MARKET OBSERVATION FOR EUROPEAN INLAND NAVIGATION

2006 - I

Published by the Secretariat of the CCR

European Commission
Directorate-general Energy and Transport

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January 2007

Foreword

This third publication in the observation of the market for inland waterway transport in Europe mainly covers the evolution of offer and demand in 2005 on the inland waterways of the Rhine States, Poland, the Czech Republic and some of the Danube States, including Austria, Hungary and the Slovak Republic. As such, it responds as far as possible to the original objective of gradually extending the area of geographical coverage to include all European countries which have inland waterways.

The date of publication has been determined by the amount of time necessary for obtaining essential data from the Member States. In view of the overall approach structure used for the study, particularly as regards demand for transport capacity, it can only be finalised once all the data is available.

In methodological terms, this publication has been compiled on the basis of the same analytical structure as the first publication, although its geographical coverage has been extended and an attempt has been made to refine as much as possible the studies monitoring the offer of and demand for transport capacity.

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General introduction

2005 saw the publication of the first two editions of the publication on the observation of the market for inland waterway transport in Europe. In keeping with the original objectives, these publications were limited in geographical terms to the Rhine States, Austria and the Grand Duchy of Luxembourg for monitoring offer and demand, and to a sample of the Dutch fleet for the microeconomic approach.

This first edition in 2006 will cover the evolution of the offer of and demand for transport capacity in the Rhine States, Austria, Hungary, the Grand Duchy of Luxembourg, Poland, the Czech Republic and the Slovak Republic. An attempt has also been made to refine the approach in terms of corridors. The period taken into consideration is the whole of 2005, with first impressions for 2006 and the prospects for the rest of 2006.

The main difficulty encountered in drawing up these analyses lies in the collection of comparable data that is harmonised internationally, within a reasonable time. For the data on demand for transport capacity, the statistics for the Rhine States have been compiled mainly using the basic data traditionally available to the CCNR Secretariat, received from the national statistics offices. For those States included in the project for the first time this year, data from Eurostat has been used; this has the advantage of being harmonised and reliable. It should however be noted that even in the States of western Europe it is often difficult to obtain data quickly after it has been collected.

In an attempt to obtain data that is both representative and recent, so that the immediate situation may be assessed, the Secretariat recommended reinforcing its collaboration with the inland ports and the sea ports. These could be used as indicators of conjunctural trends in future publications.

Regarding the monitoring of the offer of transport capacity, it has proved particularly difficult to obtain significant data on the evolution of the fleets of the Danube States, Poland and the Czech Republic, mainly because of the lack of harmonisation in registering vessels, but also because there is no legal foundation requiring them to transmit data to the CCNR Secretariat, even as part of a European project. The absence of this data creates a regrettable gap in the setting up of reliable monitoring of transport capacity in Europe, particularly at a time when a growing number of vessels registered in these countries is active on inland waterways in western Europe. This means that a part of active capacity is not being taken into account at present.

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Chapter 1 – Analysis of demand for transport

A. General economic evolution

In 2005, economic growth slowed down slightly in the euro zone, but a new upturn is expected again for 2006 and 2007. It can be seen that in the new European States, particularly in the Danube area, the rate of growth has progressed more strongly in the last few years, and this growth did not slow down in 2005. The slowing down in the euro zone in 2005 shows the effect of the increase in oil prices on growth in the industrialised countries. Thanks to the intensity of world demand, this slowing down connected with the increase in oil prices has remained limited.

In general, growth in Europe remains supported by the level of exports, particularly to south-east Asia. This factor should remain present for a few years more. At the same time, account should also be taken of the fact that it is expected that economic growth in the Untied States will slow down by the end of 2006, and this will eventually have repercussions for Europe in the coming years.

Evolution of GDP (%)	**2000**	**2001**	**2002**	**2003**	**2004**	**2005**	**2006 (forecast)**	**2007 (forecast)**
EU (25)	3.9	2.0	1.2	1.3	2.3	1.7	2.3	2.2
Euro zone	3.9	1.9	0.9	0.8	1.9	1.9	2.1	1.8
Germany	3.2	1.2	0.0	-0.2	1.2	0.9	1.7	1.0
Austria	3.4	0.8	0.9	1.1	2.4	2.0	2.5	2.2
Belgium	3.9	1.0	1.5	0.9	2.6	1.2	2.3	2.1
France	4.0	1.9	1.0	1.1	2.3	1.2	1.9	2.0
Hungary	6.0	4.3	3.8	3.4	5.2	4.1	4.6	4.2
G.D. Luxembourg	8.4	2.5	3.8	1.3	3.6	4.0	4.4	4.5
Netherlands	3.9	1.9	0.1	0.3	2.0	1.5	2.6	2.6
Poland	4.2	1.1	1.4	3.8	5.3	3.2	4.5	4.6
Czech Republic	3.6	2.5	1.9	3.6	4.2	6.1	5.3	4.7
Slovak Republic	2.8	3.2	4.1	4.2	5.4	6.1	6.1	6.5
Switzerland	3.6	1.0	0.3	-0.3	2.1	3.2	3.2	2.2

(source: Eurostat)

B. Evolution of transport of goods by land in the States

in tonne kms (TKM)	**2001**	***Proportion transported by inland waterway***	**2002**	**2003**	**2004**	**2005**	***Proportion transported by inland waterway***
Germany	421960	15.36%	414206	418892	448131	456298	14.05%
Austria	56982	4.49%	58474	58699	56448	56605	3.10%
Belgium	61524	12.28%	60953	61983	64016	60192	13.80%
France	245626	2.73%	245068	242596	250698	240892	3.26%
Hungary	27494	4.58%	26564	27820	31250	36115	5.84%
G.D. Luxembourg	9444	0.85%	10077	10237	10594		0.74%
Netherlands	124765	33.61%	122327	124782	132503		28.66%
Poland	62398	1.14%	62448	68400	72526	79945	0.80%
Czech Republic	44617	0.16%	57208	59320	56729	58378	0.16%
Slovak Republic	25723	0.22%	25908	27495	28931	32664	2.27%
Switzerland	19933	4.99%	19163	18791	19941		0.23%

(source: CEMT except for 2005 figures for Belgium – CCNR estimate – and for the Grand Duchy of Luxembourg)
For Poland, the figures only cover national transport by inland waterway and by road

On the basis of the available data we can see that the overall demand for transport on land increased in 2005 at the same rate as the GDP. The evolution of the proportion of transport by inland waterway varied in the different countries. There was an increase in northern France and Belgium, mainly because of strong development in container transport on this network. In the Danube countries, and particularly in Hungary, the proportion of the market occupied by inland waterway transport also progressed, as a result of a policy to develop this mode of transport. In general, the greatest progress made by inland waterway transport may be observed on those routes which until now were substantially under-exploited. It is therefore also on these routes that inland waterway transport is increasing its market share. Its position compared with the market for transport by land has however remained more or less stable on the Rhine route, where it been well-established for a long time.

C. Evolution of inland waterway transport

The summary tables below show the evolution of inland waterway transport in the States concerned over the past three years, and the evolution in volumes transported between States over the past two years. These tables also include data on inland waterway transport in Poland, Hungary, the Czech Republic and the Slovak Republic. Among these new States, we are able to see that only Hungary has seen any clear progress in the total volume transported; the figure of +19% is exclusively due to the progress made by international traffic. On the whole, the slight increase in the volumes transported by inland waterway in Europe is mainly connected to a development of international exchanges sustained by the current worldwide economic situation, which is favourable for exports. At the same time we can see that national traffic is continuing to develop, except in the Benelux countries, where inland waterway transport already occupies an important share of the market because of the density of the existing network, which has been in use for much longer.

(Summary table)

		Volume transported, in 1000 t			Services, in millions of tonne kms (TKM)		
		2003	***2004***	***2005***	***2003***	***2004***	***2005***
Germany		**220000**	**235862**	**236766**	**58155**	**63668**	**64095**
	of which national	53419	55209	56662	10833	11296	11695
	of which international	166581	180653	180104	47322	52372	52400
Austria		**10741**	**9074**	**9338**	**2277**	**1747**	**1781**
	of which national	922	192	357	61	33	36
	of which international	9819	8882	8981	2216	1714	1715
Belgium		**137755**	**147765**	**148420**	**8300**	**8460**	**8411**
	of which national	31119	35748	33603	2831	3057	2873
	of which international	106636	112017	114817	5469	5403	5538
France		**65347**	**68955**	**70063**	**8307**	**8686**	**9201**
	of which national	28880	29121	30721	4302	4429	4943
	of which international	36467	39834	39342	4005	4257	4258
Hungary		**3859**	**4209**	**5012**	**651**	**712**	**839**
	of which national	42	39	53	4	5	6
	of which international	3817	4170	4959	647	707	833
G.D. Luxembourg		**9690**	**11180**	**10285**	**79**	**78**	**-**
	of which national	-	-	-	-	-	-
	of which international	9690	11180	10285	79	78	-
Netherlands		**304479**	**328170**	**324281**	**40870**	**43565**	**43064**
	of which national	95101	99197	95003	10668	11125	10518
	of which international	209378	228973	229278	30202	32440	32546
Poland			**7229**	**7139**		**363**	**257**
	of which national		5010	4466		243	185
	of which international		2219	2673		120	72
Czech Republic		**1183**	**1172**	**1613**	**46**	**46**	**62**
	of which national	558	614	690	21	25	29
	of which international	625	558	923	25	21	32
Slovak Republic			**2606**	**2184**		**71**	**71**
	of which national		106	103		5	6
	of which international		2500	2081		52	48
Switzerland		**7006**	**7051**	**7053**	**49**	**49**	**57**
	of which national	-	-	-	-	-	-
	of which international	7006	7051	7053	49	49	57
Total (*)		**488506**	**527276**	**527814**	**118483**	**127366**	**127839**

NB: Transit included in international traffic

(*) The volumes transported reflect the real scale – the figures have been reprocessed to avoid double counting.

Source: CCNR Secretariat on the basis of data from the national statistics offices

NS : not significant
NK : not known

Syntetic table describing the exchanges between the countries

	Years	Germany		Austria		Belgium		France		Hungary		Luxemburg	
Germany	2004	55209	2,63%										
	2005	56662											
Austria	2004	1472	11,68%	192	85,94%								
	2005	1644		357									
Belgium	2004	27303	1,58%	484	-5,17%	35748	-6,00%						
	2005	27734		459		33603							
France	2004	7048	-6,68%	9	-77,78%	9846	-5,90%	29121	5,49%				
	2005	6577		2		9265		30721					
Hungary	2004	1318	-4,70%	1160	-0,26%	229	-60,26%	NS		39	38,46%		
	2005	1256		1157		91		NS		54			
Luxemburg	2004	564	-19,68%	NS		651	-15,51%	220	-58,18%	519	22,16%	NS	
	2005	453		NS		550		92		634		NS	
Nederlands	2004	107735	-2,67%	1125	-2,40%	62843	-13,70%	8898		519	22,16%	433	11,78%
	2005	104858		1098		54236		8800	-1,10%	634		484	
Poland	2004	2094	3,20%	1728	-19,85%	22	36,36%	NS		NS		NS	
	2005	2161		1385		30		NS		NS		NS	
Czech Republic	2004	605	50,08%	4819	-22,31%	17	-29,41%	NK		NK		NK	
	2005	908		3744		12		NK		NK		NK	
Slovak Republic	2004	462		1728	-19,85%	76	-18,42%	NK		NK		NK	
	2005	445	-3,68%	1385		62		NK		NK		NK	
Switzerland	2004	1516	3,43%	NS		4222	-16,86%	973	-15,52%	NS		NS	
	2005	1568		NS		3510		822		NS		NS	
Others	2004	3289	1,89%	4819		27	-25,93%	6	16,67%	NS		67	311,94%
	2005	3351		3744	-22,31%	20		7		NS		276	

	years	Nederlands		Poland		Slovak Republic		Czech Republic		Switzerland		Others
Germany	2004											
	2005											
Austria	2004											
	2005											
Belgium	2004											
	2005											
France	2004											
	2005											
Hungary	2004											
	2005											
Luxemburg	2004											
	2005											
Nederlands	2004	99197	-4,23%									
	2005	95003										
Poland	2004	33	130,30%	5010	-10,86%							
	2005	76		4466								
Czech Republic	2004	43	-23,26%	NK		106	-2,83%					
	2005	33		NK		103						
Slovak Republic	2004	108	21,30%	NK		NK		614	12,38%			
	2005	131		NK		NK		690				
Switzerland	2004	3775	-2,94%	NS		NS		NS		NS		
	2005	3664		NS		NS		NS		NS		
Others	2004	1538	-16,78%	NK		NK		NK		NS		
	2005	1280		NK		NK		NK		NS		

Analysis of the evolution of inland waterway transport in Europe shows that there are four main corridors for the circulation of goods. Using this approach, an analysis of the modal share of inland waterway transport within the land-based modal split will become possible in the future. The monitoring of these corridors is being set up gradually, in parallel with the geographical extension of the study and the availability of data.

Its purpose will be not only to provide a “snapshot” of the situation at a given point in time, but also to allow the determination of incentives which could promote the development of the modal share in certain geographical sectors and on certain routes.

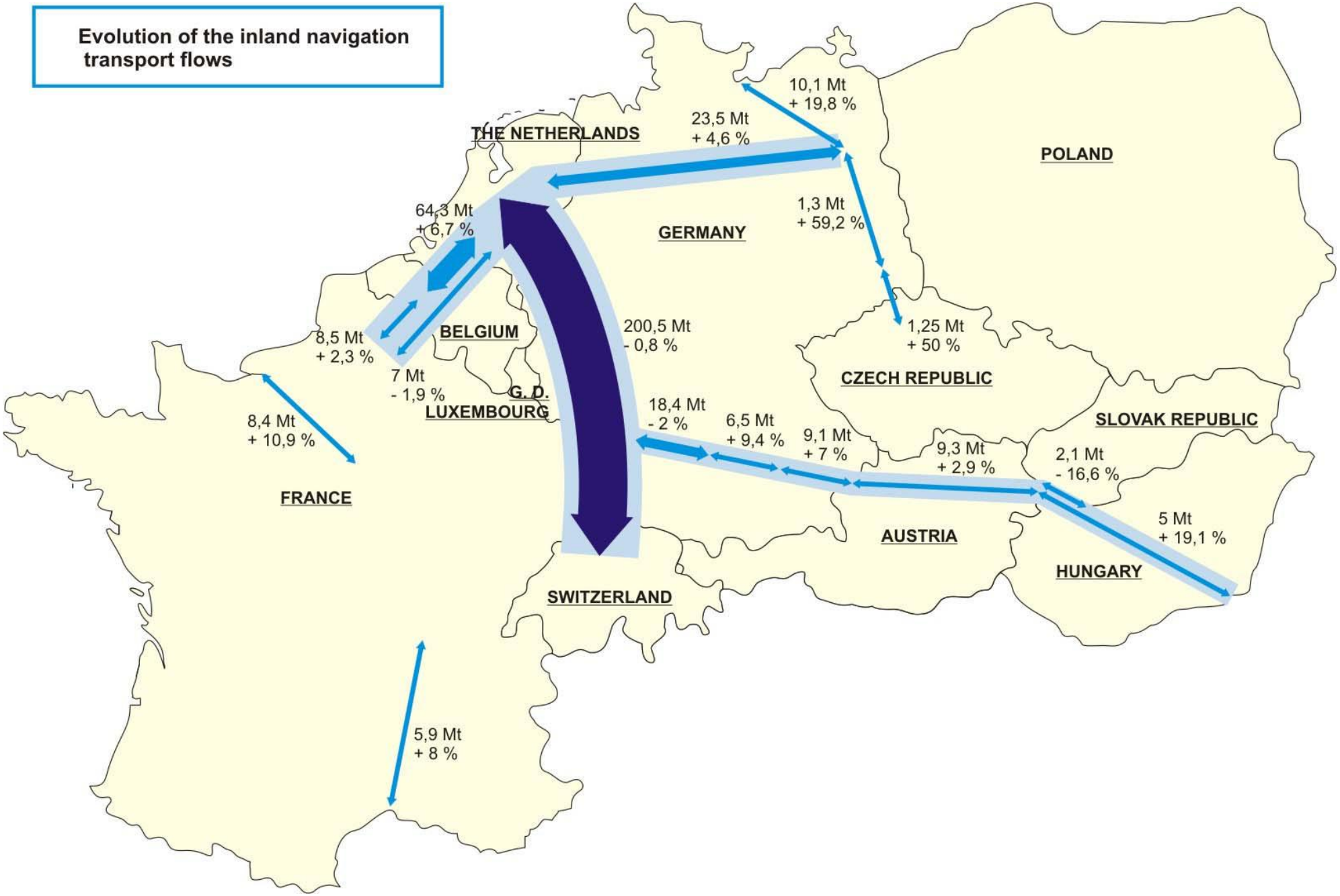
There are four transport routes to be taken into consideration, namely:

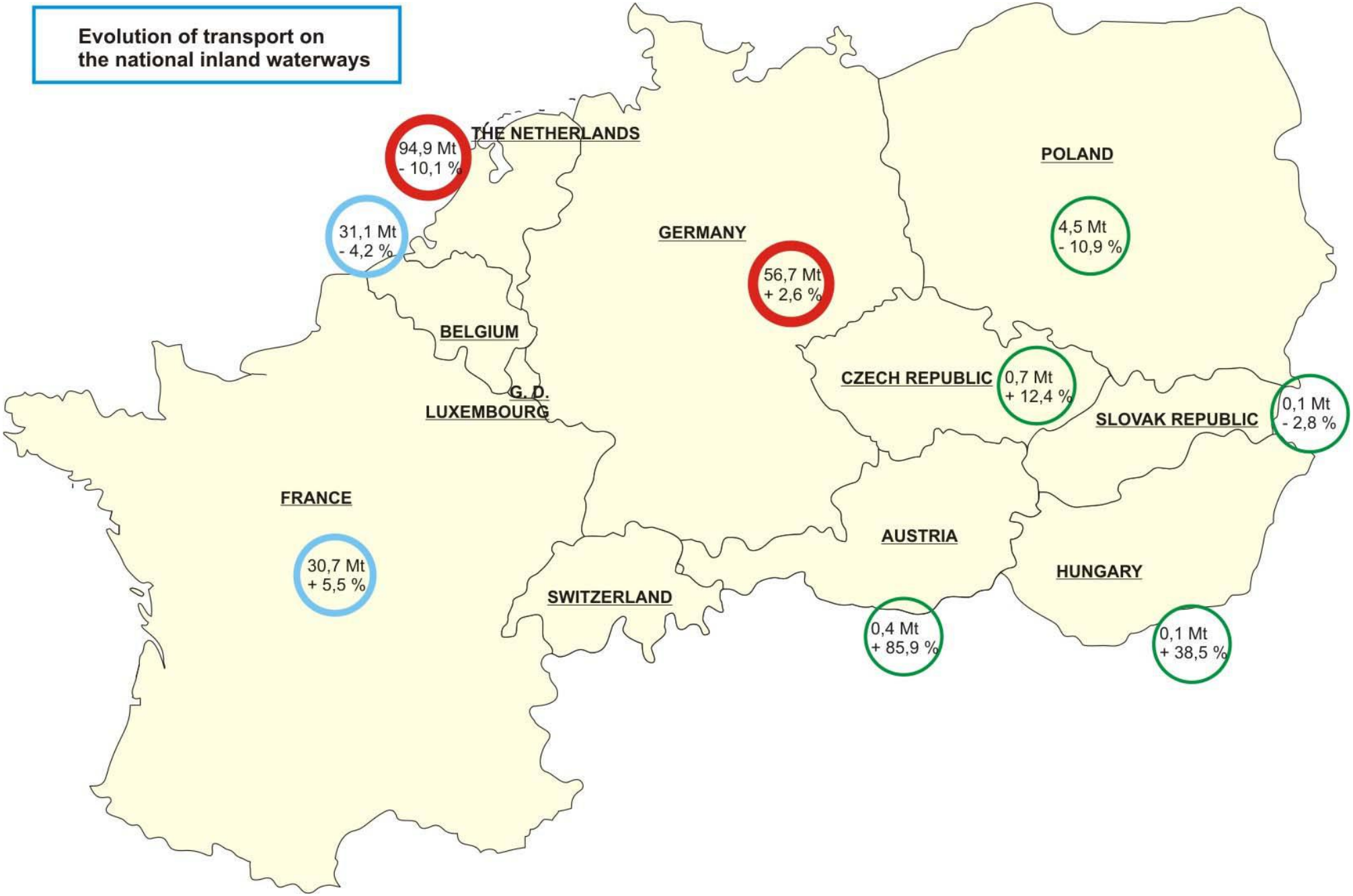
- the Rhine route, which continues to account for about two-thirds of inland waterway transport in western Europe,
- the Danube route,
- north/south routes (France, Belgium, Netherlands), and
- east/west routes linking the Netherlands, northern Germany and extending towards Poland.

Traffic on minor routes such as the Elbe, the Rhône and the Seine are also analysed here, because of their potential for development.

All these transport routes are represented in the table below by arrows; the size and colour of the arrows indicate the comparative scale of the volumes transported on these routes. The table also shows the rate of the evolution of the volumes transported on these routes between 2004 and 2005.

