Inland waterway freight transport at regional level

Statistics Explained
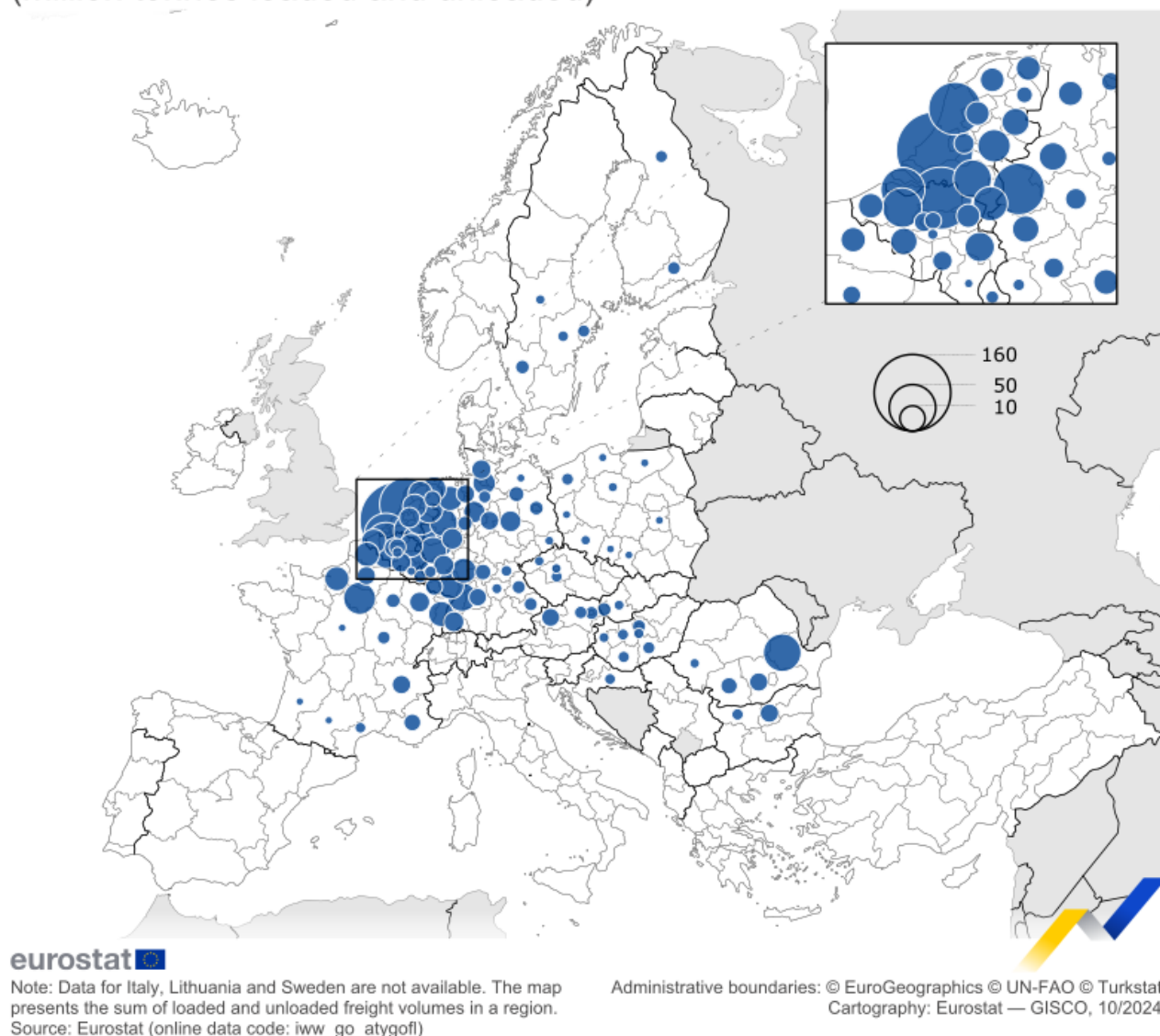
" Zuid-Holland (NL33) was the region that handled the highest tonnage of freight transported by inland waterways in 2023, accounting for 17.4% of the total inland waterway freight handled in the EU. "

" The top 20 NUTS 2 regions for handling freight transported by inland waterways represented more than three-quarters of the total inland waterway freight handled in the EU in 2023."

Inland waterway freight handled by NUTS 2 region, 2023
(million tonnes loaded and unloaded)

eurostat

Note: Data for Italy, Lithuania and Sweden are not available. The map presents the sum of loaded and unloaded freight volumes in a region.
Source: Eurostat (online data code: iww_go_atygofl)

Administrative boundaries: © EuroGeographics © UN-FAO © Turkstat
Cartography: Eurostat — GISCO, 10/2024

**Map 1: Inland waterway freight handled by NUTS 2 region, 2023 (million tonnes loaded and unloaded)
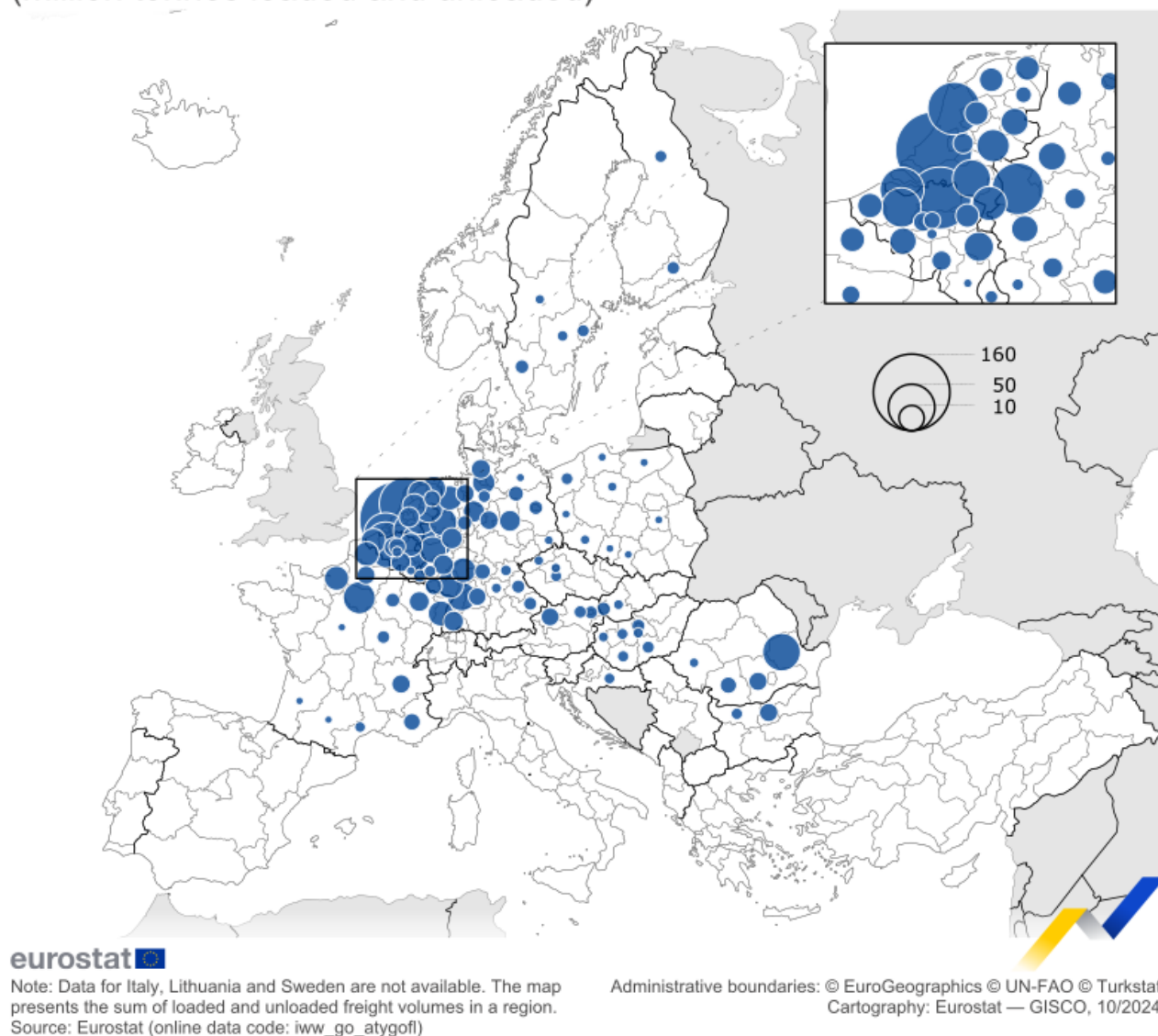Source: Eurostat (iww_go_atygofl)**

