Inland Waterway Statistics: the need for a Census and SDG monitoring

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Overview

• Considerations for an E-IWW Census
• WP.6 IWW Statistics workshop
• SDG Data Production: highlighting IWW sustainability versus other modes
• The Glossary for Transport Statistics
UNECE has good IWW data for cross-modal comparisons at the national level. But what about specific corridors?
Rotterdam Duisburg TEN-T Corridor Example

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

From Statistics Netherlands

Transport
Main Messages from WP.6 Workshop

- 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 a lot of value
- Difficulties in tracking foreign vessels with paper surveys
- A big majority of participants thought producing tonne-km and tonnes carried was the biggest ongoing IWW priority (*Passenger statistics could add value too*)
A Note on an E-IWW Census

Existing data from the Blue Book

(https://apps.unece.org/AGN/1Default.aspx)
A Note on an E-IWW Census

• E-Road and E-Rail censuses collect allow mapping of traffic volumes.
• An IWW would complete the inland transport picture, identifying modal switching opportunities and the areas where traffic is growing or shrinking the most.
• Concentrate on traffic levels as infrastructure information already in Blue Book.
• Measure traffic in AADT (vessels per day) or tonnage? Number of TEUs?
• How will the data be collected? Is AIS a viable collection method? And for tonnes? Type of goods (too detailed?) Questions for WP.6
An E-IWW Census

• See example of E-Road census map at unece.org/trans/main/wp6/e-roads_maps.html.
WP.6 on SDGs


- Workshops in 2018 on improving data & sharing country practices to achieve the transport SDGs.

  - Montenegro October 2017 (Western Balkans + Moldova)
  - Kazakhstan October 2017 (SPECA)
  - Slovenia November 2017 (Danube Region)
  - Georgia February 2018 (Georgia and Albania)
  - Greece May 2018 (Mediterranean countries)


- Data production for SDG indicators, in particular 9.1.2.
Combined with energy statistics, the tonne-km can provide insights into SDG 7.3 (energy intensity).
Inland Waterway Network use (million tonne-km per km of network)

<table>
<thead>
<tr>
<th>Country</th>
<th>Use (million tonne-km)</th>
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<tbody>
<tr>
<td>United States</td>
<td>12.00</td>
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<tr>
<td>Bulgaria</td>
<td>10.00</td>
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<tr>
<td>Netherlands</td>
<td>8.00</td>
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<td>Germany</td>
<td>6.00</td>
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<td>Lithuania</td>
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</tbody>
</table>

Shifting trucks to barges will improve air quality, particularly in cities, and should lead to road safety improvements.
Transport Statistics Glossary Updates

• 5th edition moving towards finalization after extensive input from member States and international organizations, including CCNR.

• Inland Waterway changes:
  • additions for passenger transport based on Eurostat’s ongoing work: definitions of cruise, ferry, water taxi, cruise excursion, passenger port, urban water transport etc.
  • Simplification of pushed, towed and pushed-towed terminology
  • Terms for IWW accidents streamlined as much as possible with Maritime transport
Conclusions

- If SC.3 wishes to explore the idea of an E-IWW census then this will be brought up for consideration at WP.6. A census would allow:
  - Corridor modal split analyses
  - Identification of modal shifting opportunities
- How to collect the data, and what exactly to measure, remain to be discussed.
- Existing IWW statistics are crucial to measuring the Sustainable Development, directly measuring 9.1.2 but also with relevance to goals 3, 7, 11.

Questions or Comments? Thank you!

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