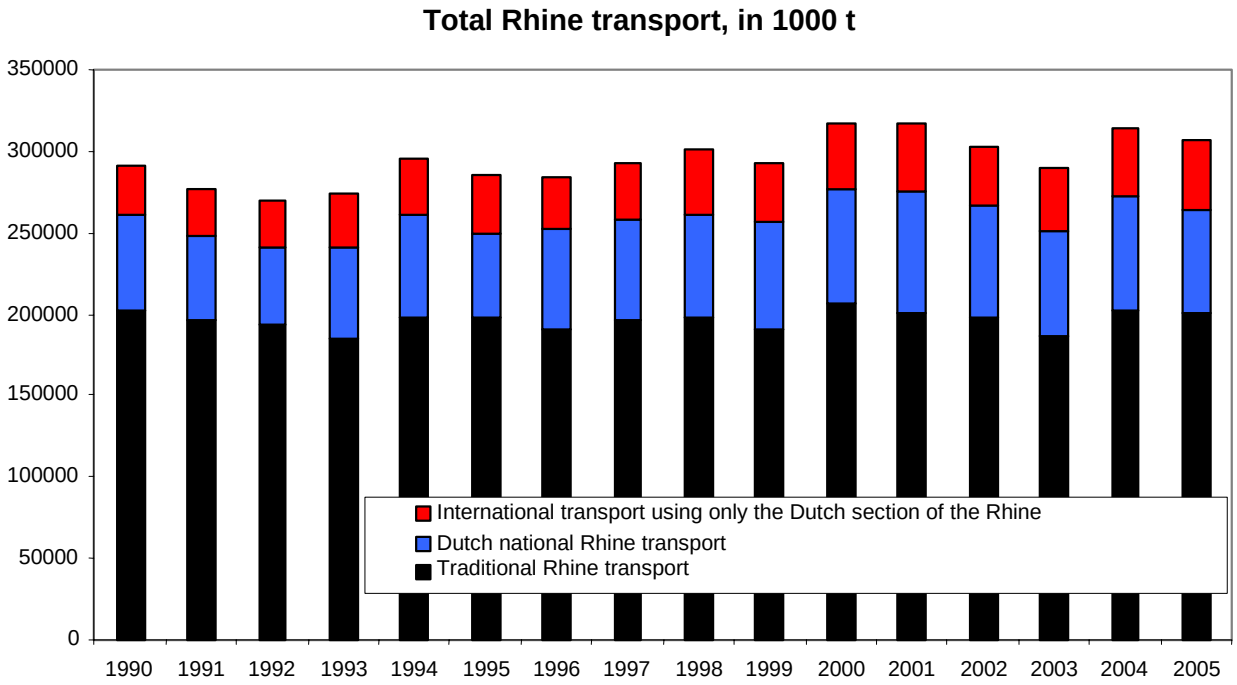
Concerning the analysis of local markets and traffic on secondary routes, the information supplied by the national statistics offices is supplemented by local data available from regional directorates in Germany, regional authorities in Belgium and the VNF for France.


Evolution of the inland navigation transport flows
THE NETHERLANDS
GERMANY
POLAND
BELGIUM
G. D. LUXEMBOURG
CZECH REPUBLIC
SLOVAK REPUBLIC
FRANCE
AUSTRIA
HUNGARY
SWITZERLAND
10,1 Mt + 19,8 %
23,5 Mt + 4,6 %
64,3 Mt + 6,7 %
1,3 Mt + 59,2 %
200,5 Mt - 0,8 %
1,25 Mt + 50 %
8,5 Mt + 2,3 %
7 Mt - 1,9 %
8,4 Mt + 10,9 %
18,4 Mt - 2 %
6,5 Mt + 9,4 %
9,1 Mt + 7 %
9,3 Mt + 2,9 %
2,1 Mt - 16,6 %
5 Mt + 19,1 %
5,9 Mt + 8 %


Evolution of transport on the national inland waterways
THE NETHERLANDS
94,9 Mt
- 10,1 %
31,1 Mt
- 4,2 %
BELGIUM
G. D. LUXEMBOURG
GERMANY
56,7 Mt
+ 2,6 %
POLAND
4,5 Mt
- 10,9 %
CZECH REPUBLIC
0,7 Mt
+ 12,4 %
SLOVAK REPUBLIC
0,1 Mt
- 2,8 %
FRANCE
30,7 Mt
+ 5,5 %
SWITZERLAND
AUSTRIA
0,4 Mt
+ 85,9 %
HUNGARY
0,1 Mt
+ 38,5 %

1) Traffic on the Rhine route

Traffic on the Rhine route has been monitored by the CCNR since the nineteenth century. The criteria have remained constant, which means that it is possible to monitor this traffic in historical terms. A distinction is usually drawn between traditional Rhine traffic (including transport on the German and French parts of the Rhine only) and total Rhine traffic (which includes transport the entire length of the Rhine). The evolution of these two concepts is described in the graph below.



For the year 2005 as a whole, there was a slight drop (-0.8%) in the volumes transported and the services provided (-1.5%) on the traditional Rhine. Although during the course of the first nine months of the year the volume of traffic was increasing, it was the lack of water throughout the autumn that was the cause of the lower figures, in a context in which demand for transport remained sustained generally in western Europe. Comparison of the activity of transport on the Rhine in the second half of 2005 with the second half of 2004 shows a decrease of 3% in the volumes transported and a decrease of more than 6% for services. It should be borne in mind that 2004 was a year during which a certain degree of catching up had been noticeable in respect of the volumes of certain goods for which transport had been deferred for some time because of the lack of water in 2003.

2) Traffic on the Rhine-Danube route

On this route we take into account traffic on the Danube, particularly its German and Austrian sections, and the exchange traffic between the Rhine and the Danube via the Main-Danube Canal.

In Germany:

- **On the Main**

Overall, the total volume transported on the Main dropped slightly in 2005, mainly due to decreased exchange traffic with the Danube (-3.1%).

Among the various categories of goods transported, only those in the agricultural sector made any real progress, with a figure of +81.6% for agricultural and forestry products. On this route, the latter represents approximately 23% of the total volume transported.

- On the Main-Danube Canal

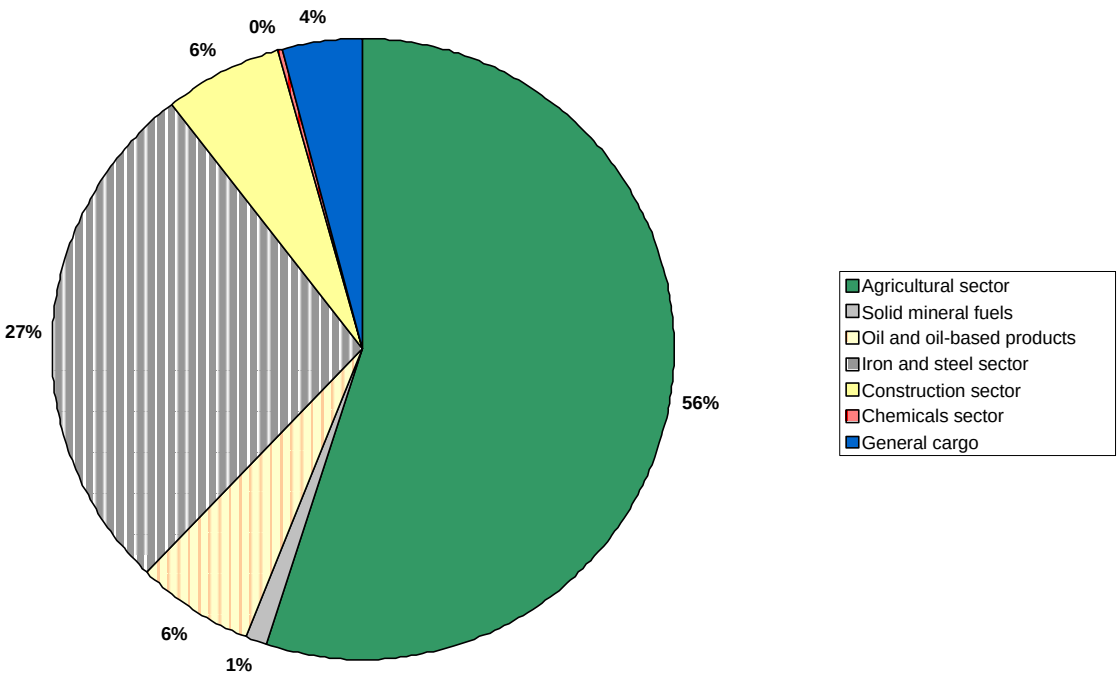
The total volume transported on the Main-Danube Canal continued its upward trend, progressing by 9.4% compared with 2004. This increase is a direct result of the increase in exchange traffic with the Rhine and internal traffic on the canal.

- On the German section of the Danube

The volumes transported on the German section of the Danube progressed by 7% in 2005. This is a new record on this stretch of the Danube. Although downstream traffic has decreased, upstream traffic has increased by 14.8%, hence the figure for evolution.

Exchange traffic between the Rhine and the Danube progressed by 9%. The total volume of containers transported on this stretch of the river is still much lower than that on other inland waterways in Germany, with 5137 TEUs transported; the total volume is even slightly lower than last year.

Types of goods transported on the German section of the Danube



- On the Austrian section of the Danube

In 2005 the total volume transported in international exchange traffic on the Danube progressed on the whole by slightly more than 1%.

Among the increases, agricultural products, ores and scrap for the iron and steel industry showed marked progress. Volumes were down for most of the other categories of goods.

- On the Hungarian section of the Danube

The total volume transported by inland waterway in Hungary progressed by almost 19% in 2005, after progressing by more than 9% in 2004. This evolution reflects sustained economic growth in recent years and increased use of this mode of transport – overall demand for transport in all modes taken together progressed by no more than 5.8%. As for the Austrian section of the Danube, the transport of agricultural products increased substantially. The total volume transported in international exchanges more than doubled. The transport of oil-based products also made considerable progress, with the total volume transported increasing by 36%.

3) Traffic on the north/south route

North/south traffic comprising exchanges between France and Belgium or the Netherlands has, on the whole, stagnated somewhat during the year. Only the transport of containerised products made progress on these routes. Transport volume nevertheless progressed by 6.7% between Belgium and the Netherlands; this transport mainly comprises exchanges between sea ports.

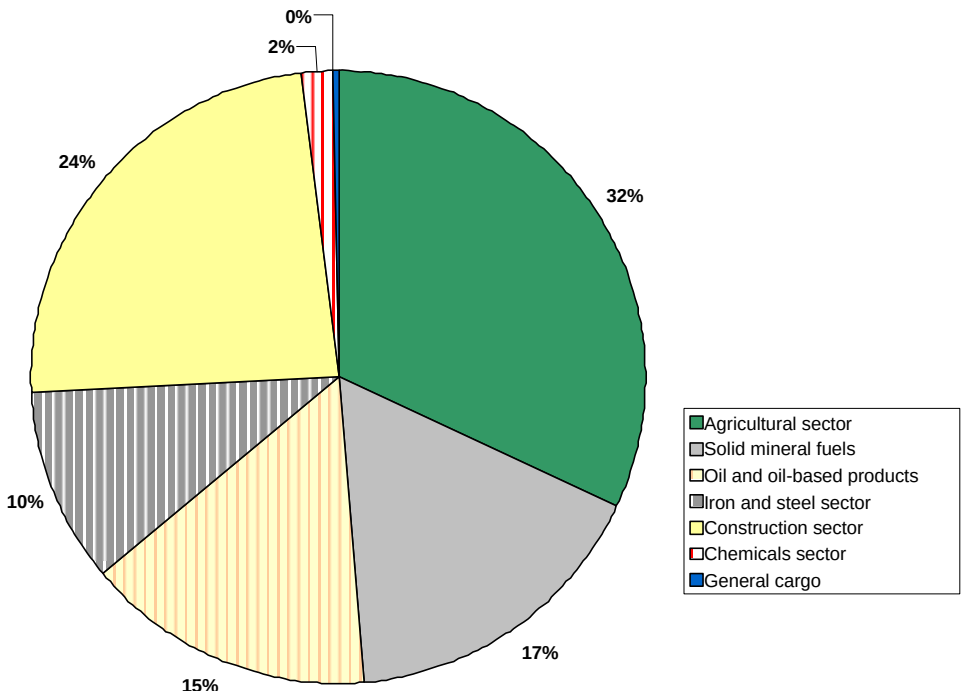
4) Traffic on the east/west route

This includes firstly exchange traffic between Poland and the Czech Republic and Germany and the sea ports and secondly German national and international traffic transiting on the canals of northern Germany.

The Mittellandkanal

The volumes transported on the Mittellandkanal progressed by 4.6% in 2005. The transport of containers increased notably on this route – by more than 65% in 2005.

Types of goods transported on the Mittellandkanal (in 1000 t)



The Elbe

The total volume transported on the Elbe progressed overall by 23% compared with the previous year. The density of the traffic varies greatly on the different sections of the river, the confluences in the area (link with the Mittellandkanal, links with Berlin, etc) and the proximity of the port of Hamburg. From a geographical point of view, the Elbe is positioned at the junction of several inland waterways. The goods transported are mainly agricultural products, fertilisers, construction materials and "general cargo", which also includes containerised products. Transport of containerised products progressed overall by 23% in TEUs in the Elbe's area of influence.

5) Traffic on the French inland waterways network

The Seine

The services provided in the Seine basin progressed by 8.7% in 2005. Transport by container progressed by 40% in the Paris basin, and this trend should continue in 2006. We are also able to observe progress in the volumes of construction materials transported, and this evolution is basically due to the public works being carried out in this area and to a large-scale demolition site on an island near Paris, where the rubble is being taken away by water.

There has also been progress in the transport of coal to the power station in Vitry. This evolution is not unconnected with the substantial increase in the price of oil, as coal is a cheaper alternative source of energy.

The Rhône

The services provided in the Rhône basin progressed by 15% in 2005. Container transport progressed by 20% on the Rhône route. This trend should continue, particularly in view of the prospect of building new transhipment sites. We are able to observe an increase in the transport of agricultural products connected firstly with a "catching up" effect, since 2004 was a slack year following the drought in 2003 and its consequences for the harvest, and secondly with the creation of a new agricultural platform in Pagny.

On the French inland waterway network as a whole, we may observe that in 2005 it was national transport that sustained growth in inland waterway transport, while international exchanges more or less stagnated. It was essentially the transport of containers, agricultural products, coal and coal products and construction materials that brought about this overall increase in activity on the national network.

D) Evolution of transhipments in sea ports

In view of the incidence of international exchanges effected by the sea ports, it would appear to be important to monitor the evolution of transhipments in these ports. Considering this in parallel to the evolution of transport by river in western Europe also makes it possible to obtain an impression of the evolution of the market share held by inland waterway transport. Overall, taking into account the volumes transhipped in the main sea ports of northern France, the Benelux countries and Germany, we are able to observe progress of 3.7% in 2005 for the total volume transhipped and of almost 10% for containers in TEUs.

On the whole, the total volume transported by inland waterway stagnated in 2005, at least in western Europe. This situation, influenced by conditions on the Rhine and its tributaries affected by unfavourable water conditions in the second half of the year, nevertheless deserves consideration in terms of the evolution of the market

share of inland waterway transport in this area. It should be noted that the total volume transhipped in the ports of Hamburg and Bremen progressed in 2005 by 8% (with a figure of +12.9% for containers) whereas the ARA ports only progressed by 5% (with a figure of +9.9% for containers).

Breakdown of the container market in sea ports
(in 1000 TEUs)

Ports	2001		2005		Evolution of the market share of each port
	1000 TEUs	% of market	1000 TEUs	% of market	
Hamburg	4689	22.81%	8088	25.78%	**+2.97%**
Bremen	2915	14.18%	3735	11.91%	**-2.27%**
Amsterdam	48	0.23%	69	0.22%	**-0.01%**
Rotterdam	6120	29.77%	9287	29.61%	**-0.17%**
Antwerp	4218	20.52%	6488	20.68%	**+0.16%**
Ghent	15	0.07%	30	0.10%	**+0.02%**
Zeebrugge	876	4.26%	1408	4.49%	**+0.23%**
Dunkirk	151	0.73%	205	0.65%	**-0.08%**
Le Havre	1523	7.41%	2058	6.56%	**-0.85%**
Total	**20555**	100.00%	**31368**	100.00%	

(Source: Port of Rotterdam)

Evolution of transhipments in sea ports
(1000 tonnes or 1000 TEU containers)

Ports	2005			Evolution / 2004 in%		
	Dry bulk	Containers	Liquid bulk	Dry bulk	Containers	Liquid bulk
Hamburg	26872	8088	13099	**-0.30%**	**+15.50%**	**+7.20%**
Bremen	7404	3735	2234	**+2.70%**	**+7.70%**	**+8.60%**
Amsterdam	47162	66	20897	**+9.10%**	**+26.90%**	**+14.00%**
Rotterdam	89385	9287	171312	**+3.90%**	**+12.00%**	**+6.40%**
Antwerp	26931	6488	37030	**+4.00%**	**+7.00%**	**+5.00%**
Ghent	15596	30	2795	**+1.10%**	**-3.30%**	**-0.40%**
Zeebrugge	1686	1408	4479	**+10.10%**	**+17.60%**	**+4.50%**
Dunkirk	26312	205	14847	**-3.00%**	**+2.00%**	**+22.10%**
Le Havre	4802	2058	46826	**-12.00%**	**-3.50%**	**-2.00%**
Total	**246150**	**31365**	**313519**	**+3.00%**	**+10.30%**	**+6.00%**

(Source: Port of Rotterdam)

Evolution of transhipments in sea ports, by type of goods
(in 1000 tonnes)

	2004		2005		Evolution of total volume transhipped
	volume	% of market	volume	% of market	
Agricultural products and foodstuffs	28757	11.49%	29338	11.92%	**+2.02%**
Ores and scrap for the iron and steel industry	94654	37.80%	90205	36.65%	**-4.70%**
Coal and coal products	77141	30.81%	75281	30.58%	**-2.41%**
Other dry goods	49829	19.90%	51326	20.85%	**+3.00%**
Total	**250381**	100.00%	**246150**	100.00%	**-1.69%**
Crude oil	155401	52.52%	153434	48.94%	**-1.27%**
Refined oil products	99335	33.57%	117078	37.34%	**+17.86%**
Other liquids	41130	13.90%	43007	13.72%	**+4.56%**
Total	**295866**	100.00%	**313519**	100.00%	**+5.97%**
Containers	298253	77.97%	325227	79.24%	**+9.04%**
Ro-ro traffic	38879	10.16%	38954	9.49%	**+0.19%**
General cargo	45399	11.87%	46269	11.27%	**+1.92%**
Total	**382531**	100.00%	**410450**	100.00%	**+7.30%**

(Source: Port of Rotterdam)

Rotterdam

The total volume transhipped in this sea port progressed overall by 5%, with a figure of 12.8% for containers in TEUs.

As regards the modal split towards the hinterland, in relation to containers, inland waterway transport regained 0.7% compared with 2004, with 31.1% of total volume, but its market share nevertheless remains 1 point lower that its figure for 2002. Whereas rail's share has remained more or less constant for the past five years, the battle seems to be between inland waterway and road transport. The temporary drop in inland waterway transport in 2003 and 2004 would seem to indicate that its origin could be connected with both water conditions and the problems of engorgement of the sea ports it has been possible to observe during these years. Note may also be made of the substantial progress made by transport using feeders, which has increased considerably in pre- and post-transportation into and out of the port of Rotterdam. In relation to the overall number of containers being handled, the market share of feeders in comparison with the three other modes of land transport (rail, road, inland waterway) progressed from 16.4% to 27.1% of the market between 2002 and 2005. Thus in absolute terms the other three traditional modes of transport have lost part of their share of the market even though they are handling increased volumes.

The first months of 2006 indicate a continuation of this trend for growth in exports transported by sea for all categories of goods taken as a whole (+2.6%), although the rate of growth appears to have slowed down somewhat.

Antwerp

In 2005, the volume transhipped in TEUs progressed by 5.1% and containers by 7%. It should be noted that while transport by inland waterway into and out of the port

of Antwerp progressed by 5.9%, transport by rail progressed by something in the order of 10%. Inland waterway transport has therefore succeeded in increasing its market share very slightly despite unfavourable water conditions in the autumn, while rail transport has undeniably taken points away from road transport. The economic context, apparently favourable for the development of the port of Antwerp in 2006, will allow measurement of the progress of river transport in this area, as long as the water conditions do not constitute a limiting factor once again.

The first months of 2006 do indeed point to the continuation and even the acceleration of the progress made by transhipments, particularly in respect of containers, for which progress of 10% seems likely. It should nevertheless be noted that at the same time the progress in post-transportation volumes carried by inland waterway transport has only progressed by 3.5%. This trend has only be observed over a few month. On a longer run, it could be an indicator for losses of market shares for inland navigation.

Amsterdam

The volume handled by the port of Amsterdam progressed overall in 2005 by 2.3%; the figure for containers was in the order of +21%. This is a record figure and is the result of the commissioning of a new container terminal.

Among the goods transhipped, progress was made mainly by oil-based products (+17%), sand, gravel and ore (+12%) and fertilisers (+19%).

Le Havre

2005 showed a decrease of almost 2% in the volume transhipped and a decrease of 4.3% in containers transhipped in TEUs.

This reduction in activity was due mainly to the drop in the volume of hydrocarbons handled in the port area of Le Havre. This drop is closely linked to the drop in the transportation of crude oil by sea (-7.9% to 34.1 million tonnes). At the same time, the volume transported by inland waterway in the area progressed overall by +6.5%, with substantial increases in volumes of products connected with the iron and steel sector and of oil-based products.