This article presents regional statistics on inland waterway freight transport in the European Union (EU) and non-EU countries connected to the EU inland waterway network. It focuses on regional data for total transport and container transport. For an overview of annual and quarterly inland waterway transport, please refer to the Statistics Explained article Inland waterway freight transport - quarterly and annual data .

Inland waterway freight handled in Zuid-Holland (NL33) represented 17.4% of the EU total in 2023

In 2023, 917.8 million tonnes of freight were handled, i.e. loaded and unloaded, in the EU by inland waterways. Map 1 presents the inland waterway freight handled by NUTS 2 region in 2023. Data are available for 104 EU NUTS 2 regions. Zuid-Holland (NL33) ranked first in 2023 with 159.8 million tonnes, accounting for 17.4% of the

total inland waterway freight handled in the EU. Prov. Antwerpen (BE21) followed with 99.5 million tonnes (or 10.8%), ahead of Noord-Holland (NL32) with 67.9 million tonnes (or 7.4%), Düsseldorf (DEA1) with 65.0 million tonnes (or 7.1%) and Zeeland (NL34) with 44.3 million tonnes (or 4.8%). Completing the picture with Prov. Oost-Vlaanderen (BE23) at 33.9 million tonnes (3.7%), the cumulative share crosses the halfway mark at 51.2%. It is worth noting that the total freight handled in the EU was contributed by 25 NUTS 2 regions, with their individual contributions ranging from 17.4% to 1.0%, to-

talling 82.7%. The remaining 17.3% is dispersed among 79 other regions, each contributing less than 1% individually.


Map 1: Inland waterway freight handled by NUTS 2 region, 2023 (million tonnes loaded and unloaded) Source: Eurostat (iww_go_atygofl)

The map shows a heavy concentration of handled freight in a few key regions, mainly located in the Netherlands, Belgium and Germany, with many regions contributing a wide range of different volumes and showing the widespread nature of inland waterway freight across the EU. This is not surprising, as these 3 countries have extensive inland waterway networks that play a major role in their national transport systems. These networks are also connected to major ports such as Rotterdam, Antwerp-Bruges and Hamburg, which are key hubs for imports to and exports from the EU.

Figure 1 shows the freight handled in the top 20 NUTS 2 regions in 2023, alongside the freight handled in these regions in 2022. While most regions of the top 20 experienced a decrease from 2022 to 2023, 7 regions recorded growth: Prov. Hainaut (BE32) saw an increase of 17.3%, Sud-Est (RO22) 4.7%, Prov. Liège (BE33) 4.1%, Gelderland (NL22) 3.9%, Limburg (NL42) and Darmstadt (DE71) both 2.1% and Prov. Antwerpen (BE21) 1.2%. By contrast, Noord-Brabant (NL41) experienced a significant decline, from 34.8 million tonnes in 2022 to 31.0 million tonnes in 2023, the most substantial drop among the top 20 (-10.8%). Both Karlsruhe (DE12) and Rheinhessen-Pfalz (DEB3) saw significant decreases exceeding 10%.

Top 20 NUTS 2 regions for inland waterway freight, total loaded and unloaded, 2022-2023

