Inland Waterway Statistics: updates on an E-IWW Census

Alex Blackburn
Secretary, Working Party on Transport Statistics (WP.6)

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Existing Modal Split Data (Tonne-km Netherlands)

UNECE has good IWW data for cross-modal comparisons at the national level. But what about specific corridors?
Visualizing freight volumes

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

From Statistics Netherlands
• See example of E-Road census map at [unece.org/trans/main/wp6/e-roads_maps.html](unece.org/trans/main/wp6/e-roads_maps.html).
E-Rail Census map is now available


- N.b. Train numbers, not tonnes.
Combining freight data (with a few assumptions)

Two extra 60-container trains on the route each day both ways would reduce HGV road traffic by ≈8%.

What would a similar analysis show for Inland Waterways?
WP.6 2019

- Working Party on Transport Statistics met 12-14 June 2019
- Decision on an E-IWW census:
  - The Working Party took note of the wish of the Working Party on Inland Water Transport to collect similar traffic data as collected in the E-Road and E-Rail censuses for the E-Inland Waterway network. It agreed to keep this on the agenda, and explore with Czechia data availability.
Existing Eurostat Data Are Very Detailed

150 kt of metal ores from Usti nad Laben to Prague.

98 kt of goods from Usti nad Laben to Germany. 41 kt of which was agriculture products to Hamburg; 50 kt was chemicals to other German regions.
Conclusions

• The idea of an E-IWW census will continue to be explored, but more work on concepts is needed.
• Existing IWW statistics collected by Eurostat can already be visualized. Work on this may realize results quicker than a completely new data collection.

Questions or Comments? Thank you! BlackburnA@un.org