Dunkirk

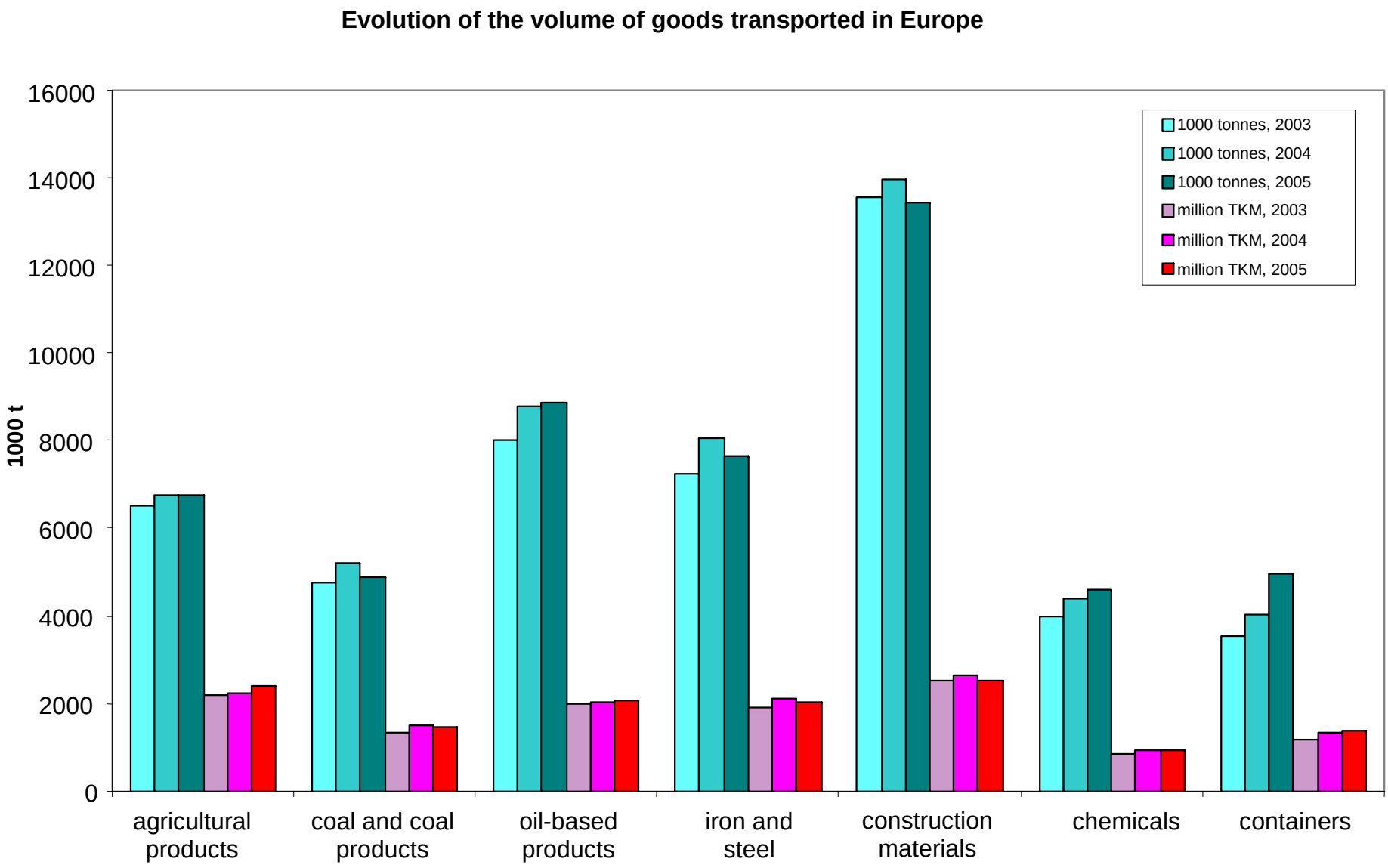
The volume transhipped in the sea port of Dunkirk progressed by 4.7% in 2005. This was an important stage in the port's history, as it topped the level of 2 million tonnes (+19.8%), mainly due to the development of activity in connection with the iron and steel industry in the Nord-Pas de Calais region. The volume carried by inland waterway transport in this area progressed by 11.7%.

Hamburg

Transhipments in the sea port of Hamburg progressed overall by almost 10%, for all goods taken together, and by more than 15% for containers in TEUs. The considerable progress made by the transport of containers on the Elbe and on inland waterways linked to the port of Hamburg, in the region of 70%, points to the reinforcement of inland waterway transport in this market. Current indications are that 2006 will see this development continue.

Bremen

The volume transiting through the port of Bremen progressed overall by 3.8% (the figure for containers is 7.7% in TEUs). Although this increase remains lower than that of competitive modes, 2006 at present looks set to be a new record year.


Evolution of the volume of goods transported in Europe
1000 t
16000
14000
12000
10000
8000
6000
4000
2000
0
1000 tonnes, 2003
1000 tonnes, 2004
1000 tonnes, 2005
million TKM, 2003
million TKM, 2004
million TKM, 2005
agricultural products
coal and coal products
oil-based products
iron and steel
construction materials
chemicals
containers

D) Evolution of the main categories of goods on the network in Europe

1) Agricultural products

Throughout Europe as a whole the transport of agricultural products and foodstuffs dropped back slightly in 2005, as there was no longer the “catching up” effect that we had been able to observe in volumes in 2004, following 2003 when production had been limited by drought conditions. It is nevertheless noticeable that the evolution has varied in the different regions and countries under consideration.

From the evolution of services in TKM it is also possible to deduce that the average distance goods are transported has increased.

Thus we can see on the Rhine route a clear advance in the transport of agricultural products of nearly 15% in terms of volume over 2005 as a whole. The biggest increases could be seen in the transport of wheat (+21%) and maize (+11%). This is due to the quantity of the 2004 harvest, which was good. On the other hand, foodstuffs and animal feed dropped back by 2.5% in 2005. The transport of fertilisers fell back by more than 6% by volume over the year, particularly in the second half of 2005.

Substantial progress in this sector could also be seen over the entire French network, where river transport has been developing over the past few years.

In the Danube area and in east/west traffic in Germany the transport of agricultural products and foodstuffs also progressed.

Although there is apparently a real trend towards an increase in the use of inland waterways where they are accessible for the transport of cereals, the prospects for 2006 are nevertheless dependent on the quantity of the harvest; this is in fact a characteristic feature of this sector

2) Coal and coal products

The volume of coal and coal products transported dropped by 3% over the entire year and by 9% in the second half of 2005, once again as a result of the water conditions. It should be borne in mind that the transport of coal and coal products on the Rhine represents almost 78% of the total volume of coal and coal products transported by inland waterway in Europe. Throughout Europe, the decrease in this type of transport was more than 6% in 2005. In fact it was only really between Poland and Germany that the transport of solid mineral fuels progressed by 21%.

Imports of coal and coal products into the Europe of the 25 (in million tonnes)

	2004	2005	Evolution
Production of coal in Europe	**180**	**171**	**- 5%**
Imports of coal for the domestic market	**211**	**209**	**- 0.95%**
Imports of coke	**10**	**9**	**- 10%**

(source : Verein der deutschen Kohlenimporteure)

This trend reflects a temporary drop in imports into Europe, even though at world level and more particularly because of the effect of production and demand in China we continue to see new record-breaking figures.

Despite this slight temporary drop, the level of demand for coal and coal products has nevertheless been sustained in the iron and steel industry and for the production of electricity, as very high oil prices have encouraged the use of coal products wherever substitution is possible. It should indeed be borne in mind that 56% of total consumption of coal and coal products in Germany is used in power stations and only 20% of the total volume is used by the iron and steel industry.

Taking into account these elements, plus the upturn in the iron and steel sector in 2006, demand for the transport of coal and coal products should evolve favourably in 2006.

3) Oil and oil-based products

Although in the long-term the consumption of oil-based products is tending to fall in Europe, contrary to world trends that are the result of countries experiencing full economic expansion, the fall in the consumption of oil in Europe in 2005 is more likely due to very high prices which resulted firstly in reduced consumption and secondly in the use of other cheaper sources of energy, whenever possible, and particularly in the production of electricity.

	2000	**2001**	**2002**	**2003**	**2004**	**2005**
EU consumption of oil (in million tonnes)	674.5	683.7	680.1	688.2	695.7	688.4

(source : Mineralölwirtschaftsverbandt)

The total volume of oil-based products transported stagnated during 2005 as a whole, with a significant increase in the first half and a drop in the second half, mainly because of water conditions on the Rhine but also because of high prices.

The level of prices on the world market since 2004 led to an increasing number of consumers in 2005 only buying the quantities that were strictly necessary, pending lower prices.

It was essentially as a result of seasonal phenomena that demand for transport rallied to some extent in the autumn, with purchases in anticipation of the winter. From mid-November 2005 onwards, water levels in the Rhine were so low that on certain sections of the river the risk of running aground made the use of double-hulled vessels difficult, if not downright impossible.

In 2006, demand for the transport of oil-based products will remain closely linked to the fluctuations in the world market for oil and, on inland waterways such as the Rhine that are subject to fluctuations in water conditions, to the loading conditions dependant on the water level.

It should be noted that, from a structural point of view, there is a tendency for the volumes transported to decrease over the coming years. Furthermore, the industrial restructuring of refinery units that we have been able to observe in Switzerland (the Tamoil refinery in the Valais canton) may also have a lasting effect on the demand for the transport of oil-based products. In this particular case, the effects could become noticeable in terms of traffic on the Rhine.

4) Iron and steel products

In 2005, the transport of iron and steel products fell by about 1.6% over all the inland waterways in Europe, although they increased by about 3% on the Rhine. Over the same period, the transport of ores and scrap for the iron and steel industry fell by 6% in volume on the Rhine and by 5% in the rest of Europe.

In the second half of 2005 volumes of both iron and steel products and ore and scrap for the iron and steel industry fell by about 6 and 9% on the Rhine, mainly due to the lack of water.

The decrease in the transport of raw materials that could be observed throughout the year is due to a temporary consolidation of activity in the iron and steel sector. This has resulted in both growth that is temporarily less than that of demand for steel worldwide and a reaction on the part of the iron and steel companies to reduce production substantially. Despite this conjunctural situation, the level of activity remains very high in this sector, and world demand for steel should continue to grow even more in 2006. Indeed a growth rate in the production of raw steel of 3.5% is anticipated in Germany in 2006, and the information available to date would seem to indicate that this will in fact be the case.

	2000	**2001**	**2002**	**2003**	**2004**	**2005**
World production of steel (in millions of tonnes)	847,7	850,3	903,8	969,1	1066,5	1129,4

(source : International iron and steel institute)

Worldwide it can be seen that production made further progress in 2006, with the highest rate by far being registered in China. In Europe, it would appear that it is in the ten States which recently joined the European Union that the rate of progress in domestic production and consumption is the highest. This is due to the development of the automobile industry, the building and public works sector, and the economy in general. As a result, demand for transport making use of inland waterway transport should remain sustained for the whole of 2006.

5) Construction materials

In 2005, the transport of construction materials using inland waterways fell overall by about 3.9%. Analysis of this trend requires qualification, however. Thus on the Rhine, for example, the volume of construction materials transported fell by 4.7%. Looked at in greater detail, the transport of sand and gravel decreased by more than 7% over the year. This was due to the continuation of the structural trend towards abandoning the extraction sites on the upper Rhine, where quantities are dwindling, in favour of sites in the North Sea.

In the Seine basin and on the network in north-eastern Germany, the evolution in this type of transport on a national scale is positive. Thus the total volume transported increased by 4.9% in France and by almost 3% in Germany, and services increased by 9.8% and 5.5% respectively. In the Netherlands, however, national transport dropped considerably, by 10%. There was a clear increase in the number of building authorisations granted in Germany for 2006, which points to a future upswing in the building sector. The first figures available for the transport of construction materials would appear to confirm a clear-cut increase in demand for the transport of goods of this type.

6) Chemicals

In this sector, the volumes transported – mainly comprising raw materials and containerised products – also progressed by more than 4.7% on the Rhine, supported by the conjunctural growth that may be observed in this industrial sector on a worldwide level. The chemicals sector is, however, cyclical. Its growth rate slowed down temporarily in 2005 and stayed at just 2.4% in 2005, compared with 2.6% in 2004. For 2006, a growth rate of 2.6% is

expected once more. The chemicals sector forecasts that growth will continue at a slightly lower rate in 2007.

	2000	2001	2002	2003	2004	2005	2006
EU production of chemicals (index 100 in 2000)	100	102	107	109	112	115	118

(Source CEFIC)

It can also be seen that, for all the inland waterways taken into consideration in the present study, the transport of chemicals progressed by 5.6%, a figure that is much higher than the figure for the increase in production in the sector. This would tend to indicate that inland waterway transport is increasing its share of the market in this sector. This makes it possible to hope that the favourable trend in this industrial sector's demand for transport on inland waterways will continue in 2006 and beyond.

7) Manufactured goods and containers

In 2005, the transport of containerised products continued to progress strongly. The figure was almost +20% for both volumes and services throughout the territory under observation. Performance varied considerably, however, from one waterway to another. Thus we can see that the transport of containerised goods progressed by only 8% on the traditional Rhine. This progress over the entire year was limited by the lack of water observed in the autumn. Moreover, it can be seen that empty containers progressed by more than 16% and laden containers by almost 5%. It should also be noted that, on the Rhine, the transport of containers has been developing strongly and regularly for more than a decade. On other inland waterways, where this type of transport has developed more recently, the rate of progress is often as much as 40% (in the Seine basin) and even 65% (on the Mittellandkanal), although the volumes being handled are much smaller than those observed on the Rhine.

In the sea ports, activity in this sector has continued to progress. The overall volume handled in the sea ports from Le Havre to Hamburg progressed by 10.3%.

In view of the evolution of economic activity throughout the world, supported by demand from China and south-east Asia, the demand for transport capacity on inland waterways should remain steady in 2006. It is important, however, for the profession to ensure it has the resources to meet this demand.

In the sea ports, setting up new infrastructures and adapting transhipment procedures should reduce waiting times. These, like the vagaries of water conditions on the Rhine and its tributaries, are damaging to the image of reliability of inland waterway transport and to its competitiveness in relation to transport by rail and road.

Chapter 2 – Analysis of offer of transport

A. Structure of the national fleets

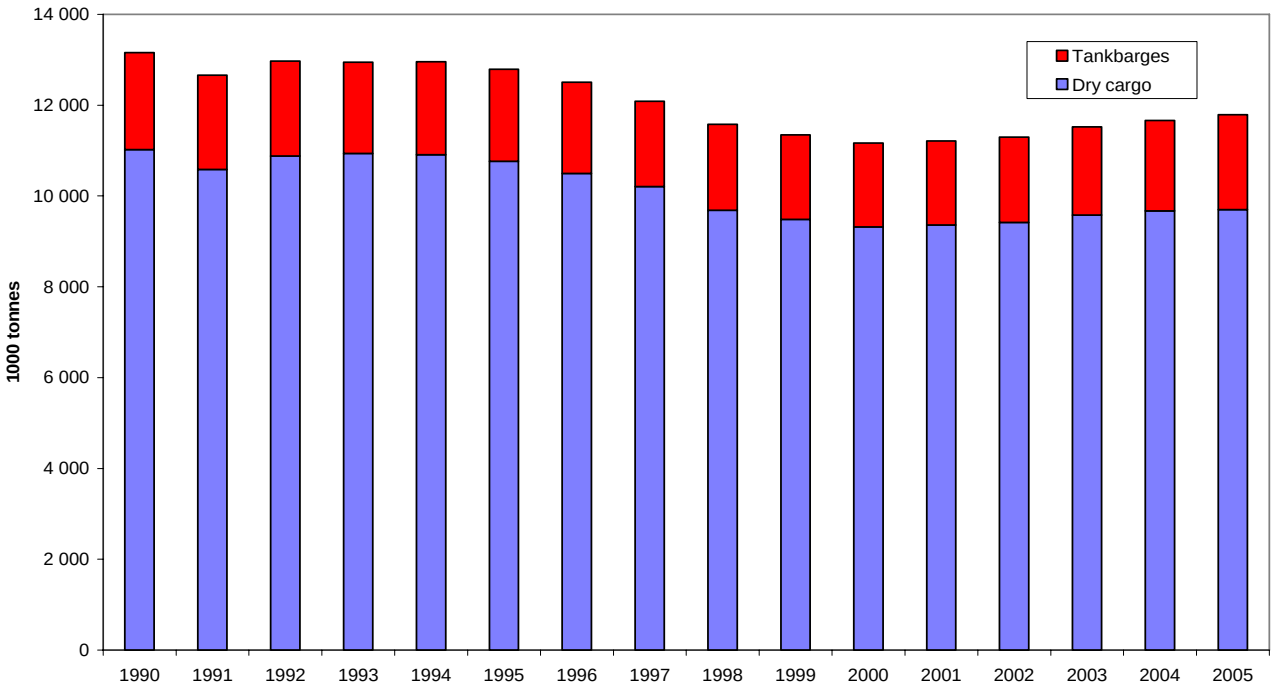
Preliminary remark

In view of the absence of reliable and complete data for capacity in the Danube States, Poland and the Czech Republic, the analyses of transport capacity will be limited to the fleets of the States of western Europe. It should also be noted that, further to a change in the methodology for monitoring the Dutch fleet, the figures have been estimated in order to preserve the reality of the actual trends visible on the graphs and tables set out below.

Within the national fleets of western Europe, we can observe a constant increase in the average size of the vessels they include. This is due to the arrival of new vessels on the market, as the new constructions are large; there are no new vessels of a smaller size coming onto the market. Since the policy of structural reorganisation came to an end, it has ceased to be possible to monitor the number of vessels withdrawn from the market as scrap. We may nevertheless consider their number to be insignificant. There is, however, a tendency for older vessels to be sold to countries in eastern Europe, for example Poland. Such sales to another country do not necessarily mean that the vessels have ceased to be active on the inland waterways of western Europe.

Because it is not at present possible to monitor the evolution of all the fleets with precision, particularly those of Danube countries, Poland and the Czech Republic, the graph below only shows the evolution of the fleets of the States bordering the Rhine basin. In accordance with the indications resulting from examination of new transport capacity coming onto the market, it is very apparent that since the policy of structural reorganisation came to an end in 2002 capacity on the market for tanker transport has increased faster than capacity for dry transport.

Evolution of the fleet



The tables below show the evolution of offer and demand on the market. It should also be borne in mind that the new transport capacity coming onto the market, because the vessels are both up to date and larger, operates round the clock, unlike the older vessels. In terms of effect on the offer of transport capacity, one tonne of older capacity therefore does not have the same effect on the market as a tonne of new capacity, at least where water conditions allow operation at full capacity.

Evolution of the situation for dry transport between 2002 and 2005

Evolution of services	Evolution of capacity of dry transport fleet
+2,4 %	**+1,0 %**

The rate of evolution of capacity should nevertheless be seen in proportion because the figure includes only those vessels registered in Germany, Belgium, France, the Grand Duchy of Luxembourg, the Netherlands and Switzerland within the territory of those countries. In fact, on certain inland waterways, and particularly in eastern Germany, there are vessels registered in other countries. For dry transport, the evolution is therefore relatively similar to the offer and demand observable in western Europe.

Evolution of the situation for tanker transport between 2002 and 2005

	Evolution of services	Evolution of capacity of tanker transport fleet
Chemicals sector	+5,7 %	**+14 %**
Oil sector	-0,2 %	
Total	**+1,6 %**	

The evolution in the ratio of offer of and demand for transport capacity shows clearly that tanker transport capacity is tending towards an imbalance. Demand for transport capacity is stagnant overall, and according to the forecasts of the sectors concerned is falling structurally for the oil sector. The offer of transport, however, is increasing substantially, particularly as a result of new capacity coming onto the market.

Observation of the evolution of freights in relation to water conditions shows that freights only increase significantly when a high level of demand on the market coincides with a period when water conditions do not permit optimum loading for vessels, particularly on the Rhine. This phenomenon constitutes an initial indication of the fragility of the balance between offer and demand on the market, and even of the appearance of overcapacity in this sector.

In terms of the structure of the capacity of tanker transport fleets, a new issue is arising, namely the coexistence of single-hulled and double-hulled vessels.

Increasingly, clients in those sectors that use tanker transport are demanding the use of double-hulled vessels for their transport. This is partly because of the regulations on the transport of dangerous materials, but also partly because of a deliberate choice on their part, with a view to achieving maximum security. In this respect there tends to be a degree of discrimination against single-hulled vessels that only lets up when water conditions are such as to limit or even prevent the activity of the larger double-hulled vessels. This situation could be observed in 2003 and in 2005 during periods when water levels were low.

Two issues stand out from these evolutions and recent observations.

- Firstly, the risk of the appearance of two levels in the market for tanker transport with real economic risks for single-hulled vessels, which could find it increasingly difficult to find goods to transport at a freight level that would allow their existence when water conditions were normal. This situation will also have a negative effect on the value of these vessels on the resale market.

- Secondly, there is a risk of supply in the longer term in the context of a climate that is tending towards extreme situations in terms of water levels. We see more particularly at times of continued low water levels as observed in 2003 and 2005 – which will tend to be repeated in the future – that the single-hulled vessels take over. At present, however, the only vessels coming onto the market are large double-hulled vessels.

B. Arrival of new transport capacity on the market

Regarding new constructions, we see that 46 vessels for dry transport and 48 vessels for tanker transport were commissioned in 2005. During the first four months of 2006, this trend continued, with the commissioning of just 2 vessels for dry transport, whereas there were 11 new vessels, of which 9 have a capacity of more than 3000 tonnes, in the tanker transport field.