(million tonnes)
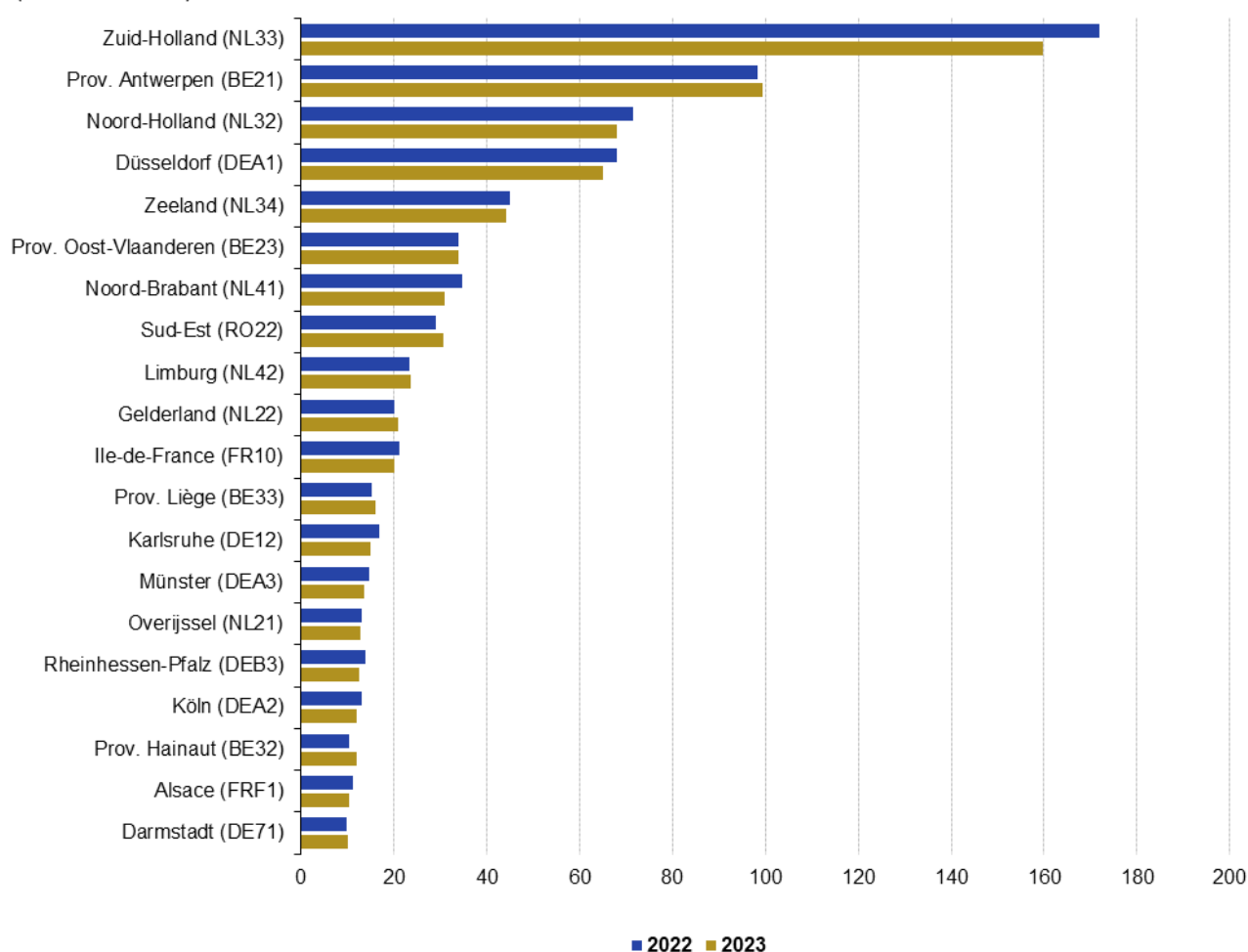
■ 2022 ■ 2023

Note: regions are ranked based on sum of loaded and unloaded freight in 2023.
Source: Eurostat (online data code: iww_go_atygofl)

eurostat ▪

Figure 1: Top 20 NUTS 2 regions for inland waterway freight, total loaded and unloaded, 2022-2023 (million tonnes) Source: Eurostat (iww_go_atygofl)

In 2023, 5 regions were ranked lower in the list of the top 20 and 7 regions were ranked higher, compared with 2022. Eight regions remained in the same position. Prov. Hainaut (BE32) and Darmstadt (DE71) entered the top 20 at the expense of Nord-Pas de Calais (FRE1) and Weser-Ems (DE94) which are no longer in the top 20 in 2023.

The top 20 NUTS 2 regions for inland waterway freight handled accounted for more than three-quarters (77.5%) of the total inland waterway freight handled in the EU in 2023, slightly higher than in 2022 when it was 76.6% (+0.9 percentage points).

Figure 2 presents the distribution between loaded and unloaded inland waterway freight across the top 20 NUTS regions in 2023, highlighting the diverse dynamics of freight movement.

Top 20 NUTS 2 regions for inland waterway freight by volume of goods loaded or unloaded, 2023
(million tonnes)
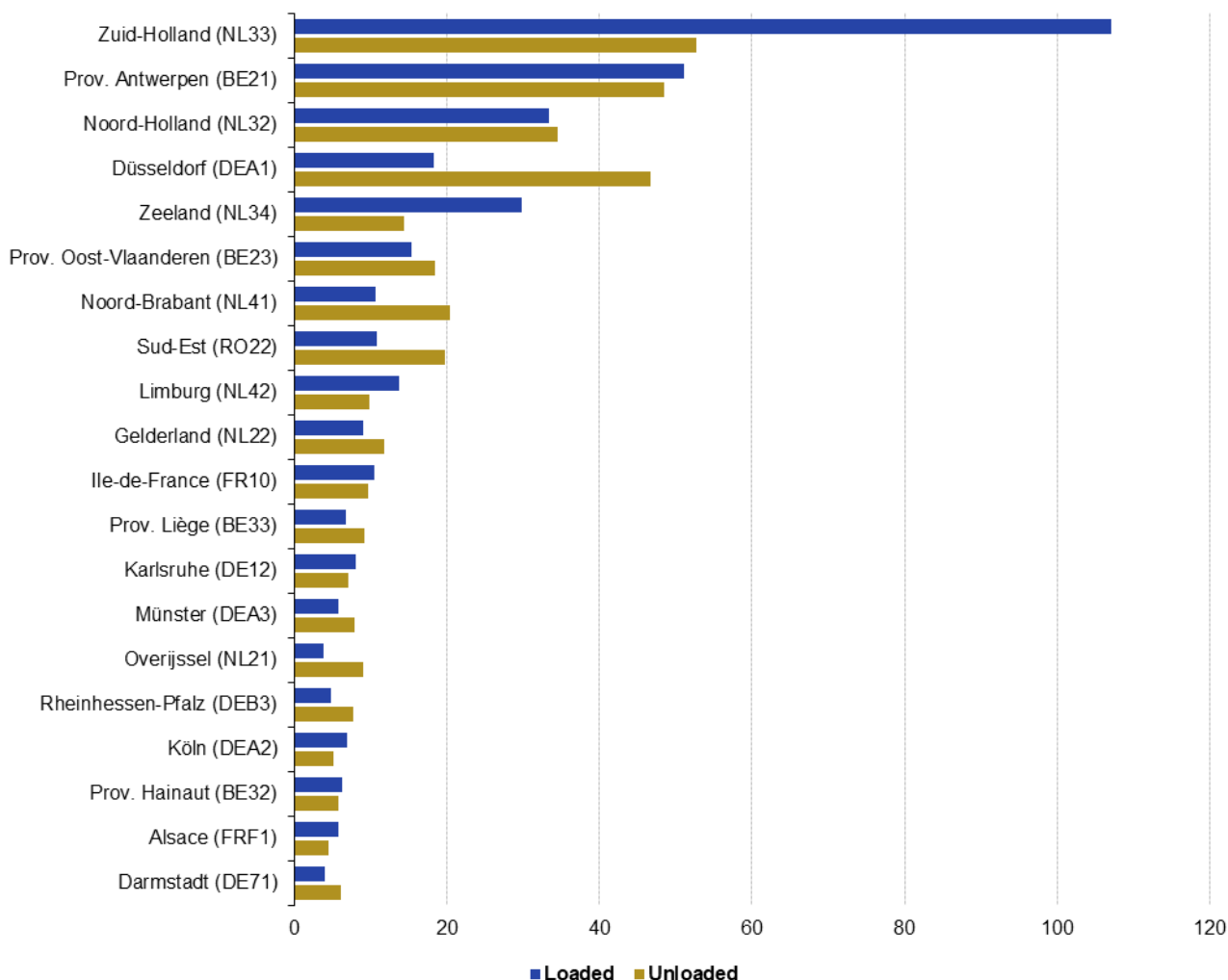
Note: regions are ranked based on sum of loaded and unloaded freight handled in 2023.
Source: Eurostat (online data code: iww_go_atygofl)

eurostat

Figure 2: Top 20 NUTS 2 regions for inland waterway freight by volume of goods loaded or unloaded, 2023 (million tonnes) Source: Eurostat (iww_go_atygofl)

