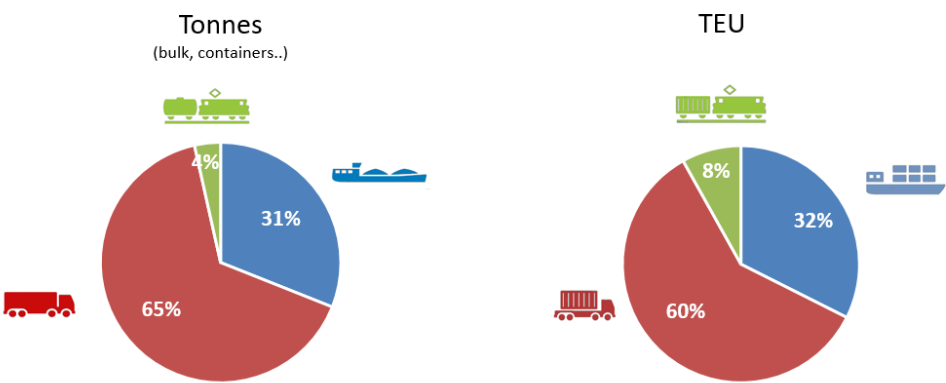


Netherlands

Modal split container transport

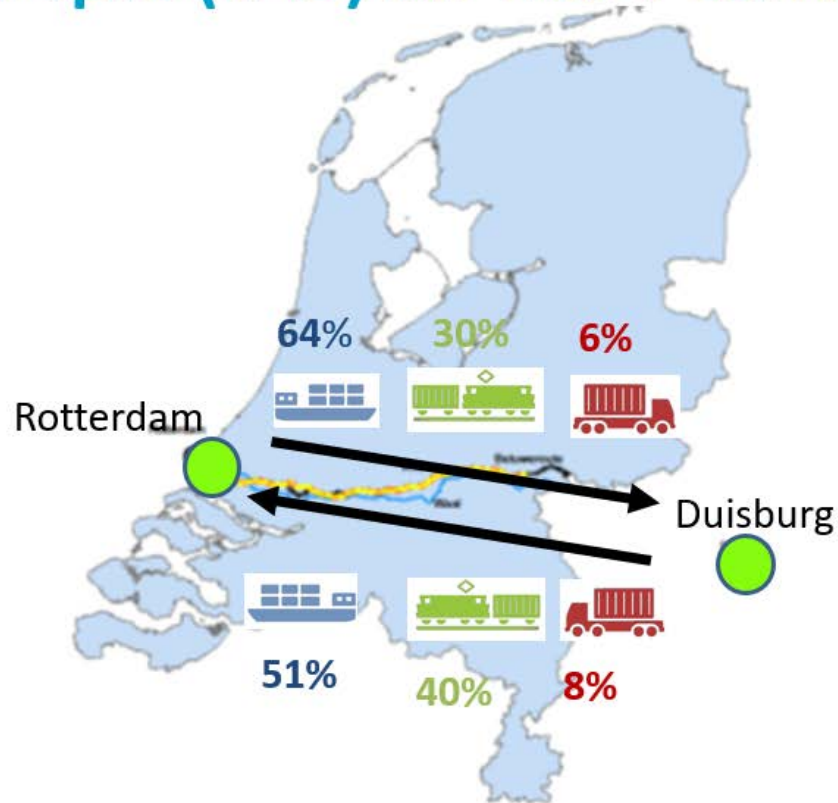


Modal split, 2017



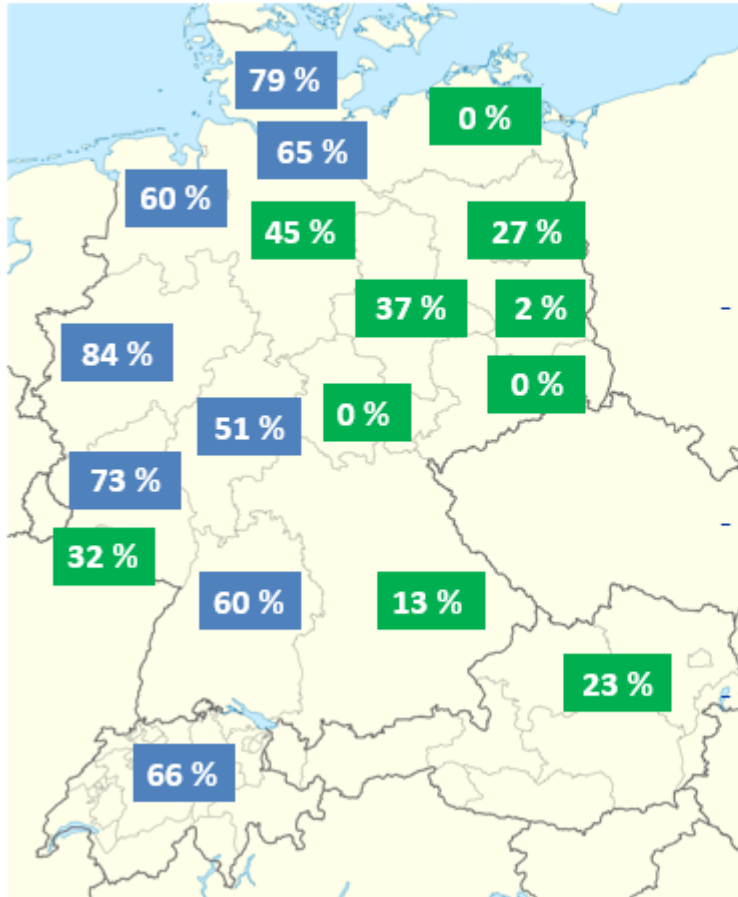
Netherlands

Modal split (TEU) on TEN-T corridor, 2016





Germany, Austria and Switzerland – IWT shares hinterland (%)



■ = Majority of IWT, share of IWT

■ = Majority of Rail, share of IWT

- Hinterland traffic by IWT is in particular important in western and northern parts of Germany and in Switzerland
- IWT share gets smaller, the farther to the east and the south-east a state is located.