This shows that new vessels are continuing to come onto the market in the tanker transport sector, contrary to what appears to be happening in the dry transport sector. This needs to seen in the context of the fact that, in the field of the transport of oil-based products, which represents more than two-thirds of the total volume transported by tanker vessels, there is no structural prospect for growth in demand for transport – on the contrary; in fact. While it is true that the chemicals sector, which represents almost one-third of the total volume transported, does have prospects for development, the cyclical nature (cycles lasting several years) of the chemicals industry and of the demand it generates must nevertheless be borne in mind.

This evolution has been taking place for several years now, and points more specifically to a trend towards the appearance of overcapacity in the field of tanker transport, particularly for single-hulled vessels. Although the new double-hulled vessels being constructed merely respond to the demands of clients and the regulations that will be introduced in the coming years, they will nevertheless be the first to benefit from demand for transport capacity when water conditions permit, and single-hulled vessels will be pushed into the background more and more, except when water conditions do not allow the large vessels to operate. This trend is set to continue in 2006 in view of the volume of new transport capacity coming onto the market.

Chapter 3 – Navigation conditions

Water conditions

As regards methodology, it has been agreed to consider water conditions on the basis of observation of the water levels on the scales at Maxau, Kaub and Ruhrort for the Rhine and at Hofkirchen for the western part of the Danube.

On canals the phenomenon of water conditions is not significant, but periods during which ice forms have to be taken into consideration, particularly in northern Germany. This has also been the case for rivers such as the Elbe and the Oder.

There was a shortage of water on the Rhine and its tributaries in the autumn of 2005. This situation, which initially had the effect of increasing freights on the Rhine market, worsened as weeks went by with no rainfall. The negative effect on volumes transported in the fourth quarter continued over several months. It was only at the end of the year that the arrival of rain improved the situation somewhat, although conditions remained precarious until the end of January 2006. The effects of snow melting both in the Alps and in lowland areas only became noticeable as spring wore on, and a flood situation rapidly arose.

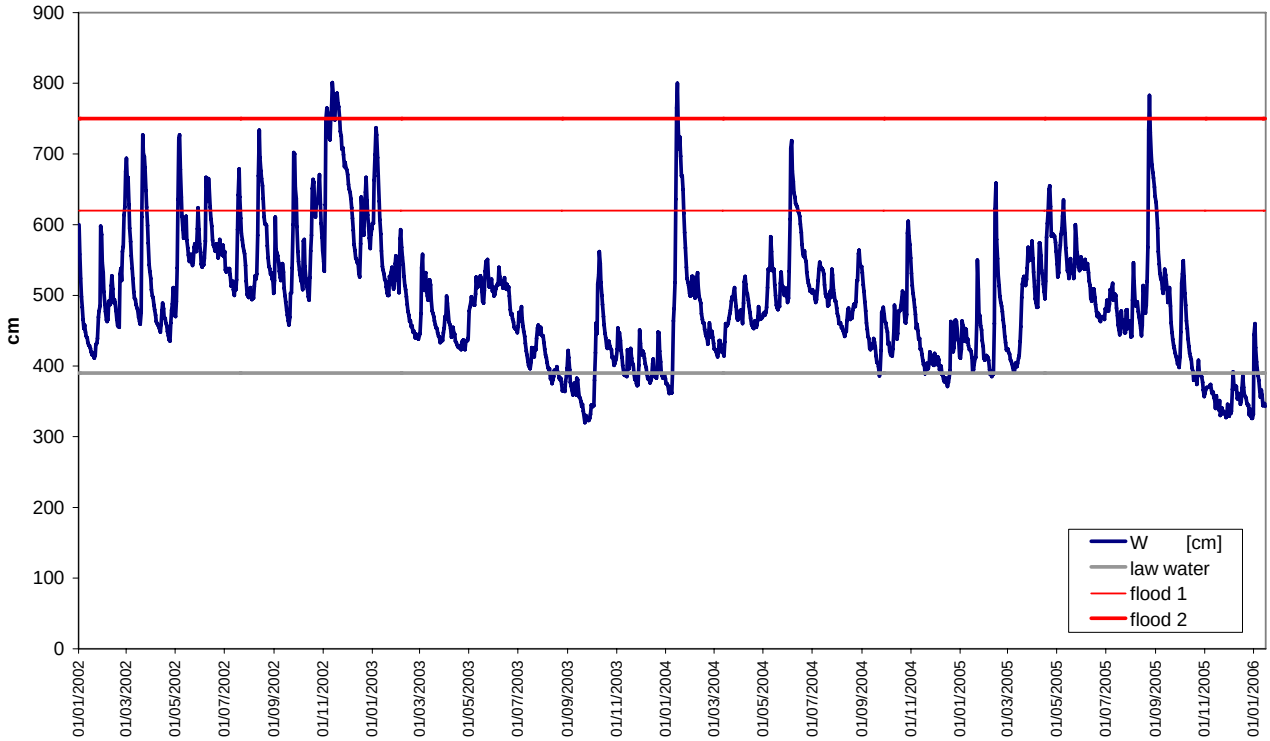
The low-water situation observed in the autumn and winter of 2005 was not dissimilar to that observed in 2003. It has become clear that similar situations will be repeated in coming years in view of present scientifically recognised changes in the climate. The prospect of less regular water conditions on the Rhine and its tributaries calls for some consideration in terms of both the structure of vessels and fleets and the image of reliability enjoyed by inland waterway transport. On the one hand, the long periods of low water have shown that, at the present time, the other modes of transport by land do not have the necessary capacity to take over the transport of large volumes immediately. On the other hand, they have also shown the fragility of certain areas of the market that are being developed, such as containers, where rail transport has taken advantage of the temporary weakness of inland waterway transport to sign long-term transport contracts.

Overstepping the limits (in days)

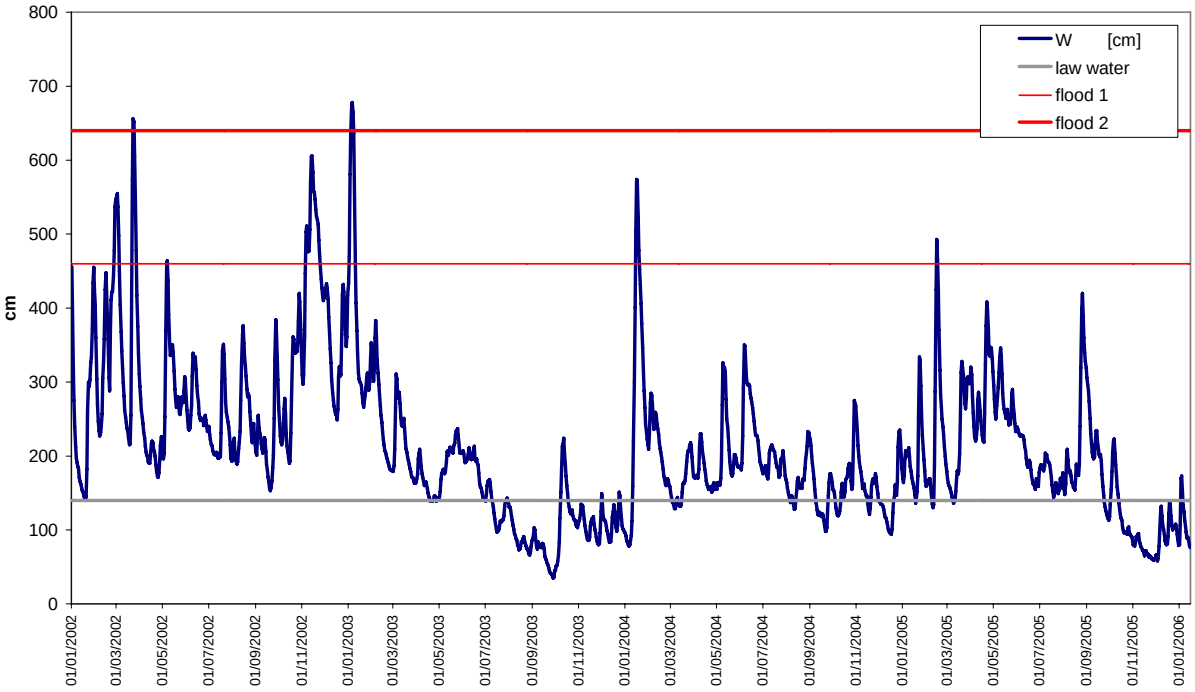
2005	Maxau	Kaub	Ruhrort	Hofkirchen
Additional payment for law water	77	95		0
Flood limit 1	17	2	0	3
Flood limit 2	1	0	0	0

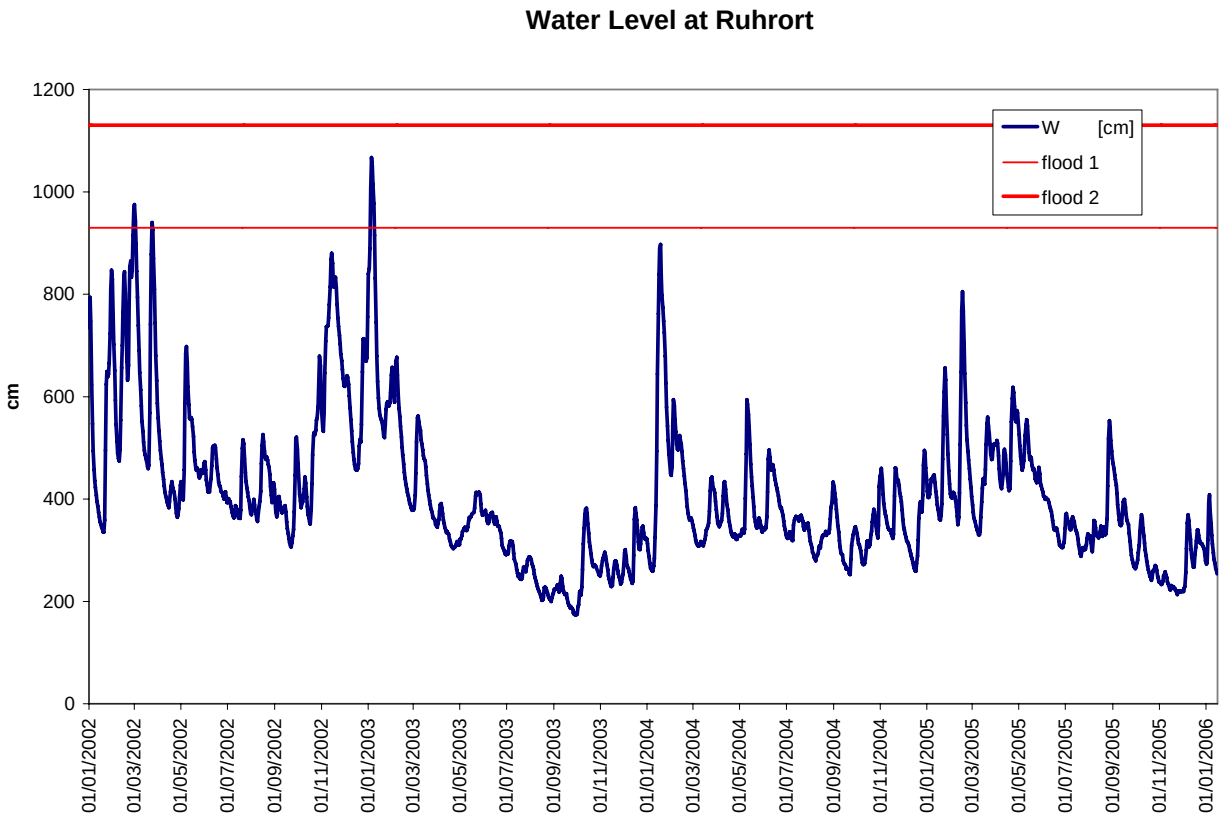
Water levels

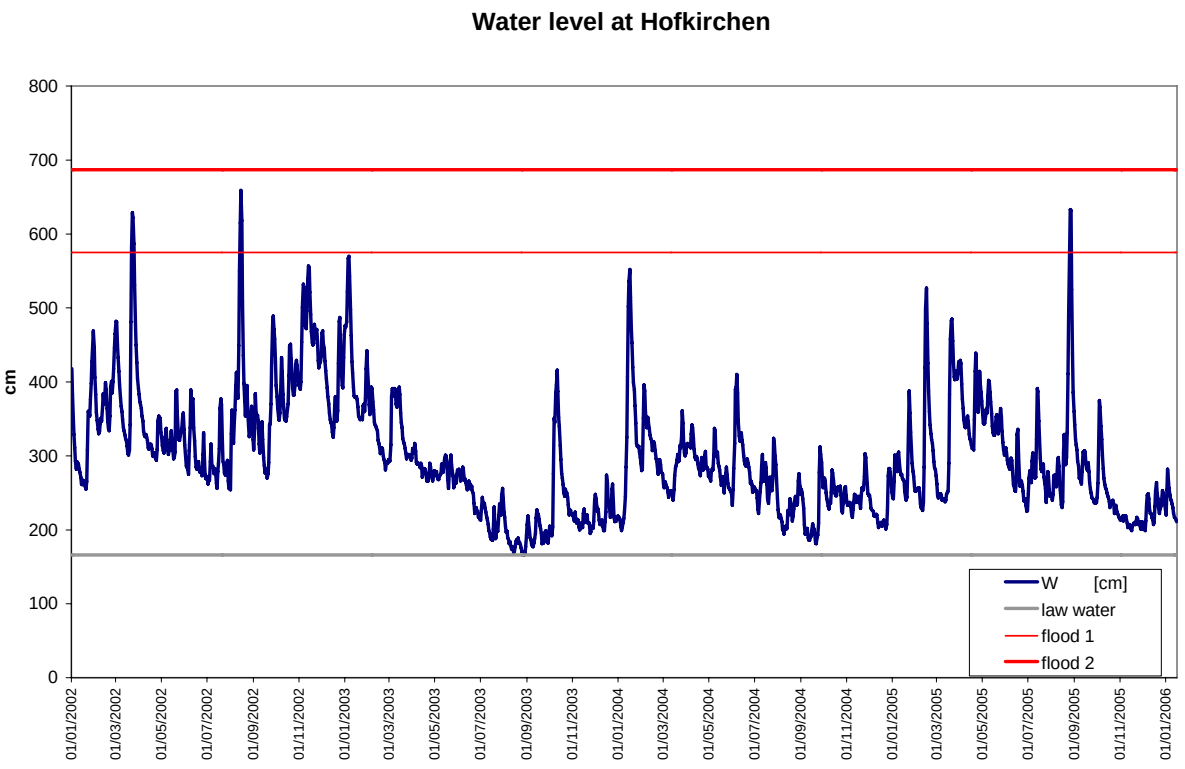
Water level at Maxau



Water level at Kaub




Water Level at Ruhrort
cm
1200
1000
800
600
400
200
0
W [cm]
flood 1
flood 2
01/01/2002
01/03/2002
01/05/2002
01/07/2002
01/09/2002
01/11/2002
01/01/2003
01/03/2003
01/05/2003
01/07/2003
01/09/2003
01/11/2003
01/01/2004
01/03/2004
01/05/2004
01/07/2004
01/09/2004
01/11/2004
01/01/2005
01/03/2005
01/05/2005
01/07/2005
01/09/2005
01/11/2005
01/01/2006


Water level at Hofkirchen
cm
800
700
600
500
400
300
200
100
0
W [cm]
law water
flood 1
flood 2
01/01/2002
01/03/2002
01/05/2002
01/07/2002
01/09/2002
01/11/2002
01/01/2003
01/03/2003
01/05/2003
01/07/2003
01/09/2003
01/11/2003
01/01/2004
01/03/2004
01/05/2004
01/07/2004
01/09/2004
01/11/2004
01/01/2005
01/03/2005
01/05/2005
01/07/2005
01/09/2005
01/11/2005
01/01/2006

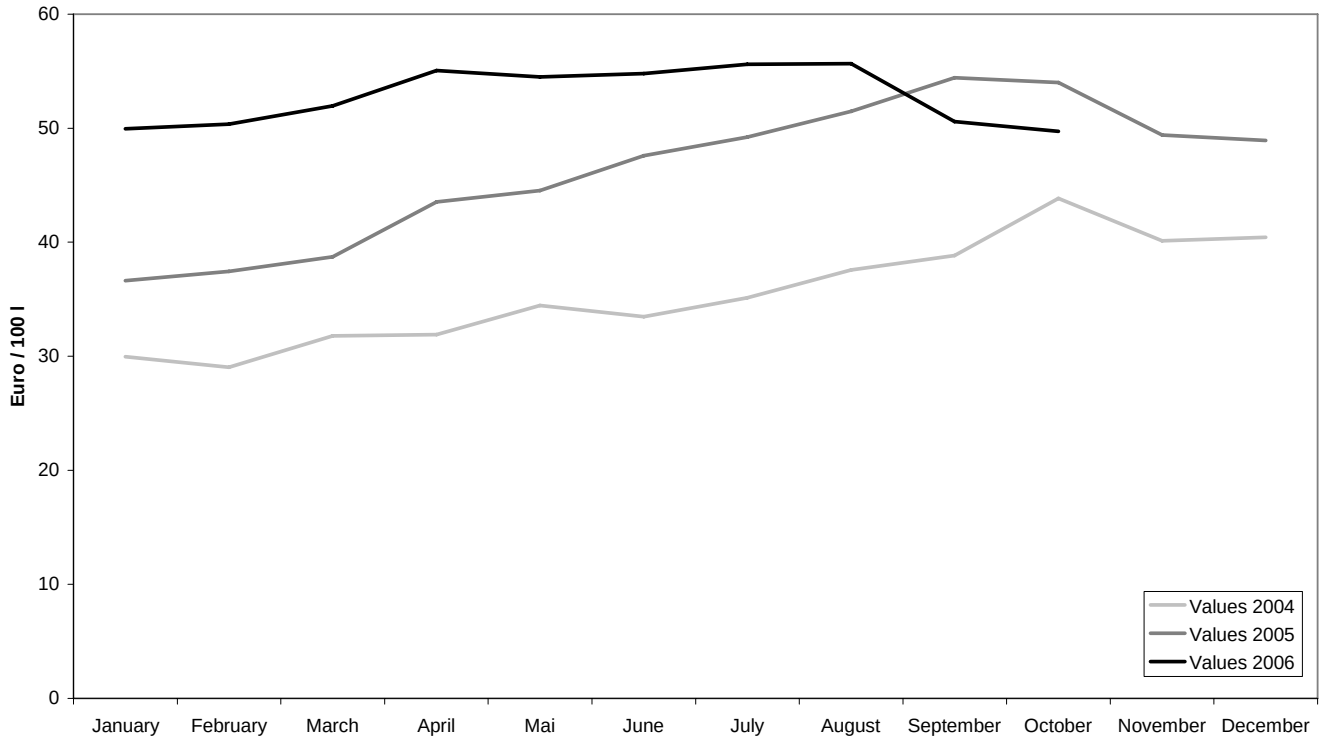
Reference levels

2005	Maxau (Rhine)	Kaub (Rhine)	Ruhrort (Rhine)	Hofkirchen (Danube)
Low water	390	140		166
Flood 1	620	460	930	575
Flood 2	750	640	1130	687

Evolution of the price of fuel oil

During the first three months of 2006, the price of fuel oil continued to rise. It was only between April and the summer that it was possible to see some stabilisation, and at a high level. The price began to fall substantially in August, in line with prices on the oil market. For operators, the “Fuel Oil” heading will without a doubt reach a peak in 2006 among operating expenses. The downward trend that began in August points to an improvement in the situation for operators.

Evolution of the gasoil prices



(sources : CBRB)

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Conclusions and forecasts

General economic activity

Despite a temporary slowing down during 2005, economic growth was sustained throughout 2005 in Europe. It is in the new member States of the European Union that the rate of growth is highest. It is expected that sustained economic growth will continue throughout 2006. In addition to the global factor connected with exports to Asia, 2006 also saw renewed national demand in most European countries. After several years of recession, the building sector is beginning to show signs of taking off again.

Activity of inland waterway transport

In this context of economic growth and exports, demand for transport capacity remained sustained throughout 2005 and should remain so throughout 2006. Nevertheless, the volumes transported by inland waterway transport in Europe in 2005 stagnated overall, particularly as a result of the level of traffic on the Rhine – these figures are still decisive because of the volume they represent. The amount of traffic did indeed drop slightly as a result of the extended period of low water in the autumn of 2005, which limited the offer transport capacity although the demand was there. On east/west routes, on the western part of the Danube route, and for traffic on the national inland waterways network in France, we see a clear increase in the volume being transported. This high rate of progress is due to the recent development of these inland waterways, as they were under-exploited previously. To this should be added that these rates of progress refer to quantities that are often very small in comparison with the volume transported on the Rhine. The progress of north/south traffic between Belgium and the Netherlands is due to the evolution of traffic between sea ports.

Sea ports

The activity in sea ports indicates that the level of international exchanges is continuing to develop, thereby creating ever-increasing demand for transport capacity on inland waterways in Europe. On the whole, transhipments in sea ports progressed by 3.7%, whereas the total volume carried by inland waterway transport in the countries concerned has remained unchanged.

Container transport

In the sea ports, the figure for transhipments of containers progressed by approximately 10%. On the Rhine, the transport of containers progressed by only 8% in 2005, as capacities were limited by the water conditions in the autumn. On most of the other inland waterways in Europe (with the exception of the Danube route), container transport showed very considerable growth rates, as a result of the very recent development of this type of transport on these routes.