Zeeland (NL34) and Zuid-Holland (NL33) had a clear emphasis on loaded freight, with 67.5% and 67.1% of their handled freight being loaded in 2023, respectively. Seven other regions, Limburg (NL42), Köln (DEA2), Alsace (FRF1), Karlsruhe (DE12), Prov. Hainaut (BE32), Ile-de-France (FR10) and Prov. Antwerpen (BE21), also leaned slightly more towards loaded freight with ratios between 58.2% and 51.3% in 2023. This could suggest that these regions are significant producers or transit points for goods heading elsewhere.

By contrast, Düsseldorf (DEA1) and Overijssel (NL21) primarily served as a destination for goods, with their unloaded freight accounting for 71.9% and 69.9% in 2023, respectively. Eight other regions had prominent unloaded freight shares, ranging between 54.6%, for Prov. Oost-Vlaanderen (BE23), to 65.8%, for Noord-Brabant (NL41), implying they might be key recipients, transit points or consumers of goods.

Noord-Holland (NL32)exhibit an almost even balance between loaded and unloaded freight (49.2% vs. 50.8%).

'Metal ores' is the largest goods category handled in most of the top 20 NUTS 2 regions

Table 1 presents the top 3 goods categories handled in the top 20 NUTS 2 regions for inland waterway transport in 2023. It should be noted that the data presented in this table may be influenced by the tonnage of unidentifiable goods reported, in particular when analysing the shares of each type of goods. Unidentifiable goods are goods which for any reason cannot be identified and therefore cannot be assigned to the other NST2007 divisions . The tonnage of unidentifiable goods was particularly high for some regions, such as Prov. Antwerpen (BE21) (58.7%) and Prov. Oost-Vlaanderen (BE23) (62.7%). Unidentifiable goods have not been considered as one of the top 3 categories. However, if they would, this would make that category appear in the top 3 types of goods for both the Prov. Antwerpen (BE21) and the Prov. Oost-Vlaanderen (BE23) as well as for Noord-Brabant (NL41) with 14.7% and Ile-de-France (FR10) with 5.4%.

Top 3 goods categories handled in the top 20 NUTS 2 regions for inland waterway transport, 2023
(%, based on tonnes loaded and unloaded)

| | Top 3 goods categories | | | | | | Cumulated share | Share of un-identifiable goods |
	First	Share	Second	Share	Third	Share		
Zuid-Holland (NL33)	Coke and refined petroleum products	21.1	Chemicals, rubber and plastic, nuclear fuel	20.8	Metal ores	19.4	61.3	16.1
Prov. Antwerpen (BE21)	Metal ores	12.7	Chemicals, rubber and plastic, nuclear fuel	7.8	Coke and refined petroleum products	5.1	25.6	58.7
Noord-Holland (NL32)	Coke and refined petroleum products	34.4	Metal ores	20.9	Chemicals, rubber and plastic, nuclear fuel	11.2	66.5	7.0
Düsseldorf (DEA1)	Metal ores	40.3	Coal and crude petroleum	11.6	Coke and refined petroleum products	10.0	61.9	8.4
Zeeland (NL34)	Coke and refined petroleum products	28.2	Metal ores	25.7	Chemicals, rubber and plastic, nuclear fuel	25.7	79.7	4.8
Prov. Oost-Vlaanderen (BE23)	Metal ores	17.0	Basic metals; fabricated metal products	4.6	Other non metallic mineral products	3.5	25.1	62.7
Noord-Brabant (NL41)	Metal ores	31.1	Chemicals, rubber and plastic, nuclear fuel	11.4	Products of agriculture	8.1	50.6	14.7
Sud-Est (RO22)	Products of agriculture	49.3	Metal ores	24.5	Chemicals, rubber and plastic, nuclear fuel	6.2	79.9	1.9
Limburg (NL42)	Metal ores	52.5	Chemicals, rubber and plastic, nuclear fuel	10.5	Basic metals; fabricated metal products	8.4	71.3	7.1
Gelderland (NL22)	Metal ores	54.8	Food products, beverages and tobacco	8.7	Basic metals; fabricated metal products	6.9	70.4	6.8
Ile-de-France (FR10)	Metal ores	67.5	Products of agriculture	12.4	Basic metals; fabricated metal products	4.3	84.1	5.4
Prov. Liège (BE33)	Metal ores	29.5	Coke and refined petroleum products	15.8	Chemicals, rubber and plastic, nuclear fuel	14.9	60.2	8.2
Karlsruhe (DE12)	Coke and refined petroleum products	32.8	Coal and crude petroleum	17.4	Metal ores	17.1	67.2	0.4
Münster (DEA3)	Coke and refined petroleum products	41.2	Coal and crude petroleum	22.0	Chemicals, rubber and plastic, nuclear fuel	18.7	81.8	0.0
Overijssel (NL21)	Metal ores	27.1	Coke and refined petroleum products	14.6	Food products, beverages and tobacco	14.1	55.9	11.8
Rheinhessen-Pfalz (DEB3)	Chemicals, rubber and plastic, nuclear fuel	29.5	Coke and refined petroleum products	20.3	Metal ores	11.3	61.1	9.1
Köln (DEA2)	Coke and refined petroleum products	50.0	Chemicals, rubber and plastic, nuclear fuel	29.6	Metal ores	8.9	88.6	6.0
Prov. Hainaut (BE32)	Metal ores	27.9	Other non metallic mineral products	22.7	Chemicals, rubber and plastic, nuclear fuel	15.8	66.4	6.0
Alsace (FRF1)	Metal ores	34.0	Coke and refined petroleum products	23.8	Products of agriculture	21.8	79.6	5.9
Darmstadt (DE71)	Metal ores	36.2	Coke and refined petroleum products	24.4	Chemicals, rubber and plastic, nuclear fuel	19.1	79.7	4.1

Note: category 'Unidentifiable goods' is not included in the top three goods categories.
Source: Eurostat (online data code: iww_go_atygofl)

eurostat

Table 1: Top 3 goods categories handled in the top 20 NUTS 2 regions for inland waterway transport, 2023 (%, based on tonnes loaded and unloaded) Source: Eurostat (iww_go_atygofl)

'Metal ores and other mining and quarrying products; peat; uranium and thorium' (NST2007 division 03) appears to be the leading commodity, representing the primary goods category for 12 regions of the top 20, being second in 3 regions and third in 4 additional regions. The only region not having this product category in the top 3 was Münster (DEA3). When looking at the shares of this product category in total inland waterway freight transport in each region, it was particularly high in Ile-de-France (FR10), at 67.5%, Gelderland (NL22), at 54.8 %, and Limburg (NL42), at 52.5%.

