



EUROPEAN COMMISSION

EUROSTAT

Directorate E: Sectoral and regional statistics

Unit E-3: Transport

**ESTAT – ITF – UNECE
COMMON QUESTIONNAIRE ON INLAND TRANSPORT STATISTICS**

RATIONALE FOR CQ STREAMLINING

5 JULY 2024

IWW THEME

1. THE IDEAS BEHIND THE PROPOSALS OF NEW AND OLD (ABANDONED) IWW INDICATORS

Introduction of IWW passenger transport

The current CQ focuses only on freight, while the glossary includes IWW passenger transport and the theoretical definitions of navigable inland waterways is for both passenger and freight transport (C.I-01 to C.I-06). So is the notion of “public navigation” (C.I-06)¹.

We propose therefore to include some IWW passenger indicators in infrastructure, transport equipment and transport measurement (number of passengers and number of passenger-km by national / international transport, for a full modal split).

We do not propose to introduce passenger vessels for investment and maintenance expenditures, because these indicators are already poorly filled in for goods vessels.

Observation of new technologies

Some alternative fuel projects exist for freight vessels, self-propelled or tugs and pushers (see below figures in CCNR annual report). We can see nearly all kinds of alternative energy exist as in ROAD: diesel / battery-only electricity / hydrogen (including with batteries) and fuel cells (including with sodium borohydride) / Natural Gas (LNG or CNG) / Methanol / other (to identify). But the market is not as mature as in ROAD (small numbers would be concerned), and at this stage we propose only 1 category of “alternative fuels”.

When the [European Hull Database \(EHDB\)](#) is mature, EU Member States may use this register to fill-in the CQ .

Consistency with ITF “Transport Infrastructure Spending” survey

As for other modes, we propose a strict alignment with the ITF questionnaire on “[Transport Infrastructure Investment and Maintenance Spending](#)”,. The restriction of maintenance expenditures to public administrations seems very formal for IWW.

Withdrawal of poorly filled-in and/or less useful indicators

The German Dutch frontier indicators concern only 2 countries, which is not relevant for an international questionnaire, and the data are currently not disseminated neither transmitted.

All the chapter on investment and maintenance expenditure is poorly filled in, especially on goods vessels, which suggests we could focus only on the infrastructure.

The three categories by age (last one was “2000 and later”) seemed obsolete, anyway international stakeholders have insisted for keeping indicators on this dimension, and even to introduce a new one (we propose “2020 and later”). Hence, four categories will be substituted to the previous three ones for self-propelled IWW vessels (and will be applied to IWW passenger vessels as well), but we propose to drop them for the dimensions of carrying capacity and tractive power.

¹ but this notion, generally understood by countries data providers, is not quoted in EU regulations for instance.

In numbers of indicators

The current CQ collects 87 indicators in IWW theme. The proposed additions would concern 22 indicators (2 for infrastructure, 13 for transport equipment, 7 for transport measurement). The proposed withdrawals concern 19 indicators (9 for age categories, 3 for expenditures on IWW freight vessels, 7 for German Dutch frontier). The proposed CQ would therefore collect 90 indicators in IWW theme, a quasi-stability.

Table 1: schematic changes proposed to CQ IWW

Chapter	Indicators	Rationale
Infrastructure	Navigable inland waterways open for public navigation	More clearly passenger + freight
Infrastructure	Length of the network operated for passenger transport	These 2 notions are not additive Following indicators (horizontal dimensions) concern only freight (unchanged)
Infrastructure	Length of the network operated for freight transport	
Equipment	Number of passenger vessels (> 12 fare-paying passengers) at 31.12	Introduction of passenger vessels, according to Eurostat methodological document on IWW passenger transport statistics. The EHDB project could provide more details in near future (also on types of freight vessels)
Equipment	Number of river cruise vessels (with berths)	
Equipment	Number of other passenger vessels (without berths)	
Equipment	Number of unknown passenger vessels	
Equipment	Of which number of passenger (respectively self-propelled freight, tugs and pushers) vessels with alternative energy (LNG, hydrogen, electricity...)	New technologies, Green Deal The EHDB project could provide more details in near future
Equipment	Categories by age in carrying capacity and tractive power 1 more category for number of vessels	Poor interest outside the number of vessels – EHDB could provide more detailed
Economic performance	Expenditures in (freight) vessels	Poorly filled in
Transport measurement	Number of passengers (1000) and number of passenger-km (millions)/By type of transport (national or international)	For a full modal split of passenger transport
Transport measurement	Rhine transport at the German Dutch frontier (Emmerich-Lobith)	2 countries concerned, no use