Water conditions

On the Rhine and its tributaries, study of the hydrological graphs shows that the low water situation observed in the autumn of 2005 was not dissimilar to the situation in the summer of 2003, in terms of both scale and duration. According to the scientific experts, the present climate changes will continue to generate more and more periods of low water. This evolution should lead to considerations of a technical nature in terms of both the infrastructure and the structure of vessels. It became apparent during these periods of low water that, while the larger vessels are seriously handicapped, those smaller vessels that are still able to operate find that their operating conditions under such circumstances are profitable. This should also lead the industry to look into the composition of the fleets inasmuch as, at the present time, only large vessels are coming onto the market. It is important for inland waterway transport to find solutions to these vagaries of the climate in order to ensure the flexibility necessary for the offer of transport capacity to be reliable and present whatever the circumstances. This factor is of no importance on the canals.

Market shares

In an international context of growth in demand for transport capacity upheld by exports, it is important that inland waterway transport should be able to meet that demand, in order to increase its market share durably compared with rail and road. The period of low water observed in the autumn of 2005 showed, as in 2003, that for the transport of certain very bulky goods (such as coal and coal products and iron and steel products), the other land-based modes of transport do not have sufficient capacity to take over from inland waterway transport immediately and completely in the event of the latter's inability to operate. It is true that some traffic is transferred from waterways to rail when water levels are low, particularly on the Rhine, but there are examples that show such transfers to be relatively limited, as the other modes of transport rapidly reach the limits of their available capacity.

It should be noted that, in order to avoid any interruption in supply, most of the heavy industries have adopted a medium-term strategy of diversifying the land-based modes of transport they use.

Evolution of the fleets

For dry transport capacity, we can see a slowing down in the commissioning of new vessels, and this trend should continue in 2006. For tanker transport capacity, on the other hand, we can see that the commissioning of new vessels remained at a high level in 2005. This situation has lasted for a number of years, and is giving rise to concern in the tanker transport sector. Although these new vessels are being built in response to the demands of clients, it must be borne in mind that in the medium and long term there is little prospect of structural growth in demand. In the long term, this evolution could result in an over-capacity crisis for single-hulled vessels, as the market gives priority to the increasingly numerous double-hulled vessels, at least when water conditions permit.

Oil prices

The substantial increase in the price of oil and hence the price of fuel which continued in 2005 and the first few months of 2006 has had an undeniable effect on operating costs, despite the existence of "fuel clauses" – these have not been sufficient to compensate for the effects of this increase, and for some vessels the cost of fuel now represents 50% of operating costs. Despite temporary periods of calm on the oil market, no structural fall in prices is to be expected in the medium term.

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Appendices

Offer of transport capacity

Methodology

Definitions, methods and nomenclature

Concerning these statistics on the evolution of inland fleets, the CCNR has been trying for decades to determine as reliably as possible the available transport capacity in the transport market. This has always been a difficult objective to attain, as the information passed on by the member States is not always completely harmonised, despite the CCNR's adoption of a resolution on precisely this point in 2000 for the fleets of its member States.

The elements of data transmitted to the CCNR in the form of data files come from the national registers. Some of these are unfortunately still undergoing the restructuring which will make them more reliable.

To reflect the most faithful image possible of the offer of transport capacity on the market, the States only take into account those vessels that actually provided transport during the previous year, ie active vessels, or what may be regarded as the "operational" fleet because the vessels comprising the fleet have the necessary certificates to become active at any time in response to demand for transport on the market.

For the future, harmonisation aimed at taking account of the "operational" fleet is desirable, but the present state of some registers does not permit this for the time being.

In view of the small number of "chaland" barges still in the market and their negligible impact on the offer of transport capacity, they are not included in these statistics either.

When basic changes are made to statistics at the national level, as much care as possible is taken over transmitting information to ensure the possibility of using the figures in analyses. When the data for a given year is not available or is incomplete, the data elements for previous years are used as an indication so as not to leave a gap.

It has not been possible to compile detailed tables of the fleets of the Danube countries included in this study, Poland and the Czech Republic as the data submitted to the CCNR Secretariat was not in a form that permitted this. Neither has it been possible to give details of passenger boats, as the data was not sufficiently specific.

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Table OM1 – INLAND FLEETS 2002-2005 (Summary)
BY CATEGORY OF VESSEL

country	Ordinary self-propelled barges			Ordinary barges			Total capacity of the dry cargo fleet		
	Units no.	Tonnage t	Power kW	Units no.	Tonnage t	Power kW	**Units no.**	**Tonnage t**	**Power kW**
				31.12.2002					
Germany	975	1182878	508002	920	877802		**1895**	**2060680**	**508002**
Austria									
Belgium	1103	997928	485124	165	382858		**1268**	**1380786**	**485124**
France	1152	542743	146921	609	588232		**1761**	**1130975**	**146921**
Luxemburg	23	23741	12093	1	2830		**24**	**26571**	**12093**
Netherlands	3240	3285722	1608718	772	1334681		**4012**	**4620403**	**1608718**
Switzerland	12	23369	14210				**12**	**23369**	**14210**
total	**6505**	**6056381**	**2775068**	**2467**	**3186403**		**8972**	**9242784**	**2775068**
				31.12.2003					
Germany	955	1139124	503123	894	855735		**1849**	**1994859**	**503123**
Austria									
Belgium	1099	1024409	507005	200	379695		**1299**	**1404104**	**507005**
France	1141	545351	235136	612	609431		**1753**	**1154782**	**235136**
Luxemburg	21	21340	10868	1	2830		**22**	**24170**	**10868**
Netherlands	3194	3380582	1570231	800	1427738		**3994**	**4808320**	**1570231**
Switzerland	12	23369	14210				**12**	**23369**	**14210**
total	**6422**	**6134175**	**2840573**	**2507**	**3275429**		**8929**	**9409604**	**2840573**
				31.12.2004					
Germany	950	1127796	507802	1014	949093		**1964**	**2076889**	**507802**
Austria	5	7058		54	84807		**59**	**91865**	
Belgium	1113	1046203	522158	223	432111		**1336**	**1478314**	**522158**
France	956	506196	183181	465	494245		**1421**	**1000441**	**183181**
Luxemburg	19	19521	9931	1	2830		**20**	**22351**	**9931**
Netherlands	3155	3432160	1534350	818	1468427		**3973**	**4900587**	**1534350**
Switzerland	13	25942	14909	1	1258		**14**	**27200**	**14909**
Poland									
Czech Republic	75			227			**302**		
Slovak Republic	27	13299	20469	204	301139		**231**	**314438**	**20469**
Hungary	92			360			**452**		
total	**6405**	**6178175**	**2792800**	**3367**	**3733910**		**9772**	**9912085**	**2792800**
				31.12.2005					
Germany	918	1105329	500540	1012	936804		**1930**	**2042133**	**500540**
Austria (2004)	5	7058		54	84807		**59**	**91865**	**0**
Belgium	1201	1086029	5440582	225	43527		**1426**	**1129556**	**5440582**
France	917	491114	179878	461	521328		**1378**	**1012442**	**179878**
Luxemburg	17	18679	9524	0	0		**17**	**18679**	**9524**
Netherlands	3008	3209011	1566798	781	1374696		**3789**	**4583707**	**1566798**
Switzerland	15	32107	16899	2	3338		**17**	**35445**	**16899**
Poland									
Czech Republic	66			177			**243**		
Slovak Republic	25	19932		150	222731		**175**	**242663**	
Hungary	92			360			**452**		
total	**6264**	**5969259**	**7714221**	**3222**	**3187231**		**9486**	**9156490**	**7714221**

(the data about the dutch fleet in 2005 has been calculated by a different way)

Table OM1 – INLAND FLEETS 2002-2005 (Summary)
BY CATEGORY OF VESSEL

country	Self-propelled tankerbarges			Tanker barges			Total capacity of tanker fleet		
	Units no.	Tonnage t	Power kW	Units no.	Tonnage t	Power kW	**Units no.**	**Tonnage t**	**Power kW**
				31.12.2002					
Germany	324	486517	240106	43	55888		**367**	**542405**	**240106**
Austria								**0**	**0**
Belgium	197	240981	112357	6	11838		**203**	**252819**	**112357**
France	66	54949	22953	67	95575		**133**	**150524**	**22953**
Luxemburg	21	34927	18050	2	8435		**23**	**43362**	**18050**
Netherlands	705	718258	368577	47	79646		**752**	**797904**	**368577**
Switzerland	36	85332	38109	0	0		**36**	**85332**	**38109**
total	**1349**	**1620964**	**800152**	**165**	**251382**		**1514**	**1872346**	**800152**
				31.12.2003					
Germany	336	508502	258021	45	54930		**381**	**563432**	**258021**
Austria								**0**	**0**
Belgium	200	242349	114844	6	11838		**206**	**254187**	**114844**
France	71	65421	23020	65	91815		**136**	**157236**	**23020**
Luxemburg	19	32481	16760	2	8435		**21**	**40916**	**16760**
Netherlands	720	771759	354130	44	75294		**764**	**847053**	**354130**
Switzerland	31	78036	33144	0	0		**31**	**78036**	**33144**
total	**1377**	**1698548**	**799919**	**162**	**242312**		**1539**	**1940860**	**799919**
				31.12.2004					
Germany	345	522619	271217	49	53280		**394**	**575899**	**271217**
Austria	5	5601		15	22055		**20**	**27656**	**0**
Belgium	217	281516	132661	6	11838		**223**	**293354**	**132661**
France	35	39234	12990	47	67418		**82**	**106652**	**12990**
Luxemburg	18	30481	15720	2	8435		**20**	**38916**	**15720**
Netherlands	746	824283	335545	43	74177		**789**	**898460**	**335545**
Switzerland	29	72860	33105	0	0		**29**	**72860**	**33105**
Poland									
Czech Republic									
Slovak Republic									
Hungary									
total	**1395**	**1776594**	**801238**	**162**	**237203**		**1557**	**2013797**	**801238**
				31.12.2005					
Germany	371	587665	303455	46	52595		**417**	**640260**	**303455**
Austria (2004)	5	5601		15	22055		**20**	**27656**	**0**
Belgium	230	308837	144077	5	8041		**235**	**316878**	**144077**
France	29	37182	11518	48	70710		**77**	**107892**	**11518**
Luxemburg	18	30481	15720	2	8435		**20**	**38916**	**15720**
Netherlands	703	814207	446633	39	68240		**742**	**882447**	**446633**
Switzerland	34	84099	37356	1	2073		**35**	**86172**	**37356**
Poland									
Czech Republic									
Slovak Republic	3	4200		42	58478		**45**	**62678**	
Hungary									
total	**1393**	**1872272**	**958759**	**198**	**290627**		**1591**	**2162899**	**958759**

(the data about the dutch fleet in 2005 has been calculated by a different way)

Table OM1 – INLAND FLEETS 2002-2005 (Summary)
BY CATEGORY OF VESSEL

country	Tugs			Pusher tugs			Total propelled vessels		
	Units no.	Tonnage t	Power kW	Units	Tonnage no.	Power t	**Units kW**	**Tonnage**	**Power no.**
				31.12.2002					
Germany	158		31757	291		121166	**449**		**152923**
Austria									
Belgium	3		655	92		44580	**95**		**45235**
France	25		3821	179		89019	**204**		**92840**
Luxemburg	3		655	92		44580	**95**		**45235**
Netherlands	525		120535	559		237739	**1084**		**358274**
Switzerland	1		368	5		1947	**6**		**2315**
total	**715**		**157791**	**1218**		**539031**	**1933**		**696822**
				31.12.2003					
Germany	148		32556	289		126943	**437**		**159499**
Austria									
Belgium	10		2575	102		48252	**112**		**50827**
France	24		3572	171		85001	**195**		**88573**
Luxemburg	10		2575	102		48252	**112**		**50827**
Netherlands	521		116222	556		232277	**1077**		**348499**
Switzerland	1		368	5		1947	**6**		**2315**
total	**714**		**157868**	**1225**		**542672**	**1939**		**700540**
				31.12.2004					
Germany	143		29234	300		135723	**443**		**164957**
Austria				10		9200	**10**		**9200**
Belgium	13		4303	112		52435	**125**		**56738**
France	35		5908	239		126901	**274**		**132809**
Luxemburg	0		0	18		15220	**18**		**15220**
Netherlands	494		103237	541		224440	**1035**		**327677**
Switzerland	1		368	5		1947	**6**		**2315**
Poland							**0**		**0**
Czech Republic				152			**152**		**0**
Slovak Republic	1		135	45		46034	**46**		**46169**
Hungary	56			24			**80**		**0**
total	**732**		**140849**	**1378**		**570000**	**2110**		**710849**
				31.12.2005					
Germany	143		28925	293		133646	**436**		**162571**
Austria (2004)				10		9200	**10**		**9200**
Belgium	20		3872	118		53803	**138**		**57675**
France	35		5908	242		131606	**277**		**137514**
Luxemburg	0		0	18		15220	**18**		**15220**
Netherlands	461		91532	500		195665	**961**		**287197**
Switzerland	1		368	5		1947	**6**		**2315**
Poland									
Czech Republic				111			**111**		
Slovak Republic	8		6995	39		40234	**47**		**47229**
Hungary	56			24			**80**		**0**
total	**724**		**137600**	**1360**		**581321**	**2084**		**718921**

(the data for the dutch fleet has been calculated by a different way)

Austria: *non-detailed data available only from 2004*

Table OM1 – INLAND FLEETS 2002-2005 (Summary)
BY CATEGORY OF VESSEL

country	Excursion vessels			Cruise vessels			Total passenger vessels		
	Units no.	Passengers no.	Power kW	Units no.	Passengers no.	Power kW	**Units no.**	**Passengers no.**	**Power kW**
				31.12.2002					
Germany	1003	194692	225043	34	3500	33636	**1037**	**198192**	**258679**
Austria									
Belgium							**141**	**9730**	**21647**
France	303	45035		87	4640		**390**	**49675**	
Luxemburg	5	1300	3092	0	0	0	**5**	**1300**	**3092**
Netherlands	739	36564	110598	166	15295	64957	**905**	**51859**	**175555**
Switzerland	7	2552	2875	38	4999	46921	**45**	**7551**	**49796**
total	**2057**	**280143**	**341608**	**325**	**28434**	**145514**	**2523**	**318307**	**508769**
				31.12.2003					
Germany	1006	194801	227862	43	4912	47289	**1049**	**199713**	**275151**
Austria									
Belgium							**144**	**9800**	**21900**
France	303	45035		87	4640		**390**	**49675**	
Luxemburg	5	1300	3092	0	0	0	**5**	**1300**	**3092**
Netherlands	739	34877	103306	184	14464	59392	**923**	**49341**	**162698**
Switzerland	7	2552	2875	40	5053	48301	**47**	**7605**	**51176**
total	**2060**	**278565**	**337135**	**354**	**29069**	**154982**	**2558**	**317434**	**514017**
				31.12.2004					
Germany	1012	192999	212498	47	5894	54246	**1059**	**198893**	**266744**
Austria									
Belgium							**149**	**9900**	**22379**
France	303	45035		87	4640		**390**	**49675**	
Luxemburg	6	1700	3636	0	0	0	**6**	**1700**	**3636**
Netherlands	737	35222	97820	187	14999	58447	**924**	**50221**	**156267**
Switzerland	6	2052	1993	39	4943	48371	**45**	**6995**	**50364**
Poland									
Czech Republic							**67**	**8730**	
Slovak Republic									
Hungary									
total	**2064**	**277008**	**315947**	**360**	**30476**	**161064**	**2640**	**326114**	**499390**
				31.12.2005					
Germany	1033	198388	222942	53	6831	64209	**1086**	**205219**	**287151**
Austria (2004)									
Belgium (*)	142	5658	19650	0		0	**142**	**5658**	**19650**
France (2002)	303	45035		87	4640		**390**	**49675**	
Luxemburg	0		0	6	1700	3636	**6**	**1700**	**3636**
Netherlands	703	5259	97517	179	749	63081	**882**	**6008**	**160598**
Switzerland	5	1452	1493	40	4752	49470	**45**	**6204**	**50963**
Poland									
Czech Republic									
Slovak Republic	17	1583	12061				**17**	**1583**	**12061**
Hungary									
total	**2203**	**257375**	**353663**	**365**	**18672**	**180396**	**2568**	**276047**	**534059**

(*) Belgium : estimation

Table OM2 - INLAND FLEETS AT 31.12.2005
BY TONNAGE

	Ordinary self-propelled barges			Ordinary barges			Total cap. of the dry cargo fleet		
	Units no.	Tonnage t	Power kW	Units no.	Tonnage t	Power kW	**Units no.**	**Tonnage t**	**Power kW**
Germany									
up to 249 t	27	4317	2801	255	33679		**282**	**37996**	**2801**
250 - 399 t	51	16376	9821	55	17167		**106**	**33543**	**9821**
400 - 649 t	42	21717	12156	22	11238		**64**	**32955**	**12156**
650 - 999 t	199	166695	74899	12	10525		**211**	**177220**	**74899**
1000 - 1499 t	390	469794	219419	19	23778		**409**	**493572**	**219419**
1500 - 1999 t	116	200099	88409	2	3327		**118**	**203426**	**88409**
2000 - 2499 t	51	112290	45982	0	0		**51**	**112290**	**45982**
2500 - 2999 t	34	91345	37362	0	0		**34**	**91345**	**37362**
3000 t and over	7	22697	9339	0	0		**7**	**22697**	**9339**
not known	4	0	352	6	0		**10**	**0**	**352**
total	**921**	**1105330**	**500540**	**371**	**99714**		**1292**	**1205044**	**500540**
Austria (2004)									
up to 249 t	0	0	0	0	0		**0**	**0**	**0**
250 - 399 t	1	364		1	259		**2**	**623**	**0**
400 - 649 t	0	0	0	0	0		**0**	**0**	**0**
650 - 999 t									
1000 - 1499 t									
1500 - 1999 t									
2000 - 2499 t	4	6694		53	84548		**57**	**91242**	
2500 - 2999 t									
3000 t and over									
not known									
total	**5**	**7058**	**0**	**54**	**84807**		**59**	**91865**	**0**
Belgium									
up to 249 t	9	870	1838	7	845		**16**	**1715**	**1838**
250 - 399 t	404	146240	77995	19	6523		**423**	**152763**	**77995**
400 - 649 t	184	100485	50758	34	17867		**218**	**118352**	**50758**
650 - 999 t	184	147482	76617	9	7536		**193**	**155018**	**76617**
1000 - 1499 t	243	293425	148236	27	34899		**270**	**328324**	**148236**
1500 - 1999 t	67	110023	54940	14	25164		**81**	**135187**	**54940**
2000 - 2499 t	51	112712	52657	22	52788		**73**	**165500**	**52657**
2500 - 2999 t	37	101540	47822	55	153999		**92**	**255539**	**47822**
3000 t and over	22	73252	33189	38	135666		**60**	**208918**	**33189**
not known	0	0	0	0	0		**0**	**0**	**0**
total	**1201**	**1086029**	**544052**	**225**	**435287**		**1426**	**1521316**	**544052**
France									
up to 249 t	4	756	845	1	195		**5**	**951**	**845**
250 - 399 t	586	221940	89962	50	17087		**636**	**239027**	**89962**
400 - 649 t	140	68887	26600	165	82444		**305**	**151331**	**26600**
650 - 999 t	104	86461	31879	92	69194		**196**	**155655**	**31879**
1000 - 1499 t	68	83278	22698	19	23327		**87**	**106605**	**22698**
1500 - 1999 t	8	12933	3260	19	32458		**27**	**45391**	**3260**
2000 - 2499 t	4	8689	2372	28	60969		**32**	**69658**	**2372**
2500 - 2999 t	3	8170	2262	86	232405		**89**	**240575**	**2262**
3000 t and over	0	0	0	1	3249		**1**	**3249**	**0**
not known	0	0	0	0	0		**0**	**0**	**0**
total	**917**	**491114**	**179878**	**461**	**521328**		**1378**	**1012442**	**179878**