'Coke and refined petroleum products' (NST2007 division 07) also emerged as a prominent category, being the top product in 6 regions, second in 5 and third in 2 regions. The highest shares for this product were observed in Köln (DEA2), at 50.0%, and Münster (DEA3), at 41.2%.

'Chemicals, chemical products, and man-made fibers; rubber and plastic products ; nuclear fuel' (NST2007 division 08) also held a notable presence, ranking first in one region, second in 5 regions and third in 7 regions. Köln (DEA2)and Rheinhessen-Pfalz (DEB3) had the highest shares for this product, at 29.6% and 29.5%, respectively.

One of the 3 above-mentioned products was in first place in all regions of the top 20, except in Sud-Est (RO22) where 'products of agriculture, hunting, and forestry; fish and other fishing products' (NST2007 division 01) came

first, with a share of 49.3% on total inland waterway freight tonnage in this region. This product was also present in second position in 1 region (Ile-de-France (FR10)) and third in 2 regions (Noord-Brabant (NL41) and Alsace (FRF1)).

To complete the picture, 4 further product categories appeared in the top 3 places for the top 20 regions. These 4 product categories are: 'food products, beverages, and tobacco' (NST2007 division 04) – once in second place and 3 times in third place; 'coal and lignite; crude petroleum and natural gas' (NST2007 division 02) – 3 times in second place; 'basic metals; fabricated metal products, except machinery and equipment' (NST2007 division 10) – once in second place and once in third place; and 'other non-metallic mineral products' (NST2007 division 09) – once in second place and once in third place.

When looking at the cumulated share of the top 3 goods categories, Köln (DEA2) topped the list with 88.6%. Close followers included Ile-de-France (FR10) at 84.1%, Münster (DEA3) at 81.8% and Sud-Est (RO22) at 79.9%. The cumulated share of the top 3 goods categories represented more than 50% in all the top 20 regions, with the exception of Prov. Oost-Vlaanderen (BE23) with 25.1% and Prov. Antwerpen (BE21) with 25.6%. However, the share for these 2 regions is largely influenced by the high level of unidentifiable goods reported (62.7% and 58.7%, respectively).

Zuid-Holland (NL33) is a pivotal hub in the inland waterway transport network

Table 2 presents the top 20 regional flows for inland waterway freight transport in 2023. It shows that the transport involving Zuid-Holland (NL33) accounted for 21.6% of the total tonnage handled in the EU in 2023. Zuid-Holland (NL33) appeared in 10 of the top 20 regional flows in 2023. In particular, this region appeared as the loading NUTS2 region in all the top 3 flows. When considering the flows between Zuid-Holland (NL33) and Düsseldorf (DEA1), 31.7 million tonnes (or 7.0% of total inland waterway freight handled in the EU) were loaded in Zuid-Holland (NL33) and unloaded in Düsseldorf (DEA1); while 4.1 million tonnes (or 0.9%) were loaded in Düsseldorf (DEA1) and unloaded in Zuid-Holland (NL33).

Top 20 NUTS 2-NUTS 2 region flows for inland waterway freight transport, 2023

Loading NUTS2 region	Unloading NUTS2 region	Thousand tonnes	Share on total (%)
Zuid-Holland (NL33)	Düsseldorf (DEA1)	31 737	7.0
Zuid-Holland (NL33)	Prov. Antwerpen (BE21)	15 753	3.5
Zuid-Holland (NL33)	Noord-Holland (NL32)	11 450	2.5
Ukraine	Sud-Est (RO22)	10 696	2.3
Prov. Antwerpen (BE21)	Zuid-Holland (NL33)	9 642	2.1
Zuid-Holland (NL33)	Zuid-Holland (NL33)	6 428	1.4
Noord-Holland (NL32)	Zuid-Holland (NL33)	6 398	1.4
Ile-de-France (FR10)	Ile-de-France (FR10)	5 883	1.3
Prov. Antwerpen (BE21)	Noord-Holland (NL32)	5 759	1.3
Zuid-Holland (NL33)	Noord-Brabant (NL41)	5 393	1.2
Prov. Antwerpen (BE21)	Prov. Antwerpen (BE21)	5 358	1.2
Zeeland (NL34)	Prov. Oost-Vlaanderen (BE23)	5 071	1.1
Düsseldorf (DEA1)	Zuid-Holland (NL33)	4 096	0.9
Zuid-Holland (NL33)	Zeeland (NL34)	3 816	0.8
Zeeland (NL34)	Zuid-Holland (NL33)	3 769	0.8
Prov. Antwerpen (BE21)	Zeeland (NL34)	3 535	0.8
Sud-Est (RO22)	Sud-Est (RO22)	3 485	0.8
Ile-de-France (FR10)	Haute-Normandie (FRD2)	3 474	0.8
Prov. Antwerpen (BE21)	Prov. Oost-Vlaanderen (BE23)	3 436	0.8
Düsseldorf (DEA1)	Prov. Antwerpen (BE21)	3 394	0.7
Other routes		307 806	67.4

Note: Transit transport reported by countries is not taken into account. The unloading country is also the reporting country. Data for Italy and Lithuania are not included.

Source: Eurostat (online data code: iww_go_atygofl)

eurostat

Table 2: Top 20 NUTS 2-NUTS 2 region flows for inland waterway freight transport, 2023 Source: Eurostat (iww_go_atygofl)

Other regions well represented in the top 20 regional flows for inland waterway freight transport were Prov. Antwerpen (BE21), which appeared in 7 of the top 20 flows in 2023, Zeeland (NL34) in 4 flows, as well as Düsseldorf (DEA1) and Noord-Holland (NL32) in 3 flows each. Three other regions appeared in 2 flows: Prov. Oost-Vlaanderen (BE23), Ile-de-France (FR10) and Sud-Est (RO22). To complete the picture, Haute-Normandie (FRD2), Noord-Brabant (NL41) and the country of Ukraine appeared once in the top 20 flows.