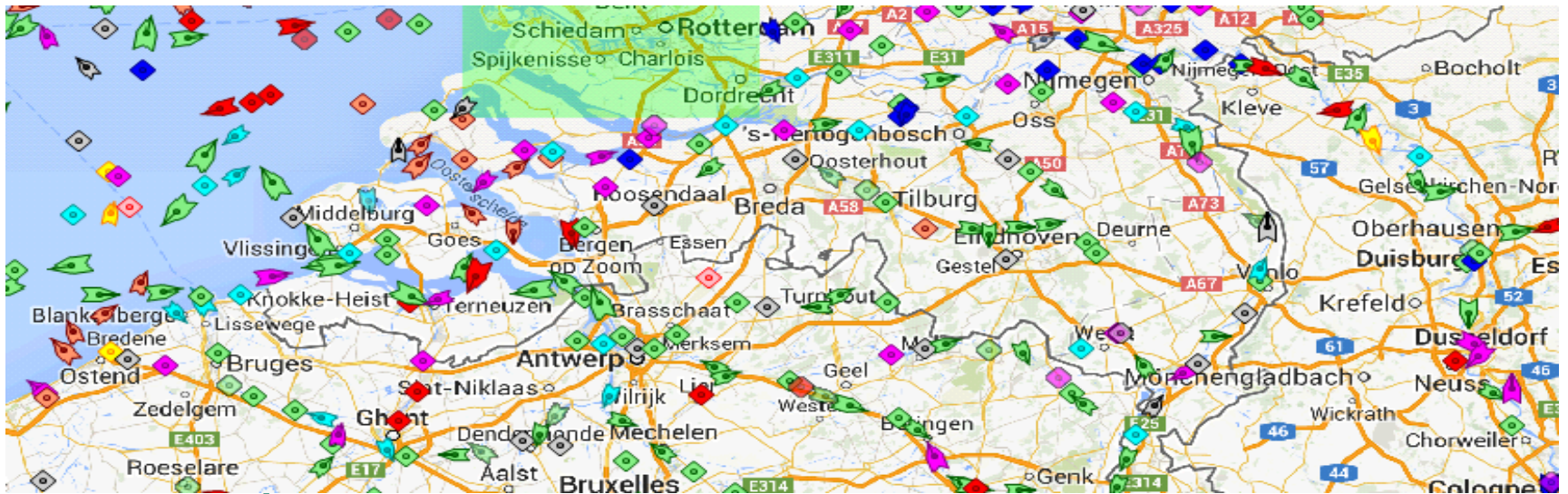
Exception: Austria, with a rather high IWT share, although it is the most south-eastern entity within this study

Source: CCNR



Three Main Messages

- Increased usage of AIS and ship tracking to produce statistics rather than paper surveys
- Cargo identification (containers versus bulk, or more detailed) remains a challenge but adds value
- Difficulties in tracking foreign vessels with paper surveys
- A big majority thought producing tonne-km and tonnes carried was the biggest priority
- Passenger statistics could add value too



Future Work

- A short report of the workshop will be published soon
- WP.6 will continue to produce data in cooperation with Eurostat and ITF
- Intermodal transport a possible workshop topic for 2019

Carriage of goods by inland waterways by type of transport or type of propulsion

Select variable About table

Mark your selections and choose between table on screen and file format. Marking tips
For variables marked * you need to select at least one value

Type of transport *	Topic *	Country *	Year *
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Total 7 Selected 0	Total 2 Selected 0	Total 29 Selected 0	Total 37 Selected 0
Total National transport International transport - loaded International transport - unloaded Transit by IWT throughout +Push/tow transport	Tonnes carried (1000s) Tonne-kilometres (millions)	Austria Belarus Belgium Bulgaria Canada Croatia	1980 1981 1982 1983 1984 1985
Search <input type="text"/> <input type="button" value="▶"/>	Search <input type="text"/> <input type="button" value="▶"/>	Search <input type="text"/> <input type="button" value="▶"/>	Search <input type="text"/> <input type="button" value="▶"/>
<input type="checkbox"/> Beginning of row	<input type="checkbox"/> Beginning of row	<input type="checkbox"/> Beginning of row	<input type="checkbox"/> Beginning of row

UNECE Statistical Database

- Number, carrying capacity (tonnes), and power (kW) of self-propelled vessels in service at 31 December by year of construction
- Number, carrying capacity (tonnes), and power (kW) of self propelled vessels in service at 31 December by carrying capacity
- Number and carrying capacity (tonnes) of dumb and pushed vessels in service at 31 December by carrying capacity
- Number and power (kW) of tugs and pushers in service at 31 December by year of construction



A Note on an E-IWW Census

- Could complement the road and rail censuses, allowing better identification of potential cross-modal switching
- unece.org/trans/main/wp6/e-roads_maps.html



A Note on an E-IWW Census

- E-Road and E-Rail censuses collect traffic information and allow mapping of traffic volumes. Does SC.3 wish to see the same collected for IWW?
- Allows visualization of data
- Suggestion: integrate into blue book collection, with a concentration on traffic
- Measure traffic in AADT (vessels per day) or tonnage?
- How will the data be collected? Is AIS a viable collection method? And for tonnes? Type of goods?



A Note on an E-IWW Census