Table OM2 - INLAND FLEETS AT 31.12.2005
BY TONNAGE

	Ordinary self-propelled barges			Ordinary barges			Total cap. of the dry cargo fleet		
	Units no.	Tonnage t	Power kW	Units no.	Tonnage t	Power kW	**Units no.**	**Tonnage t**	**Power kW**
Luxembourg									
up to 249 t	0	0	0	0	0		**0**	**0**	**0**
250 - 399 t	2	732	582	0	0		**2**	**732**	**582**
400 - 649 t	2	1103	644	0	0		**2**	**1103**	**644**
650 - 999 t	3	2341	1213	0	0		**3**	**2341**	**1213**
1000 - 1499 t	7	8557	4348	0	0		**7**	**8557**	**4348**
1500 - 1999 t	1	1587	707	0	0		**1**	**1587**	**707**
2000 - 2499 t	2	4359	2030	0	0		**2**	**4359**	**2030**
2500 - 2999 t	0	0	0	0	0		**0**	**0**	**0**
3000 t and over	0	0	0	0	0		**0**	**0**	**0**
not known	0	0	0	0	0		**0**	**0**	**0**
total	**17**	**18679**	**9524**	**0**	**0**		**17**	**18679**	**9524**
Netherlands									
up to 249 t	108	16652	10927	114	13475		**222**	**30127**	**10927**
250 - 399 t	271	90792	45229	31	10249		**302**	**101041**	**45229**
400 - 649 t	500	271115	136185	66	36728		**566**	**307843**	**136185**
650 - 999 t	725	586873	287150	35	29871		**760**	**616744**	**287150**
1000 - 1499 t	670	806199	382101	41	50477		**711**	**856676**	**382101**
1500 - 1999 t	278	471111	219124	48	81469		**326**	**552580**	**219124**
2000 - 2499 t	128	286383	132521	85	192308		**213**	**478691**	**132521**
2500 - 2999 t	112	307017	147693	212	589819		**324**	**896836**	**147693**
3000 t and over	106	372868	181894	94	370299		**200**	**743167**	**181894**
not known	110	0	23974	55	0		**165**	**0**	**23974**
total	**3008**	**3209010**	**1566798**	**781**	**1374695**		**3789**	**4583705**	**1566798**
Switzerland									
up to 249 t	0	0	0	0	0		**0**	**0**	**0**
250 - 399 t	1	373	169	0	0		**1**	**373**	**169**
400 - 649 t	0	0	0	0	0		**0**	**0**	**0**
650 - 999 t	0	0	0	0	0		**0**	**0**	**0**
1000 - 1499 t	1	1178	948	1	1258		**2**	**2436**	**948**
1500 - 1999 t	6	11445	6881	0	0		**6**	**11445**	**6881**
2000 - 2499 t	2	4443	2560	1	2080		**3**	**6523**	**2560**
2500 - 2999 t	3	8160	3739	0	0		**3**	**8160**	**3739**
3000 t and over	2	6509	2602	0	0		**2**	**6509**	**2602**
not known	0	0	0	0	0		**0**	**0**	**0**
total	**15**	**32108**	**16899**	**2**	**3338**		**17**	**35446**	**16899**
Total									
up to 249 t	148	22595	16411	377	48194		**525**	**70789**	**16411**
250 - 399 t	1316	476817	223758	156	51285		**1472**	**528102**	**223758**
400 - 649 t	868	463307	226343	287	148277		**1155**	**611584**	**226343**
650 - 999 t	1219	996546	471758	201	201674		**1420**	**1198220**	**471758**
1000 - 1499 t	1379	1662431	777750	107	133739		**1486**	**1796170**	**777750**
1500 - 1999 t	476	807198	373321	83	142418		**559**	**949616**	**373321**
2000 - 2499 t	238	528876	238122	136	308145		**374**	**837021**	**238122**
2500 - 2999 t	189	516232	238878	353	976223		**542**	**1492455**	**238878**
3000 t and over	137	475326	227024	133	509214		**270**	**984540**	**227024**
not known	114	0	24326	61	0		**175**	**0**	**24326**
total	**6084**	**5949328**	**2817691**	**1894**	**2519169**		**7978**	**8468497**	**2817691**

Table OM2 - INLAND FLEETS AT 31.12.2005
BY TONNAGE

	Self-propelled tanker barges			Tanker barges			Total capacity of tanker fleet		
	Units no.	Tonnage t	Power kW	Units no.	Tonnage t	Power kW	**Units no.**	**Tonnage t**	**Power kW**
Germany									
up to 249 t	3	517	482	4	505		**7**	**1022**	**482**
250 - 399 t	2	633	511	2	782		**4**	**1415**	**511**
400 - 649 t	4	1992	1306	13	6414		**17**	**8406**	**1306**
650 - 999 t	18	15428	8435	7	6109		**25**	**21537**	**8435**
1000 - 1499 t	163	206564	108988	3	4065		**166**	**210629**	**108988**
1500 - 1999 t	65	109295	56234	4	6604		**69**	**115899**	**56234**
2000 - 2499 t	60	133834	61478	9	20265		**69**	**154099**	**61478**
2500 - 2999 t	32	87033	40068	3	7851		**35**	**94884**	**40068**
3000 t and over	9	32370	11498	0	0		**9**	**32370**	**11498**
not known	15	0	14455	1	0		**16**	**0**	**14455**
total	**371**	**587666**	**303455**	**46**	**52595**		**417**	**640261**	**303455**
Austria									
up to 249 t							**0**	**0**	**0**
250 - 399 t							**0**	**0**	**0**
400 - 649 t							**0**	**0**	**0**
650 - 999 t									
1000 - 1499 t									
1500 - 1999 t									
2000 - 2499 t	5	5601		15	22055		**20**	**27656**	**0**
2500 - 2999 t									
3000 t and over									
not known									
total	**5**	**5601**	**0**	**15**	**22055**		**20**	**27656**	**0**
Belgium									
up to 249 t	40	3905	4692	0	0		**40**	**3905**	**4692**
250 - 399 t	23	7710	4403	0	0		**23**	**7710**	**4403**
400 - 649 t	30	15121	7834	0	0		**30**	**15121**	**7834**
650 - 999 t	10	7946	4734	1	945		**11**	**8891**	**4734**
1000 - 1499 t	51	62815	33184	2	2203		**53**	**65018**	**33184**
1500 - 1999 t	17	30035	14170	1	1970		**18**	**32005**	**14170**
2000 - 2499 t	23	52871	23474	0	0		**23**	**52871**	**23474**
2500 - 2999 t	12	33574	14803	1	2923		**13**	**36497**	**14803**
3000 t and over	24	94860	36782	0	0		**24**	**94860**	**36782**
not known	0	0	0	0	0		**0**	**0**	**0**
total	**230**	**308837**	**144076**	**5**	**8041**		**235**	**316878**	**144076**
France									
up to 249 t	0	0	0	0	0		**0**	**0**	**0**
250 - 399 t	10	3676	1569	0	0		**10**	**3676**	**1569**
400 - 649 t	4	1889	455	13	6002		**17**	**7891**	**455**
650 - 999 t	1	672	257	10	8092		**11**	**8764**	**257**
1000 - 1499 t	2	2680	801	3	3169		**5**	**5849**	**801**
1500 - 1999 t	2	3299	1249	5	9033		**7**	**12332**	**1249**
2000 - 2499 t	4	9305	4909	6	14509		**10**	**23814**	**4909**
2500 - 2999 t	6	15661	2278	9	23849		**15**	**39510**	**2278**
3000 t and over	0	0	0	2	6066		**2**	**6066**	**0**
not known	0	0	0	0	0		**0**	**0**	**0**
total	**29**	**37182**	**11518**	**48**	**70720**		**77**	**107902**	**11518**

Table OM2 - INLAND FLEETS AT 31.12.2005
BY TONNAGE

Country	Self-propelled tanker barges			Tanker barges			Total capacity of tanker fleet		
	Units no.	Tonnage t	Power kW	Units no.	Tonnage t	Power kW	**Units no.**	**Tonnage t**	**Power kW**
Luxembourg									
up to 249 t	0	0	0	0	0		**0**	**0**	**0**
250 - 399 t	0	0	0	0	0		**0**	**0**	**0**
400 - 649 t	0	0	0	0	0		**0**	**0**	**0**
650 - 999 t	1	920	544	0	0		**1**	**920**	**544**
1000 - 1499 t	10	12588	6910	0	0		**10**	**12588**	**6910**
1500 - 1999 t	2	3656	1704	0	0		**2**	**3656**	**1704**
2000 - 2499 t	2	4269	1934	0	0		**2**	**4269**	**1934**
2500 - 2999 t	1	2895	2648				**1**	**2895**	**2648**
3000 t and over	2	6153	1980	2	8435		**4**	**14588**	**1980**
not known	0	0	0	0	0		**0**	**0**	**0**
total	**18**	**30481**	**15720**	**2**	**8435**		**20**	**38916**	**15720**
Netherlands									
up to 249 t	215	22897	25215	1	79		**216**	**22976**	**25215**
250 - 399 t	25	7981	4599	1	314		**26**	**8295**	**4599**
400 - 649 t	53	27050	14695	3	1425		**56**	**28475**	**14695**
650 - 999 t	53	42655	21086	3	2381		**56**	**45036**	**21086**
1000 - 1499 t	91	114148	59488	5	7101		**96**	**121249**	**59488**
1500 - 1999 t	65	108319	67481	4	6768		**69**	**115087**	**67481**
2000 - 2499 t	65	141918	69100	11	24507		**76**	**166425**	**69100**
2500 - 2999 t	38	105614	53396	7	18392		**45**	**124006**	**53396**
3000 t and over	62	243624	123221	2	7274		**64**	**250898**	**123221**
not known	36	0	8352	2	0		**38**	**0**	**8352**
total	**703**	**814206**	**446633**	**39**	**68241**		**742**	**882447**	**446633**
Switzerland									
up to 249 t	0	0	0	0	0		**0**	**0**	**0**
250 - 399 t	0	0	0	0	0		**0**	**0**	**0**
400 - 649 t	0	0	0	0	0		**0**	**0**	**0**
650 - 999 t	0	0	0	0	0		**0**	**0**	**0**
1000 - 1499 t	3	3930	1894	0	0		**3**	**3930**	**1894**
1500 - 1999 t	4	6402	3285	0	0		**4**	**6402**	**3285**
2000 - 2499 t	4	9179	3702	1	2073		**5**	**11252**	**3702**
2500 - 2999 t	18	47626	20867	0	0		**18**	**47626**	**20867**
3000 t and over	5	16962	7608	0	0		**5**	**16962**	**7608**
not known	0	0	0	0	0		**0**	**0**	**0**
total	**34**	**84099**	**37356**	**1**	**2073**		**35**	**86172**	**37356**
Total									
up to 249 t	258	27319	30389	5	584		**263**	**27903**	**30389**
250 - 399 t	60	20000	11082	3	1096		**63**	**21096**	**11082**
400 - 649 t	91	46052	24290	29	13841		**120**	**59893**	**24290**
650 - 999 t	88	73222	35056	36	39582		**124**	**112804**	**35056**
1000 - 1499 t	320	402725	211265	13	16538		**333**	**419263**	**211265**
1500 - 1999 t	155	261006	144123	14	24375		**169**	**285381**	**144123**
2000 - 2499 t	158	351376	164597	27	61354		**185**	**412730**	**164597**
2500 - 2999 t	107	292403	134060	20	53015		**127**	**345418**	**134060**
3000 t and over	102	393969	181089	6	21775		**108**	**415744**	**181089**
not known	51	0	22807	3	0		**54**	**0**	**22807**
total	**1390**	**1868072**	**958758**	**156**	**232160**		**1546**	**2100232**	**958758**

Table OM3 - INLAND FLEETS AT 31.12.2005
BY POWER

Country	Ordinary self-propelled barges			Self-propelled tankerbarges			Total		
	Units no.	Tonnage t	Power kW	Units no.	Tonnage t	Power kW	**Units no.**	**Tonnage t**	**Power kW**
Germany									
Up to 49 KW	3	232	124	0	0	0	**3**	**232**	**124**
50 - 249 KW	91	32839	14718	4	1165	684	**95**	**34004**	**15402**
250 - 399 KW	215	187097	72046	20	16944	6774	**235**	**204041**	**78820**
400 - 999 KW	551	750269	342377	246	363841	171150	**797**	**1114110**	**513527**
1000 - 1999 KW	56	129555	67264	98	202854	122255	**154**	**332409**	**189519**
2000 - 2999 KW	2	5337	4011	1	2861	2592	**3**	**8198**	**6603**
3000 KW et plus	0	0	0	0	0	0	**0**	**0**	**0**
Not known	3	0	0	2	0	0	**5**	**0**	**0**
total	**921**	**1105329**	**500540**	**371**	**587665**	**303455**	**1292**	**1692994**	**803995**
Austria (2004)									
Up to 49 KW							**0**	**0**	**0**
50 - 249 KW							**0**	**0**	**0**
250 - 399 KW							**0**	**0**	**0**
400 - 999 KW							**0**	**0**	**0**
1000 - 1999 KW							**0**	**0**	**0**
2000 - 2999 KW							**0**	**0**	**0**
3000 KW et plus							**0**	**0**	**0**
Not known	5	7058		5	5601		**10**	**12659**	**0**
total	**5**	**7058**		**5**	**5601**		**10**	**12659**	**0**
Belgium									
Up to 49 KW	0	0	0	1	22	48	**1**	**22**	**48**
50 - 249 KW	395	152353	68928	67	15116	9509	**462**	**167469**	**78437**
250 - 399 KW	277	161967	84018	29	15005	8718	**306**	**176972**	**92736**
400 - 999 KW	432	521814	265259	81	115731	55361	**513**	**637545**	**320620**
1000 - 1999 KW	92	232204	113889	48	140835	61550	**140**	**373039**	**175439**
2000 - 2999 KW	5	17691	11958	4	22128	8891	**9**	**39819**	**20849**
3000 KW et plus	0	0	0	0	0	0	**0**	**0**	**0**
Not known	0	0	0	0	0	0	**0**	**0**	**0**
total	**1201**	**1086029**	**544052**	**230**	**308837**	**144077**	**1431**	**1394866**	**688129**
France									
Up to 49 KW	1	161	0	0	0	0	**1**	**161**	**0**
50 - 249 KW	491	194760	79176	9	3347	1469	**500**	**198107**	**80645**
250 - 399 KW	171	93559	50079	4	2888	1128	**175**	**96447**	**51207**
400 - 999 KW	88	90802	46767	4	7138	2469	**92**	**97940**	**49236**
1000 - 1999 KW	3	7471	3862	5	12336	6452	**8**	**19807**	**10314**
2000 - 2999 KW	0	0	0	0	0	0	**0**	**0**	**0**
3000 KW et plus	0	0	0	0	0	0	**0**	**0**	**0**
Not known	163	104361	0	7	11473	0	**170**	**115834**	**0**
total	**917**	**491114**	**179884**	**29**	**37182**	**11518**	**946**	**528296**	**191402**

Table OM3 - INLAND FLEETS AT 31.12.2005
BY POWER

Country	Ordinary self-propelled barges			Self-propelled tankerbarges			Total		
	Units no.	Tonnage t	Power kW	Units no.	Tonnage t	Power kW	**Units no.**	**Tonnage t**	**Power kW**
Luxemburg									
Up to 49 KW	0	0	0	0	0	0	**0**	**0**	**0**
50 - 249 KW	1	733	221	0	0	0	**1**	**733**	**221**
250 - 399 KW	4	1835	1226	0	0	0	**4**	**1835**	**1226**
400 - 999 KW	11	13773	6783	14	20989	9377	**25**	**34762**	**16160**
1000 - 1999 KW	1	2338	1294	3	6597	3695	**4**	**8935**	**4989**
2000 - 2999 KW	0	0	0	1	2895	2648	**1**	**2895**	**2648**
3000 KW et plus	0	0	0	0	0	0	**0**	**0**	**0**
Not known	0	0	0	0	0	0	**0**	**0**	**0**
total	**17**	**18679**	**9524**	**18**	**30481**	**15720**	**35**	**49160**	**25244**
Netherlands									
Up to 49 KW	2	132	88	2	74	69	**4**	**206**	**157**
50 - 249 KW	528	216062	91752	241	42046	31178	**769**	**258108**	**122930**
250 - 399 KW	737	522310	235644	69	37570	21692	**806**	**559880**	**257336**
400 - 999 KW	1229	1515892	755874	188	269136	130765	**1417**	**1785028**	**886639**
1000 - 1999 KW	252	623996	332283	106	253978	141401	**358**	**877974**	**473684**
2000 - 2999 KW	44	135520	101183	33	111521	78229	**77**	**247041**	**179412**
3000 KW et plus	13	53216	49974	10	56521	43299	**23**	**109737**	**93273**
Not known	203	141882	0	54	43360	0	**257**	**185242**	**0**
total	**3008**	**3209010**	**1566798**	**703**	**814206**	**446633**	**3711**	**4023216**	**2013431**
Switzerland									
Up to 49 KW	0	0	0	0	0	0	**0**	**0**	**0**
50 - 249 KW	1	373	169	0	0	0	**1**	**373**	**169**
250 - 399 KW	1	1978	353	0	0	0	**1**	**1978**	**353**
400 - 999 KW	4	8427	3337	12	23227	9708	**16**	**31654**	**13045**
1000 - 1999 KW	8	18705	10880	20	54948	25443	**28**	**73653**	**36323**
2000 - 2999 KW	1	2625	2160	1	3458	2205	**2**	**6083**	**4365**
3000 KW et plus	0	0	0	0	0	0	**0**	**0**	**0**
Not known	0	0	0	1	2465	0	**1**	**2465**	**0**
total	**15**	**32108**	**16899**	**34**	**84098**	**37356**	**49**	**116206**	**54255**
Total									
Up to 49 KW	6	525	212	3	96	117	**9**	**621**	**329**
50 - 249 KW	1507	597120	254964	321	61674	42840	**1828**	**658794**	**297804**
250 - 399 KW	1405	968746	443366	122	72407	38312	**1527**	**1041153**	**481678**
400 - 999 KW	2315	2900977	1420397	545	800062	378830	**2860**	**3701039**	**1799227**
1000 - 1999 KW	412	1014269	529472	280	671548	360796	**692**	**1685817**	**890268**
2000 - 2999 KW	52	161173	119312	40	142863	94565	**92**	**304036**	**213877**
3000 KW et plus	13	53216	49974	10	56521	43299	**23**	**109737**	**93273**
Not known	374	253301	0	69	62899	0	**443**	**316200**	**0**
total	**6084**	**5949327**	**2817697**	**1390**	**1868070**	**958759**	**7474**	**7817397**	**3776456**

Table OM3 - INLAND FLEETS AT 31.12.2005
BY POWER

	Tugs			Pusher tugs			Total tugs		
	Units	Tonnage	Power	Units	Tonnage	Power	**Units**	**Tonnage**	**Power**
Country	no.	t	kW	no.	t	kW	**no.**	**t**	**kW**
Germany									
Up to 49 KW	7		271	4		165	**11**	**0**	**436**
50 - 249 KW	94		12435	161		23160	**255**	**0**	**35595**
250 - 399 KW	25		7505	33		10622	**58**	**0**	**18127**
400 - 999 KW	16		8714	68		41432	**84**	**0**	**50146**
1000 - 1999 KW	0		0	13		19073	**13**	**0**	**19073**
2000 - 2999 KW	0		0	4		**11848**	**4**	**0**	**11848**
3000 KW et plus	0		0	7		27346	**7**	**0**	**27346**
Not known	1		0	3		0	**4**	**0**	**0**
total	**143**		**28925**	**293**		**133646**	**436**	**0**	**162571**
Austria (2004)									
Up to 49 KW							**0**	**0**	**0**
50 - 249 KW							**0**	**0**	**0**
250 - 399 KW							**0**	**0**	**0**
400 - 999 KW							**0**	**0**	**0**
1000 - 1999 KW							**0**	**0**	**0**
2000 - 2999 KW							**0**	**0**	**0**
3000 KW et plus							**0**	**0**	**0**
Not known				10		9200	**10**	**0**	**9200**
total	**0**		**0**	**10**		**9200**	**10**	**0**	**9200**
Belgium									
Up to 49 KW	0		0	0		0	**0**	**0**	**0**
50 - 249 KW	14		1749	36		6166	**50**	**0**	**7915**
250 - 399 KW	5		1592	36		10396	**41**	**0**	**11988**
400 - 999 KW	1		530	36		23973	**37**	**0**	**24503**
1000 - 1999 KW	0		0	10		13268	**10**	**0**	**13268**
2000 - 2999 KW	0		0	0		0	**0**	**0**	**0**
3000 KW et plus	0		0	0		0	**0**	**0**	**0**
Not known	0		0	0		0	**0**	**0**	**0**
total	**20**		**3871**	**118**		**53803**	**138**	**0**	**57674**
France									
Up to 49 KW	1		36	0		0	**1**	**0**	**36**
50 - 249 KW	25		3522	87		12787	**112**	**0**	**16309**
250 - 399 KW	8		2350	42		12947	**50**	**0**	**15297**
400 - 999 KW				69		44465	**69**	**0**	**44465**
1000 - 1999 KW				34		44570	**34**	**0**	**44570**
2000 - 2999 KW				3		7123	**3**	**0**	**7123**
3000 KW et plus				2		9714	**2**	**0**	**9714**
Not known	1		0	5		0	**6**	**0**	**0**
total	**35**		**5908**	**242**		**131606**	**277**	**0**	**137514**

Table OM3 - INLAND FLEETS AT 31.12.2005
BY POWER

Country	Tugs			Pusher tugs			Total tugs		
	Units no.	Tonnage t	Power kW	Units no.	Tonnage t	Power kW	**Units no.**	**Tonnage t**	**Power kW**
Luxemburg									
Up to 49 KW	0		0	0		0	**0**	**0**	**0**
50 - 249 KW	0		0	1		147	**1**	**0**	**147**
250 - 399 KW	0		0	4		1320	**4**	**0**	**1320**
400 - 999 KW	0		0	6		4603	**6**	**0**	**4603**
1000 - 1999 KW	0		0	7		9150	**7**	**0**	**9150**
2000 - 2999 KW	0		0	0		0	**0**	**0**	**0**
3000 KW et plus	0		0	0		0	**0**	**0**	**0**
Not known	0		0	0		0	**0**	**0**	**0**
total	**0**		**0**	**18**		**15220**	**18**	**0**	**15220**
Netherlands									
Up to 49 KW	2		81	0		0	**2**	**0**	**81**
50 - 249 KW	179		26017	112		18211	**291**	**0**	**44228**
250 - 399 KW	61		18068	125		38567	**186**	**0**	**56635**
400 - 999 KW	36		20737	142		85738	**178**	**0**	**106475**
1000 - 1999 KW	5		5761	18		23788	**23**	**0**	**29549**
2000 - 2999 KW	7		17228	2		5553	**9**	**0**	**22781**
3000 KW et plus	1		3640	6		23808	**7**	**0**	**27448**
Not known	170		0	95		0	**265**	**0**	**0**
total	**461**		**91532**	**500**		**195665**	**961**	**0**	**287197**
Switzerland									
Up to 49 KW	0		0	0		0	**0**	**0**	**0**
50 - 249 KW	0		0	2		302	**2**	**0**	**302**
250 - 399 KW	1		368	1		353	**2**	**0**	**721**
400 - 999 KW	0		0	2		1292	**2**	**0**	**1292**
1000 - 1999 KW	0		0	0		0	**0**	**0**	**0**
2000 - 2999 KW	0		0	0		0	**0**	**0**	**0**
3000 KW et plus	0		0	0		0	**0**	**0**	**0**
Not known	0		0	0		0	**0**	**0**	**0**
total	**1**		**368**	**5**		**1947**	**6**	**0**	**2315**
Total									
Up to 49 KW	11		422	**6**		**234**	**17**	**0**	**656**
50 - 249 KW	307		42493	**369**		**57484**	**676**	**0**	**99977**
250 - 399 KW	92		27533	**227**		**69933**	**319**	**0**	**97466**
400 - 999 KW	55		31193	**320**		**200204**	**375**	**0**	**231397**
1000 - 1999 KW	5		5761	**65**		**86756**	**70**	**0**	**92517**
2000 - 2999 KW	7		17228	**7**		**19517**	**14**	**0**	**36745**
3000 KW et plus	1		3640	**13**		**51154**	**14**	**0**	**54794**
Not known	171		0	**108**		**9200**	**279**	**0**	**9200**
total	**649**		**128270**	**1115**		**494482**	**1764**	**0**	**622752**