Freight loaded and unloaded within Zuid-Holland (NL33) in 2023 represented 1.4% of total freight handled in the EU (or 6.4 million tonnes). Three other regions witnessed significant internal freight transport: tonnage transported within Ile-de-France (FR10) accounted for 5.9 million tonnes in 2023, representing 1.3% of total inland waterway freight handled in the EU. Prov. Antwerpen (BE21) and Sud-Est (RO22) also showed strong internal flows, contributing 1.2% and 0.8%, respectively, to the total transport share, with 5.4 and 3.5 million tonnes handled, respectively.
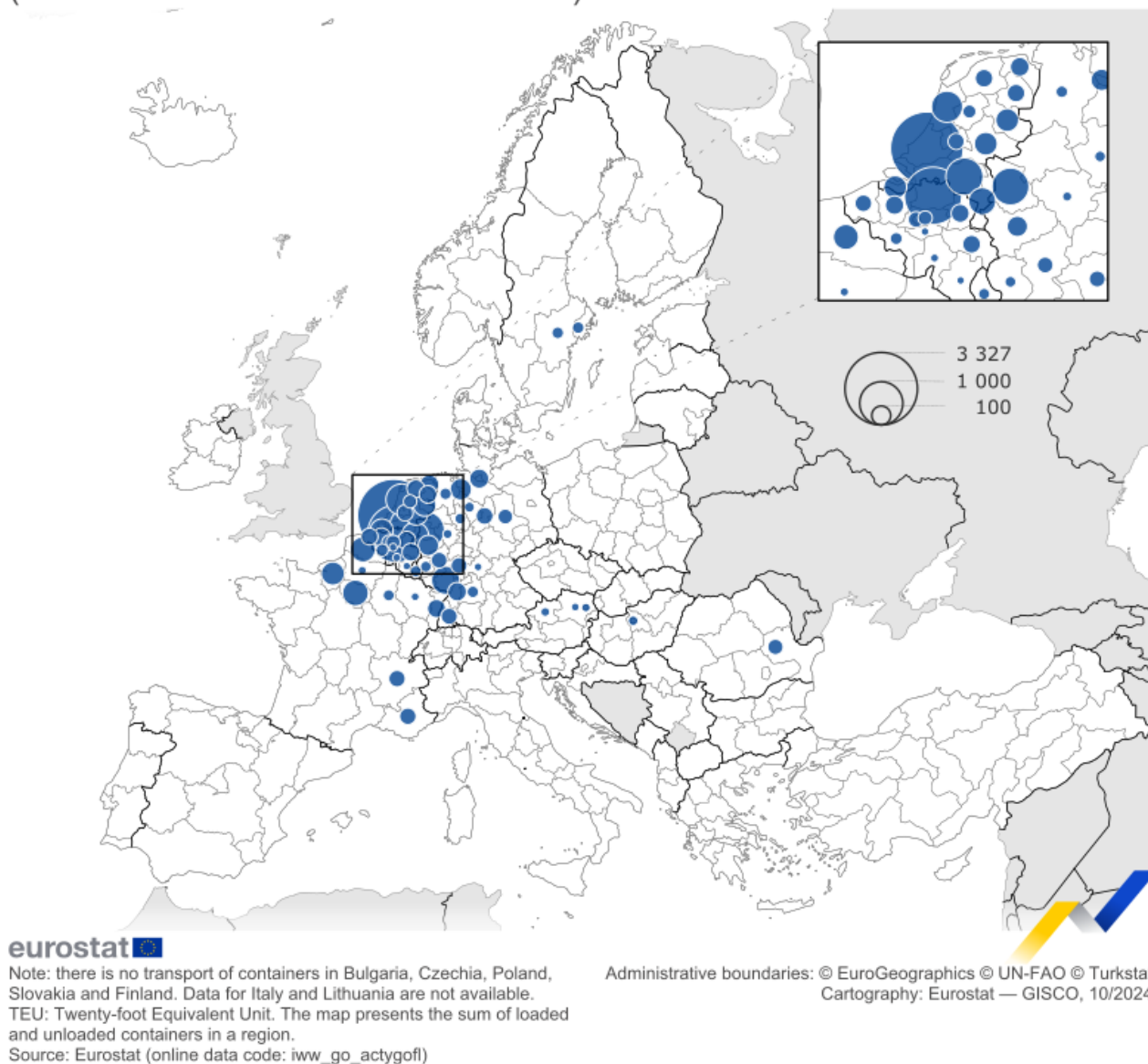
Despite the prominence of these top 20 routes, the largest share of tonnage transport was encapsulated in a wide network of 2 630 remaining routes, with 307.8 million tonnes handled in 2023, accounting for 67.4% of total inland waterway freight handled in the EU. Each of these routes had a share of less than 0.8%. This underscores the vast and varied connectivity of the inland waterway transport network, suggesting that while certain routes are

undoubtedly significant, the overall system thrives on a dense web of diverse transport routes.

Zuid-Holland (NL33) and Prov. Antwerpen (BE21) accounted for almost half of the total inland waterway freight in containers handled in the EU in 2023

Map 2 presents inland waterway freight in containers handled, expressed in twenty-foot Equivalent Units (TEUs) , by NUTS 2 region in 2023. Data are available for 58 EU NUTS 2 regions. Zuid-Holland (NL33) ranked first in 2023 with 3.3 million TEUs, accounting for 30.5% of the total inland waterway freight in containers handled in the EU. Prov. Antwerpen (BE21) followed with 1.9 million tonnes (or 17.9%). Summing up these 2 regions, they accounted for almost half (48.4%) of the total inland waterway freight in containers handled in the EU. Noord-Brabant (NL41) followed with 0.7 million tonnes (or 6.4%).

Inland waterway freight in containers handled by NUTS 2 region, 2023
(thousand TEUs loaded and unloaded)

3 327
1 000
100

eurostat

Note: there is no transport of containers in Bulgaria, Czechia, Poland, Slovakia and Finland. Data for Italy and Lithuania are not available. TEU: Twenty-foot Equivalent Unit. The map presents the sum of loaded and unloaded containers in a region.
Source: Eurostat (online data code: iww_go_actygofl)

Administrative boundaries: © EuroGeographics © UN-FAO © Turkstat
Cartography: Eurostat — GISCO, 10/2024

Map 2: Inland waterway freight in containers handled by NUTS 2 region, 2023 (thousand TEUs loaded and unloaded) Source: Eurostat (iww_go_actygofl)

It can be noted that 12 NUTS 2 regions contributed to 80.8% of the total freight in containers handled in the EU and 21 NUTS 2 regions contributed to 90.3%. The remaining 9.7% is dispersed among 37 other regions, each contributing less than 0.8% individually. The map shows a heavy concentration of inland waterway freight transported in containers in a few key regions, mainly located in the Netherlands, Belgium and Germany. These three countries have extensive inland waterway networks that play a major role in their national transport systems. These networks are also connected to major ports, such as Rotterdam, Antwerp-Bruges and Hamburg, which are major ports for container transport.