Table OM4 - INLAND FLEETS AT 31.12.2005
BY YEAR OF CONSTRUCTION

Country	Ordinary self-propelled barges			Ordinary barges			Total capacity of the dry cargo fleet		
	Units no.	Tonnage t	Power kW	Units no.	Tonnage t	Power kW	**Units no.**	**Tonnage t**	**Power kW**
Germany									
before 1930	233	225318	99650	25	7674		**258**	**232992**	**99650**
1930 - 1949	122	122779	57433	10	2676		**132**	**125455**	**57433**
1950 - 1969	401	435898	195981	138	99560		**539**	**535458**	**195981**
1970 - 1979	98	168153	79725	197	237885		**295**	**406038**	**79725**
1980 - 1989	49	116153	50292	517	445378		**566**	**561531**	**50292**
1990 - 1999	6	12265	5855	111	129234		**117**	**141499**	**5855**
2000 - 2005	9	24465	11604	6	14141		**15**	**38606**	**11604**
Not known	0	0	0	8	256		**8**	**256**	**0**
total	**918**	**1105031**	**500540**	**1012**	**936804**		**1930**	**2041835**	**500540**
Austria (2004)									
before 1930							**0**	**0**	**0**
1930 - 1949							**0**	**0**	**0**
1950 - 1969							**0**	**0**	**0**
1970 - 1979							**0**	**0**	**0**
1980 - 1989							**0**	**0**	**0**
1990 - 1999							**0**	**0**	**0**
2000 - 2005							**0**	**0**	**0**
Not known	5	7058		54	84807		**59**	**91865**	**0**
total	**5**	**7058**		**54**	**84807**		**59**	**91865**	**0**
Belgium									
before 1930	131	100532	45321	3	1504		**134**	**102036**	**45321**
1930 - 1949	126	87518	43430	6	2502		**132**	**90020**	**43430**
1950 - 1969	765	532129	275612	32	41368		**797**	**573497**	**275612**
1970 - 1979	73	123145	56877	22	58863		**95**	**182008**	**56877**
1980 - 1989	37	74873	35380	82	222663		**119**	**297536**	**35380**
1990 - 1999	34	81802	39842	22	43218		**56**	**125020**	**39842**
2000 - 2005	35	86030	47590	58	65169		**93**	**151199**	**47590**
Not known	0	0	0	0	0		**0**	**0**	**0**
total	**1201**	**1086029**	**544052**	**225**	**435287**		**1426**	**1521316**	**544052**
France									
before 1930	28	18185	7297	12	6284		**40**	**24469**	**7297**
1930 - 1949	120	61080	26000	21	10430		**141**	**71510**	**26000**
1950 - 1969	591	291531	126528	156	96458		**747**	**387989**	**126528**
1970 - 1979	10	4535	2394	36	44440		**46**	**48975**	**2394**
1980 - 1989	22	20346	10410	33	54287		**55**	**74633**	**10410**
1990 - 1999	5	6112	2888	86	153993		**91**	**160105**	**2888**
2000 - 2005	4	3811	1159	23	26847		**27**	**30658**	**1159**
Not known	137	85514	3202	94	128589		**231**	**214103**	**3202**
total	**917**	**491114**	**179878**	**461**	**521328**		**1378**	**1012442**	**179878**

Table OM4 - INLAND FLEETS AT 31.12.2005
BY YEAR OF CONSTRUCTION

	Ordinary self-propelled barges			Ordinary barges			Total capacity of the dry cargo fleet		
Country	Units no.	Tonnage t	Power kW	Units no.	Tonnage t	Power kW	**Units no.**	**Tonnage t**	**Power kW**
Luxemburg									
before 1930	2	1754	1252	0	0		**2**	**1754**	**1252**
1930 - 1949	4	4757	2264	0	0		**4**	**4757**	**2264**
1950 - 1969	8	6221	3271	0	0		**8**	**6221**	**3271**
1970 - 1979	2	3607	1443	0	0		**2**	**3607**	**1443**
1980 - 1989	1	2338	1294	0	0		**1**	**2338**	**1294**
1990 - 1999	0	0	0	0	0		**0**	**0**	**0**
2000 - 2005	0	0	0	0	0		**0**	**0**	**0**
Not known	0	0	0	0	0		**0**	**0**	**0**
total	**17**	**18677**	**9524**	**0**	**0**		**17**	**18677**	**9524**
Netherlands									
before 1930	597	381948	177280	38	18784		**635**	**400732**	**177280**
1930 - 1949	219	169609	80886	8	4349		**227**	**173958**	**80886**
1950 - 1969	1528	1343658	653271	201	154807		**1729**	**1498465**	**653271**
1970 - 1979	253	397695	183932	176	349671		**429**	**747366**	**183932**
1980 - 1989	132	247493	112103	176	404630		**308**	**652123**	**112103**
1990 - 1999	157	355186	187465	120	300456		**277**	**655642**	**187465**
2000 - 2005	122	313424	171861	62	141998		**184**	**455422**	**171861**
Not known	0	0	0	0	0		**0**	**0**	**0**
total	**3008**	**3209013**	**1566798**	**781**	**1374695**		**3789**	**4583708**	**1566798**
Switzerland									
before 1930	1	2573	699	0	0		**1**	**2573**	**699**
1930 - 1949	0	0	0	0	0		**0**	**0**	**0**
1950 - 1969	2	2551	1117	0	0		**2**	**2551**	**1117**
1970 - 1979	1	1714	810	0	0		**1**	**1714**	**810**
1980 - 1989	7	16205	7807	0	0		**7**	**16205**	**7807**
1990 - 1999	1	2625	2160	0	0		**1**	**2625**	**2160**
2000 - 2005	3	7440	4306	2	3338		**5**	**10778**	**4306**
Not known	0	0	0	0	0		**0**	**0**	**0**
total	**15**	**33108**	**16899**	**2**	**3338**		**17**	**36446**	**16899**
Total									
before 1930	992	730310	331499	78	34246		**1070**	**764556**	**331499**
1930 - 1949	591	445743	210013	45	19957		**636**	**465700**	**210013**
1950 - 1969	3295	2611988	1255780	527	392193		**3822**	**3004181**	**1255780**
1970 - 1979	437	698849	325181	431	690859		**868**	**1389708**	**325181**
1980 - 1989	248	477408	217286	808	1126958		**1056**	**1604366**	**217286**
1990 - 1999	203	457990	238210	339	626901		**542**	**1084891**	**238210**
2000 - 2005	173	435170	236520	151	251493		**324**	**686663**	**236520**
Not known	142	92572	3202	156	213652		**298**	**306224**	**3202**
total	**6081**	**5950030**	**2817691**	**2535**	**3356259**		**8616**	**9306289**	**2817691**

Table OM4 - INLAND FLEETS AT 31.12.2005
BY YEAR OF CONSTRUCTION

	Self-propelled tankerbarges			Tanker barges			Total capacity of tanker fleet		
Country	Units	Tonnage	Power	Units	Tonnage	Power	**Units**	**Tonnage**	**Power**
	no.	t	kW	no.	t	kW	**no.**	**t**	**kW**
Germany									
before 1930	0	0	0	1	383		**1**	**383**	**0**
1930 - 1949	7	13205	3449	0	0		**7**	**13205**	**3449**
1950 - 1969	132	167194	83635	10	8595		**142**	**175789**	**83635**
1970 - 1979	147	237252	125446	17	31152		**164**	**268404**	**125446**
1980 - 1989	38	75396	36286	16	10587		**54**	**85983**	**36286**
1990 - 1999	22	42037	23764	2	1878		**24**	**43915**	**23764**
2000 - 2005	25	52581	30875	0	0		**25**	**52581**	**30875**
Not known	0	0	0	0	0		**0**	**0**	**0**
total	**371**	**587665**	**303455**	**46**	**52595**		**417**	**640260**	**303455**
Austria (2004)									
before 1930							**0**	**0**	**0**
1930 - 1949							**0**	**0**	**0**
1950 - 1969							**0**	**0**	**0**
1970 - 1979							**0**	**0**	**0**
1980 - 1989							**0**	**0**	**0**
1990 - 1999							**0**	**0**	**0**
2000 - 2005							**0**	**0**	**0**
Not known	5	5601		15	22055		**20**	**27656**	**0**
total	**5**	**5601**		**15**	**22055**		**20**	**27656**	**0**
Belgium									
before 1930	16	5031	2963	0	0		**16**	**5031**	**2963**
1930 - 1949	14	4578	3320	0	0		**14**	**4578**	**3320**
1950 - 1969	50	40056	21129	0	0		**50**	**40056**	**21129**
1970 - 1979	53	45074	22330	4	5118		**57**	**50192**	**22330**
1980 - 1989	35	65160	30493	1	2923		**36**	**68083**	**30493**
1990 - 1999	23	52016	20611	0	0		**23**	**52016**	**20611**
2000 - 2005	16	23624	12364	0	0		**16**	**23624**	**12364**
Not known	23	73298	30866	0	0		**23**	**73298**	**30866**
total	**230**	**308837**	**144076**	**5**	**8041**		**235**	**316878**	**144076**
France									
before 1930	0	0	0	0	0		**0**	**0**	**0**
1930 - 1949	2	1841	595	0	0		**2**	**1841**	**595**
1950 - 1969	14	9956	4177	28	31035		**42**	**40991**	**4177**
1970 - 1979	6	14521	2572	7	12766		**13**	**27287**	**2572**
1980 - 1989	3	6906	4174	0	0		**3**	**6906**	**4174**
1990 - 1999	0	0	0	6	10436		**6**	**10436**	**0**
2000 - 2005	0	0	0	4	9819		**4**	**9819**	**0**
Not known	4	3958	0	3	6654		**7**	**10612**	**0**
total	**29**	**37182**	**11518**	**48**	**70710**		**77**	**107892**	**11518**

Table OM4 - INLAND FLEETS AT 31.12.2005
BY YEAR OF CONSTRUCTION

Country	Self-propelled tankerbarges			Tanker barges			Total capacity of tanker fleet		
	Units no.	Tonnage t	Power kW	Units no.	Tonnage t	Power kW	**Units no.**	**Tonnage t**	**Power kW**
Luxemburg									
before 1930	0	0	0	0	0		**0**	**0**	**0**
1930 - 1949	0	0	0	0	0		**0**	**0**	**0**
1950 - 1969	3	4333	2088	0	0		**3**	**4333**	**2088**
1970 - 1979	8	11490	6012	1	3959		**9**	**15449**	**6012**
1980 - 1989	5	11635	5878	1	4476		**6**	**16111**	**5878**
1990 - 1999	2	3023	1742	0	0		**2**	**3023**	**1742**
2000 - 2005	0	0	0	0	0		**0**	**0**	**0**
Not known	0	0	0	0	0		**0**	**0**	**0**
total	**18**	**30481**	**15720**	**2**	**8435**		**20**	**38916**	**15720**
Netherlands									
before 1930	35	17972	1785	1	677		**36**	**18649**	**1785**
1930 - 1949	27	6903	4362	0	0		**27**	**6903**	**4362**
1950 - 1969	336	180432	100098	10	10813		**346**	**191245**	**100098**
1970 - 1979	85	119664	56187	11	20268		**96**	**139932**	**56187**
1980 - 1989	55	91933	51380	7	13749		**62**	**105682**	**51380**
1990 - 1999	83	149399	83255	8	19798		**91**	**169197**	**83255**
2000 - 2005	82	247903	149566	2	2934		**84**	**250837**	**149566**
Not known	0	0	0	0	0		**0**	**0**	**0**
total	**703**	**814206**	**446633**	**39**	**68239**		**742**	**882445**	**446633**
Switzerland									
before 1930	1	3458	2205	0	0		**1**	**3458**	**2205**
1930 - 1949	0	0	0	0	0		**0**	**0**	**0**
1950 - 1969	5	7753	3885	0	0		**5**	**7753**	**3885**
1970 - 1979	4	10837	5126	0	0		**4**	**10837**	**5126**
1980 - 1989	11	29765	11642	0	0		**11**	**29765**	**11642**
1990 - 1999	10	22809	11619	0	0		**10**	**22809**	**11619**
2000 - 2005	3	9487	2879	1	2073		**4**	**11560**	**2879**
Not known	0	0	0	0	0		**0**	**0**	**0**
total	**34**	**84109**	**37356**	**1**	**2073**		**35**	**86182**	**37356**
Total									
before 1930	52	26461	6953	2	1060		**54**	**27521**	**6953**
1930 - 1949	50	26527	11726	0	0		**50**	**26527**	**11726**
1950 - 1969	540	409724	215012	48	50443		**588**	**460167**	**215012**
1970 - 1979	303	438838	217673	40	73263		**343**	**512101**	**217673**
1980 - 1989	147	280795	139853	25	31735		**172**	**312530**	**139853**
1990 - 1999	140	269284	140991	16	32112		**156**	**301396**	**140991**
2000 - 2005	126	333595	195684	7	14826		**133**	**348421**	**195684**
Not known	32	82857	30866	18	28709		**50**	**111566**	**30866**
total	**1390**	**1868081**	**958758**	**156**	**232148**		**1546**	**2100229**	**958758**

Table OM4 - INLAND FLEETS AT 31.12.2005
BY YEAR OF CONSTRUCTION

Country	Tugs			Pusher tugs			Total propelled vessels		
	Units no.	Tonnage t	Power kW	Units no.	Tonnage t	Power kW	**Units no.**	**Tonnage t**	**Power kW**
Germany									
before 1930	43		9848	21		5124	**64**		**14972**
1930 - 1949	29		5118	20		7526	**49**		**12644**
1950 - 1969	54		10107	102		34243	**156**		**44350**
1970 - 1979	12		2154	57		53787	**69**		**55941**
1980 - 1989	2		705	86		30363	**88**		**31068**
1990 - 1999	2		883	6		2390	**8**		**3273**
2000 - 2005	0		0	1		213	**1**		**213**
Not known	1		110	0		0	**1**		**110**
total	**143**		**28925**	**293**		**133646**	**436**		**162571**
Austria (2004)									
before 1930							**0**		**0**
1930 - 1949							**0**		**0**
1950 - 1969							**0**		**0**
1970 - 1979							**0**		**0**
1980 - 1989							**0**		**0**
1990 - 1999							**0**		**0**
2000 - 2005							**0**		**0**
Not known				10		9200	**10**		**9200**
total	**0**		**0**	**10**		**9200**	**10**		**9200**
Belgium									
before 1930	2		501	18		5102	**20**		**5603**
1930 - 1949	3		220	25		7553	**28**		**7773**
1950 - 1969	9		1883	34		15583	**43**		**17466**
1970 - 1979	3		698	24		12513	**27**		**13211**
1980 - 1989	2		196	7		4161	**9**		**4357**
1990 - 1999	1		374	7		4359	**8**		**4733**
2000 - 2005	0		0	3		4532	**3**		**4532**
Not known	0		0	0		0	**0**		**0**
total	**20**		**3872**	**118**		**53803**	**138**		**57675**
France									
before 1930	18		2780	25		8073	**43**		**10853**
1930 - 1949	4		860	38		11855	**42**		**12715**
1950 - 1969	6		975	96		56608	**102**		**57583**
1970 - 1979	1		150	29		17784	**30**		**17934**
1980 - 1989				15		6965	**15**		**6965**
1990 - 1999			0	9		8290	**9**		**8290**
2000 - 2005			0	11		18074	**11**		**18074**
Not known	6		1143	19		3957	**25**		**5100**
total	35		5908	242		131606	**277**		**137514**

Table OM4 - INLAND FLEETS AT 31.12.2005
BY YEAR OF CONSTRUCTION

Country	Tugs			Pusher tugs			Total propelled vessels		
	Units no.	Tonnage t	Power kW	Units no.	Tonnage t	Power kW	**Units no.**	**Tonnage t**	**Power kW**
Luxemburg									
before 1930	0		0	5		2248	**5**		**2248**
1930 - 1949	0		0	3		1699	**3**		**1699**
1950 - 1969	0		0	1		323	**1**		**323**
1970 - 1979	0		0	4		4535	**4**		**4535**
1980 - 1989	0		0	1		1075	**1**		**1075**
1990 - 1999	0		0	4		5340	**4**		**5340**
2000 - 2005	0		0	0		0	**0**		**0**
Not known	0		0	0		0	**0**		**0**
total	**0**		**0**	**18**		**15220**	**18**		**15220**
Netherlands									
before 1930	110		8925	123		27952	**233**		**36877**
1930 - 1949	106		14227	98		31701	**204**		**45928**
1950 - 1969	184		35451	168		60443	**352**		**95894**
1970 - 1979	38		18752	63		32729	**101**		**51481**
1980 - 1989	15		10262	37		33030	**52**		**43292**
1990 - 1999	6		3435	11		9810	**17**		**13245**
2000 - 2005	2		480	0		0	**2**		**480**
Not known	0		0	0		0	**0**		**0**
total	**461**		**91532**	**500**		**195665**	**961**		**287197**
Switzerland									
before 1930	0		0	1		563	**1**		**563**
1930 - 1949	1		368	1		353	**2**		**721**
1950 - 1969	0		0	3		1031	**3**		**1031**
1970 - 1979	0		0	0		0	**0**		**0**
1980 - 1989	0		0	0		0	**0**		**0**
1990 - 1999	0		0	0		**0**	**0**		**0**
2000 - 2005	0		0	0		0	**0**		**0**
Not known	0		0	0		0	**0**		**0**
total	**1**		**368**	**5**		**1947**	**6**		**2315**
Total									
before 1930	173		22054	193		49062	**366**		**71116**
1930 - 1949	143		20793	185		60687	**328**		**81480**
1950 - 1969	253		48416	404		168231	**657**		**216647**
1970 - 1979	54		21754	177		121348	**231**		**143102**
1980 - 1989	19		11163	146		75594	**165**		**86757**
1990 - 1999	9		4692	37		30189	**46**		**34881**
2000 - 2005	2		480	15		22819	**17**		**23299**
Not known	7		1253	29		13157	**36**		**14410**
total	**660**		**130605**	**1186**		**541087**	**1846**		**671692**

Table OM5 – NEW CONSTRUCTIONS AT APRIL 2006

Type of vessel	2002			2003			2004		
	Units	Tonnage	kW	Units	Tonnage	kW	Units	Tonnage	kW
Ordinary self-propelled barges	45	113114	56138	34	89676	41894	28	71326	34400
Ordinary barges	29	37180		28	78156		14	23636	
total	**74**	**150294**	**56138**	**62**	**167832**	**41894**	**42**	**94962**	**34400**
Self-propelled tanker barges	22	65548	30547	45	131455	50332	54	139718	61236
Tanker barges	2	178		1	1800		3	2427	
total	**24**	**65726**	**30547**	**46**	**133255**	**50332**	**57**	**142145**	**61236**
Pusher tugs	2		1276	0		0	1		992
Tugs	3		11670	1		279	1		177
total	**5**		**12946**	**1**		**279**	**2**		**1169**
Cruise vessels	17		13251	10		7238	5		4021
Excursion vessels	9		4834	1		1566	1		662
total	**26**		**18085**	**11**		**8804**	**6**		**4683**

Type of vessel	2005			2006 (4 month)			total 2002 - 2006		
	Units	Tonnage	kW	Units	Tonnage	kW	Units	Tonnage	kW
Ordinary self-propelled barges	34	87645	27490	2	3244	1306	143	365005	161228
Ordinary barges	12	11401		0	0	0	83	150373	0
total	**46**	**99046**	**27490**	**2**	**3244**	**1306**	**226**	**515378**	**161228**
Self-propelled tanker barges	46	130860	43736	11	40733	5373	178	508314	191224
Tanker barges	2	2527		0	0	0	8	6932	0
total	**48**	**133387**	**43736**	**11**	**40733**	**5373**	**186**	**515246**	**191224**
Pusher tugs	0		0	0	0		3	0	2268
Tugs	0		0	0	0		5	0	12126
total	**0**		**0**	**0**	**0**		**8**	**0**	**14394**
Cruise vessels	5		6280	0	0		37	0	30790
Excursion vessels	5		2832	0	0		16	0	9894
total	**10**		**9112**	**0**	**0**		**53**	**0**	**40684**

Sources: IVR records

Demand for transport capacity

Methodology

In assessing the demand for transport, account is taken of the transport of goods on inland waterways in the national territories. It therefore includes the river part of river/sea traffic.

The traffic observed may de divided into two categories:
- national traffic, and
- international traffic.

It is measured in terms of volume transported (in tonnes or in 1000 tonnes) or in TKM (and often in millions of TKM). TKM figures are calculated as the number of kilometres covered on the inland waterways of each State.