Figure 3 presents the top 20 NUTS 2 regions for handling containers for inland waterway transport in 2023, as well as the containers that had been handled in the same regions in 2022. While most regions of the top 20 experienced a decrease between 2022 and 2023, 4 regions recorded a growth. Zeeland (NL34) increased by 13.9%, Karlsruhe (DE12) by 10.8%, Ile-de-France (FR10) by 4.4% and Bremen (DE50) by 4.2%. By contrast, Nord-Pas de Calais (FRE1) experienced a significant decline from 307 000 TEUs in 2022 to 241 000 TEUs in 2023, the most substantial drop among the top 20 regions (-21.4%). Similarly, Prov. Antwerpen (BE21) and Gelderland (NL22) recorded large declines of 19.7% and 19.5 %, respectively. Substantial decreases of more than 10% were recorded in 10 additional regions.

Top 20 NUTS 2 regions for inland waterway transport of containers, total loaded and unloaded, 2022-2023
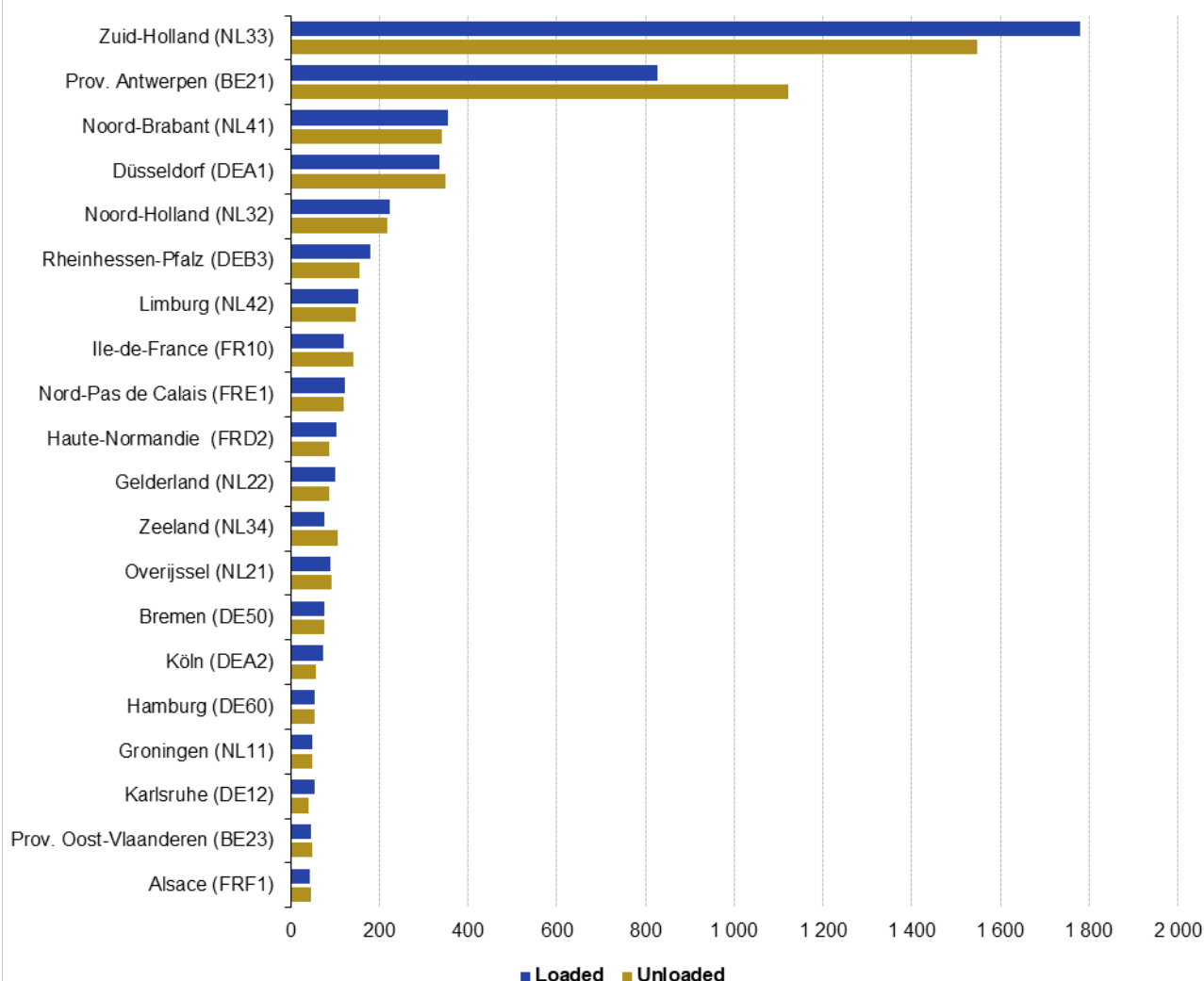(thousand TEUs)
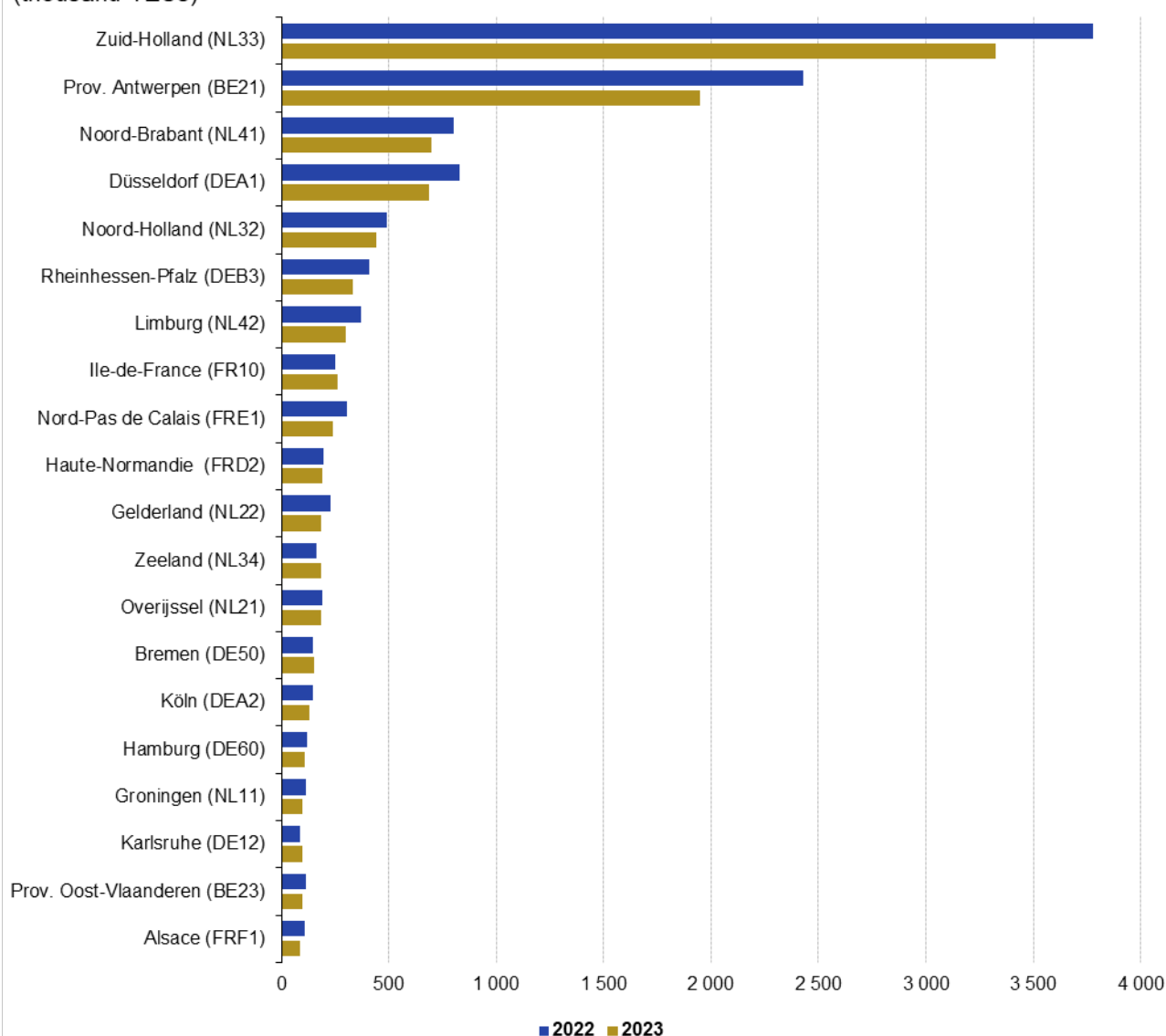
Figure 3: Top 20 NUTS 2 regions for inland waterway transport of containers, total loaded and unloaded, 2022-2023 (thousand TEUs) Source: Eurostat (iww_go_actygofl)

Note: regions are ranked based on sum of loaded and unloaded containers in 2023. TEU: Twenty-foot Equivalent Unit.
Source: Eurostat (online data code: iww_go_actygofl)

In 2023, 5 regions were ranked lower in the list of the top 20 and 7 regions were ranked higher compared with 2022. Eight regions remained in the same position. Karlsruhe (DE12) entered the top 20 at the expense of Prov. Limburg (BE) (BE22) which is no longer in the top 20 in 2023.

Figure 4 presents the distribution between loading and unloading containers for inland waterway transport across the top 20 NUTS regions in 2023. Compared with the total inland waterway freight transport, the transport of containers is more balanced when analysing their loading and unloading in a region. Half of the top 20 NUTS 2 regions showed nearly equal activity between loading and unloading containers, with distributions ranging from 48-52% to 51-49%.

Zeeland (NL34) and Prov. Antwerpen (BE21) emerged predominantly as destinations for freight in containers, with 58.3% and 57.7% of containers, respectively, being unloaded
there in 2023. Ile-de-France (FR10) was in a similar situation with 54.2% of containers being unloaded there in 2023.

Top 20 NUTS 2 regions for inland waterway transport of containers, loaded or unloaded, 2023
(thousand TEUs)

Note: regions are ranked based on sum of loaded and unloaded containers in 2023. TEU: Twenty-foot Equivalent Unit.
Source: Eurostat (online data code: iww_go_actygofl)

Figure 4: Top 20 NUTS 2 regions for inland waterway transport of containers, loaded or unloaded, 2023 (thousand TEUs) Source: Eurostat (iww_go_actygofl)

By contrast, Köln (DEA2) and Karlsruhe (DE12) leaned slightly more towards containers being loaded, with a 56.8% and 56.6%, respectively, share in 2023 being loaded there. Haute-Normandie (FRD2) also demonstrated a preference for loading containers, registering 54.7% of the total TEU handled in this region in 2023. Three other regions, namely Rheinhessen-Pfalz (DEB3), Zuid-Holland (NL33) and Gelderland (NL22), had higher container loading activity than unloading, with a 52%-48% or 53%-47% distribution in 2023.

Source data for tables and graphs

- Inland waterway freight transport at regional level: tables and figures

Data sources

All figures presented in this article have been extracted from the Eurostat online database on inland waterway transport. The related datasets are collected according to Regulation (EU) 2018/974 of the European Parliament and of the Council on statistics of goods transport by inland waterways.

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, 17 Member States provide data on a 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) and Sweden (SE). Thirteen Member States (previously 12, but since 2022, Sweden also fulfils the requirements for mandatory reporting) have a legal obligation to provide data for inland waterway transport, including transport of goods by region of loading and unloading. The legal act requires only the provision of a reduced annual dataset for countries exceeding the threshold of 1 million tonnes but where no international or transit traffic exists.

Country specific notes

Italy: no data available at regional level.

Lithuania: no data available at regional level.

Breakdown by group of goods The NST 2007 classification is available on Eurostat website .

Context

The content of this statistical article is based on data collected under Regulation (EU) 2018/974 of the European Parliament and of the Council on statistics of goods transport by inland waterways.

Other articles

- Inland waterway freight transport - quarterly and annual data
- Inland waterway transport statistics by product category
- Inland waterways - statistics on container transport
- Freight transport statistics - modal split
- Inland transport infrastructure at regional level

Tables

- Transport , see selected datasets under 'Inland waterways transport':

 Inland waterways transport (t_iww)

   Goods transport by inland waterways (ttr00007)

Database

- Transport , see detailed datasets under the following categories:

Inland waterways transport (iww)

    Inland waterways transport infrastructure (iww_if)

    Inland waterways transport equipment (iww_eq)

    Inland waterways transport - Enterprises, economic performances and employment (iww_ec)

    Inland waterways transport measurement - goods (iww_go)

    Inland waterways - accidents (iww_ac)

Dedicated section

- Transport

Publications

- All transport publications on line

- Key figures on European transport - 2023 edition

Methodology

- Inland waterway transport (ESMS metadata file)

- Reference Manual on Inland Waterways Transport Statistics

- Glossary for transport statistics - 5th edition - 2019

Legislation

- Regulation (EU) 2018/974 of the European Parliament and of the Council on statistics of goods transport by inland waterways

- Summaries of EU legislation: EU statistics of goods transport by inland waterways

- Regulation (EC) No 1365/2006 on statistics of goods transport by inland waterways

- Commission Regulation (EC) No 425/2007 (implementing regulation)

- Commission Regulation (EC) No 1304/2007 (amending regulation)

- Regulation (EU) No 2016/1954 (amending regulation)