Sources of data

Germany: Statistisches Bundesamt (Wiesbaden)
Austria: Statistik Austria (Vienna)
Belgium: Institut National Statistique (INS)
France: Voies Navigables de France (VNF)
G.D. Luxembourg: Commission de la Moselle, Port of Mertert
Netherlands: Centraal Buro Voor de Statitiek (Herlen)
Switzerland: Rheinschifffahrtsdirektion (Basle)
Est european and Danube-states : EUROSTAT

The overall view of transport within the States of western Europe covered is therefore obtained by using the data supplied by each national office for the territory of that State. This means that the CCNR's Secretariat has to reprocess the data so that quantities transported internationally are not counted more than once.

In order to achieve overall figures that are representative, it is essential to have data for each of the States concerned. However, if the data from one State is not available in time to allow publication of this type of study, the Secretariat will use an estimate so that publication is not delayed.

The statistics for goods transported do not include:

a) goods transported by goods vessels as "local traffic" within ports, except for local traffic in the ports of Duisbourg, Düsseldorf, Cologne and Frankfurt;
b) transport by vehicles used for fishing and dredging and for carrying out hydraulic work, although they are included when the goods being carried are considered to be "commercial goods";
c) goods intended for supplying vessels;
d) goods carried on ferries.

The methods for listing traffic vary from one State to another. This is carried out on the basis of either port transshipments or declarations at civil engineering structures, listing points and borders.

The listing of traditional Rhine traffic on the German section of the Rhine is based on the recording of transshipments in German ports. The overall statistics on waterways traffic on the Rhine compiled by the German authorities is derived from this data from the ports.

The information on French domestic traffic and Franco-Swiss traffic on the Rhine comes from France's statistics. The transport of goods carried out exclusively on the section of the Rhine downstream of the border between Germany and the Netherlands and traffic between Dutch ports on the Rhine and Belgian ports and northern France (including sea traffic on the Rhine) are listed and recorded in the Dutch statistics. These are essentially based on listings compiled at civil engineering structures and borders.

The types of goods are differentiated using the NSTR nomenclature, which is subdivided into:

Chapters (1 figure),
Groups (2 figures), and
Positions (3 figures).

On the whole, the European codes are used.

Consideration of traffic by route

To prevent the volume of goods being transported for the purposes of international trade being counted twice, care needs to be taken in considering the volumes carried on the various routes. So that volumes travelling in two or more countries are not counted twice or more, the following table should be followed; it indicates the most appropriate source to use. The indication "Others" refers to countries other than the seven taken into account geographically in this study.

Therefore some routes have not been showed in the tables because the volumes transported are not significant. But they have been added for the total.

Analysis by route

	Route	Declaring country
1	France - Germany	Germany
2	France - Belgium	France
3	France - Netherlands	Netherlands
4	France - Luxemburg	France
5	France - Switzerland	France
6	France - Austria	France
7	France - Poland	Germany
8	France - Czech Republic	Germany
9	France - Slovak Republic	Germany
10	France - Hungary	Germany
11	France - others	Germany
12	Belgium - Germany	Germany
13	Belgium - Netherlands	Netherlands
14	Belgium - Luxemburg	Germany
15	Belgium - Switzerland	Germany
16	Belgium - Autria	Germany
17	Belgium - Poland	Germany
18	Belgium - Czech Republic	Germany
19	Belgium - Slovak Republic	Germany
20	Belgium - Hungary	Germany
21	Belgium - others	Germany
22	Netherlands - Luxemburg	Netherlands
23	Netherlands - Switzerland	Netherlands
24	Netherlands - Autria	Netherlands
25	Netherlands - Germany	Netherlands
26	Netherlands - Poland	Netherlands
27	Netherlands - Czech Republic	Netherlands
28	Netherlands - Slovak Republic	Netherlands
29	Netherlands - Hungary	Netherlands
30	Netherlands - others	Netherlands
31	Switzerland - Luxemburg	Germany
32	Switzerland - Autria	Germany
33	Switzerland - Poland	Germany
34	Switzerland - Czech Republic	Germany
35	Switzerland - Slovak Republic	Germany
36	Switzerland - Hungary	Germany
37	Switzerland - others	Germany
38	Germany - Luxemburg	Germany
39	Germany - Autria	Germany
40	Germany - Suisse	Germany
41	Germany - Poland	Germany
42	Germany - Czech Republic	Germany
43	Germany - Slovak Republic	Germany
44	Germany - Hungary	Germany
45	Germany - others	Germany
46	Autria - others	By deduction
47	Luxemburg - others	Germany

Table OM6 - NATIONAL TRANSPORT OF GOODS ON INLAND WATERWAYS, BY STATE

N° NST	Country / Category of goods	Volumes carried 2003	Volumes carried 2004	Volumes carried 2005	Services 2003	Services 2004	Services 2005	Difference 05 / 04 1000 t	Difference 05 / 04 mio TKM
		1000 t			1000000 TKM			%	
	SWITZERLAND	*Not recorded as this only concerns transport on the lakes*							
0	Agricultural products								
1	Foodsstuffs, animal fodder								
2	Solid mineral fuels								
3	Oil and oil-based products								
4	Ore and pig iron for iron and steel industry								
5	Iron and steel products								
6	Crude and manufactured minerals, building materials								
7	Fertilisers								
8	Chemicals								
9	Machinery, transport equipment, manufactured articles								
99	of which special transactions								
	FRANCE	**28880**	**29121**	**30721**	**4302**	**4429**	**4943**	**5,49%**	**11,61%**
0	Agricultural products	3115	2699	3510	757	673	928	**30,05%**	**37,89%**
1	Foodsstuffs, animal fodder	489	460	464	135	129	131	**0,87%**	**1,55%**
2	Solid mineral fuels	1595	1721	1854	436	485	543	**7,73%**	**11,96%**
3	Oil and oil-based products	3658	3715	3274	415	380	358	**-11,87%**	**-5,79%**
4	Ore and pig iron for iron and steel industry	276	359	351	66	90	95	**-2,23%**	**5,56%**
5	Iron and steel products	548	514	425	138	132	110	**-17,32%**	**-16,67%**
6	Crude and manufactured minerals, building materials	16767	16922	17745	1729	1844	2025	**4,86%**	**9,82%**
7	Fertilisers	207	119	141	62	31	34	**18,49%**	**9,68%**
8	Chemicals	975	1132	1117	248	302	277	**-1,33%**	**-8,28%**
9	Machinery, transport equipment, manufactured articles	1250	1480	1840	316	363	442	**24,32%**	**21,76%**
99	of which special transactions	1045	1299	1706	269	325	389	**31,33%**	**19,69%**
	GERMANY	**53419**	**55209**	**56662**	**10833**	**11296**	**11695**	**2,63%**	**3,53%**
0	Agricultural products	2224	1635	2554	614	516	834	**56,21%**	**61,51%**
1	Foodsstuffs, animal fodder	2992	3245	3441	722	862	1003	**6,04%**	**16,47%**
2	Solid mineral fuels	7454	7953	7571	1299	1338	1127	**-4,80%**	**-15,79%**
3	Oil and oil-based products	13940	14683	14770	2745	2788	2750	**0,59%**	**-1,37%**
4	Ore and pig iron for iron and steel industry	3129	3406	3115	793	892	810	**-8,54%**	**-9,23%**
5	Iron and steel products	1229	1256	1504	469	529	615	**19,75%**	**16,17%**
6	Crude and manufactured minerals, building materials	15396	15210	15657	2724	2766	2920	**2,94%**	**5,54%**
7	Fertilisers	1023	1058	1044	381	411	403	**-1,32%**	**-1,93%**
8	Chemicals	4737	5207	5262	829	886	852	**1,06%**	**-3,81%**
9	Machinery, transport equipment, manufactured articles	1295	1556	1744	257	308	382	**12,08%**	**23,86%**
99	of which special transactions	894	1096	1218	197	242	309	**11,13%**	**27,83%**

Table OM6 - NATIONAL TRANSPORT OF GOODS ON INLAND WATERWAYS, BY STATE

N° NST	Country Category of goods	Volumes carried 2003	Volumes carried 2004	Volumes carried 2005	Services 2003	Services 2004	Services 2005	Difference 05 / 04 1000 t	Difference 05 / 04 mio TKM
		1000 t			1000000 TKM			%	
	NEDERLANDS	**95101**	**99197**	**95003**	**10668**	**11125**	**10518**	**-4,23%**	**-5,46%**
0	Agricultural products	2390	2632	1299	382	362	176	**-50,65%**	**-51,38%**
1	Foodsstuffs, animal fodder	6606	7328	6817	822	839	898	**-6,97%**	**7,03%**
2	Solid mineral fuels	3062	3019	2732	421	443	412	**-9,51%**	**-7,00%**
3	Oil and oil-based products	16287	18195	19407	1931	2113	2300	**6,66%**	**8,85%**
4	Ore and pig iron for iron and steel industry	1769	2131	1619	237	349	240	**-24,03%**	**-31,23%**
5	Iron and steel products	958	1104	1079	134	170	159	**-2,26%**	**-6,47%**
6	Crude and manufactured minerals, building materials	48653	47467	42655	4797	4664	3998	**-10,14%**	**-14,28%**
7	Fertilisers	1429	1473	1271	287	307	258	**-13,71%**	**-15,96%**
8	Chemicals	4881	5209	5512	672	695	736	**5,82%**	**5,90%**
9	Machinery, transport equipment, manufactured articles	9066	10639	12612	985	1183	1341	**18,54%**	**13,36%**
99	of which special transactions	8368	9834	12026	900	1087	1274	**22,29%**	**17,20%**
	BELGIUM (*)	**31119**	**35748**	**33603**	**2831**	**3057**	**2873**	**-6,00%**	**-6,00%**
0	Agricultural products	640	480	451	50	43	40	**-6,00%**	**-6,00%**
1	Foodsstuffs, animal fodder	1468	1237	1163	74	65	61	**-6,00%**	**-6,00%**
2	Solid mineral fuels	4233	4230	3976	473	455	428	**-6,00%**	**-6,00%**
3	Oil and oil-based products	5439	7882	7409	448	561	527	**-6,00%**	**-6,00%**
4	Ore and pig iron for iron and steel industry	1574	1845	1734	187	202	190	**-6,00%**	**-6,00%**
5	Iron and steel products	1280	1460	1372	121	92	86	**-6,00%**	**-6,00%**
6	Crude and manufactured minerals, building materials	10770	11723	11020	1091	1208	1136	**-6,00%**	**-6,00%**
7	Fertilisers	1114	1252	1177	86	90	84	**-6,00%**	**-6,00%**
8	Chemicals	2183	2262	2126	176	176	165	**-6,00%**	**-6,00%**
9	Machinery, transport equipment, manufactured articles	2418	3377	3174	125	165	155	**-6,00%**	**-6,00%**
99	of which special transactions	873	644	605	31	24	23	**-6,00%**	**-6,00%**
	AUSTRIA	**922**	**192**	**357**	**61**	**33**	**36**	**85,94%**	**10,09%**
0	Agricultural products	43	4	9	6	1	2	**125,00%**	**233,33%**
1	Foodsstuffs, animal fodder	0	1	2	0	0	0	**100,00%**	
2	Solid mineral fuels	0	1	0	0	0	0		
3	Oil and oil-based products	161	97	137	34	21	23	**41,24%**	**12,20%**
4	Ore and pig iron for iron and steel industry	1	0	1	0	0	0		
5	Iron and steel products	115	73	85	14	9	10	**16,44%**	**9,89%**
6	Crude and manufactured minerals, building materials	572	7	111	3	1	0		
7	Fertilisers	28	8	11	4	1	1	**37,50%**	**-9,09%**
8	Chemicals	0	0	0	0	0	0		
9	Machinery, transport equipment, manufactured articles	2	1	1	0	0	0	**0,00%**	
99	of which special transactions	0	0	0	0	0	0		

(*) :Data about trafic in Belguim for 2005 have been estimated by the Secretariat of the CCR

Table OM6 - NATIONAL TRANSPORT OF GOODS ON INLAND WATERWAYS, BY STATE

N° NST	Country Category of goods	Volumes carried 2003	Volumes carried 2004	Volumes carried 2005	Services 2003	Services 2004	Services 2005	Difference 05 / 04 1000 t	Difference 05 / 04 mio TKM
		1000 t			1000000 TKM			%	
	LUXEMBURG (not significant)	**0**	**0**	**0**	**0**	**0**	**0**		
0	Agricultural products								
1	Foodsstuffs, animal fodder								
2	Solid mineral fuels								
3	Oil and oil-based products								
4	Ore and pig iron for iron and steel industry								
5	Iron and steel products								
6	Crude and manufactured minerals, building materials								
7	Fertilisers								
8	Chemicals								
9	Machinery, transport equipment, manufactured articles								
99	of which special transactions								
	HUNGARY	**42**	**39**	**54**	**4**	**5**	**6**	**38,46%**	**20,00%**
0	Agricultural products	0	2	1	0	0	0	**-50,00%**	
1	Foodsstuffs, animal fodder	0	0	0	0	0	0		
2	Solid mineral fuels	0	0	0	0	0	0		
3	Oil and oil-based products	28	31	29	2	4	4	**-6,45%**	**0,00%**
4	Ore and pig iron for iron and steel industry	0	0	0	0	0	0		
5	Iron and steel products	0	0	0	0	0	0		
6	Crude and manufactured minerals, building materials	14	6	12	2	1	1		**0,00%**
7	Fertilisers	0	0	0	0	0	0		
8	Chemicals	0	0	0	0	0	0		
9	Machinery, transport equipment, manufactured articles	0	0	12	0	0	1		
99	of which special transactions								
	CZECH REPUBLIC	**558**	**614**	**690**	**21**	**25**	**29**	**12,38%**	**16,00%**
0	Agricultural products	0	4	21	0	0	1		
1	Foodsstuffs, animal fodder	0	5	0	0	0	0		
2	Solid mineral fuels	0	0	0	0	0	0		
3	Oil and oil-based products	0	0	0	0	0	0		
4	Ore and pig iron for iron and steel industry	0	0	1	0	0	1		
5	Iron and steel products	0	0	6	0	0	0		
6	Crude and manufactured minerals, building materials	555	566	643	21	24	27	**13,60%**	**12,50%**
7	Fertilisers	1	39	14	0	1	0	**-64,10%**	
8	Chemicals	0	0	0	0	0	0		
9	Machinery, transport equipment, manufactured articles	2	0	5	0	0	0		
99	of which special transactions	0	0	0	0	0	0		

Table OM6 - NATIONAL TRANSPORT OF GOODS ON INLAND WATERWAYS, BY STATE

N° NST	Country Category of goods	Volumes carried			Services			Difference 05 / 04	
		2003	2004	2005	2003	2004	2005	1000 t	mio TKM
		1000 t			1000000 TKM			%	
	SLOVAK REPUBLIC (*)		**106**	**103**		**5**	**6**	**-2,83%**	**20,00%**
0	Agricultural products		3	9		1	1		**0,00%**
1	Foodsstuffs, animal fodder		0	0		0	0		
2	Solid mineral fuels		0	0		0	0		
3	Oil and oil-based products		0	0		0	0		
4	Ore and pig iron for iron and steel industry		0	0		0	0		
5	Iron and steel products		0	0		0	0		
6	Crude and manufactured minerals, building materials		103	94		4	5	**-8,74%**	**25,00%**
7	Fertilisers		0	0		0	0		
8	Chemicals		0	0		0	0		
9	Machinery, transport equipment, manufactured articles		0	0		0	0		
99	of which special transactions		0	0		0	0		
	POLAND (*)		**5010**	**4466**		**243**	**185**	**-10,86%**	**-23,87%**
0	Agricultural products		7	5		0	0	**-28,57%**	
1	Foodsstuffs, animal fodder		2	5		0	0	**150,00%**	
2	Solid mineral fuels		596	682		124	121	**14,43%**	**-2,42%**
3	Oil and oil-based products		39	62		0	1	**58,97%**	
4	Ore and pig iron for iron and steel industry		492	261		64	12	**-46,95%**	**-81,25%**
5	Iron and steel products		116	71		8	6	**-38,79%**	**-25,00%**
6	Crude and manufactured minerals, building materials		3289	3004		31	33	**-8,67%**	**6,45%**
7	Fertilisers		229	52		6	1	**-77,29%**	**-83,33%**
8	Chemicals		222	276		4	4	**24,32%**	**0,00%**
9	Machinery, transport equipment, manufactured articles		18	48		6	7	**166,67%**	**16,67%**
99	of which special transactions								
	TOTAL	**210041**	**225236**	**221659**	**28719**	**30218**	**30291**	**-1,59%**	**0,24%**
0	Agricultural products	8412	7466	7859	1809	1596	1982	**5,27%**	**24,21%**
1	Foodsstuffs, animal fodder	11555	12278	11892	1753	1895	2094	**-3,15%**	**10,50%**
2	Solid mineral fuels	16344	17520	16815	2629	2846	2631	**-4,02%**	**-7,55%**
3	Oil and oil-based products	39513	44642	45088	5575	5866	5963	**1,00%**	**1,65%**
4	Ore and pig iron for iron and steel industry	6749	8233	7082	1283	1597	1348	**-13,98%**	**-15,62%**
5	Iron and steel products	4130	4523	4542	876	941	987	**0,43%**	**4,89%**
6	Crude and manufactured minerals, building materials	92727	95293	90941	10367	10543	10144	**-4,57%**	**-3,78%**
7	Fertilisers	3802	4178	3710	819	847	781	**-11,20%**	**-7,73%**
8	Chemicals	12776	14032	14293	1925	2063	2034	**1,86%**	**-1,37%**
9	Machinery, transport equipment, manufactured articles	14033	17071	19436	1683	2025	2328	**13,86%**	**14,93%**
99	of which special transactions	11180	12873	15555	1397	1678	1995	**20,84%**	**18,89%**

(*) this data is privided by EUROSTAT, similar data for 2003 isn't avaible

Table OM7 - INTERNATIONAL TRANSPORT OF GOODS ON INLAND WATERWAYS, BY STATE

N° NST	Country Category of goods	Volumes carried			Services			Difference 05 / 04	
		2003	**2004**	**2005**	**2003**	**2004**	**2005**	1000 t	mio TKM
		1000 t			1000000 TKM			%	
	SWITZERLAND	**7006**	**7051**	**7053**	**49**	**49**	**57**	**0,03%**	**15,49%**
0	Agricultural products	379	351	221	3	2	2	**-37,04%**	**-18,60%**
1	Foodsstuffs, animal fodder	444	422	404	3	3	3	**-4,27%**	**1,56%**
2	Solid mineral fuels	87	174	98	1	1	1	**-43,68%**	**-17,90%**
3	Oil and oil-based products	3544	3380	3607	25	24	29	**6,72%**	**22,57%**
4	Ore and pig iron for iron and steel industry	171	165	107	1	1	1	**-35,15%**	**-13,42%**
5	Iron and steel products	793	833	753	6	6	6	**-9,60%**	**2,90%**
6	Crude and manufactured minerals, building materials	422	478	552	3	3	4	**15,48%**	**19,55%**
7	Fertilisers	162	158	185	1	1	2	**17,09%**	**80,83%**
8	Chemicals	787	848	899	6	6	7	**6,01%**	**17,92%**
9	Machinery, transport equipment, manufactured articles	217	242	227	2	2	2	**-6,20%**	**18,06%**
99	of which special transactions	164	195	206	1	1	2	**5,64%**	**46,52%**
	FRANCE	**36467**	**39834**	**39342**	**4005**	**4257**	**4258**	**-1,24%**	**0,02%**
0	Agricultural products	5472	5923	5943	766	790	780	**0,34%**	**-1,27%**
1	Foodsstuffs, animal fodder	2565	2868	2824	328	350	363	**-1,53%**	**3,71%**
2	Solid mineral fuels	3553	4740	4278	206	280	257	**-9,75%**	**-8,21%**
3	Oil and oil-based products	5700	5526	6440	650	645	753	**16,54%**	**16,74%**
4	Ore and pig iron for iron and steel industry	2437	2612	2350	199	226	219	**-10,03%**	**-3,10%**
5	Iron and steel products	2455	2661	2584	372	409	378	**-2,89%**	**-7,58%**
6	Crude and manufactured minerals, building materials	8970	9359	8852	771	728	738	**-5,42%**	**1,37%**
7	Fertilisers	1030	1273	1343	154	203	188	**5,50%**	**-7,39%**
8	Chemicals	1872	2155	1933	250	293	254	**-10,30%**	**-13,31%**
9	Machinery, transport equipment, manufactured articles	2413	2717	2795	309	333	328	**2,87%**	**-1,50%**
99	of which special transactions	2296	2598	2693	292	316	314	**3,66%**	**-0,63%**
	GERMANY	**166581**	**180653**	**180104**	**47322**	**52372**	**52400**	**-0,30%**	**0,05%**
0	Agricultural products	6945	7062	8508	3503	3391	4393	**20,48%**	**29,55%**
1	Foodsstuffs, animal fodder	11778	12284	11989	4804	5130	5109	**-2,40%**	**-0,41%**
2	Solid mineral fuels	23294	26154	26133	6397	7326	7439	**-0,08%**	**1,54%**
3	Oil and oil-based products	23238	23926	24048	7525	7752	7907	**0,51%**	**2,00%**
4	Ore and pig iron for iron and steel industry	32099	34651	32646	5165	5875	5461	**-5,79%**	**-7,05%**
5	Iron and steel products	10714	11473	11534	3107	3468	3282	**0,53%**	**-5,36%**
6	Crude and manufactured minerals, building materials	26832	29893	28249	6740	7931	7162	**-5,50%**	**-9,70%**
7	Fertilisers	5077	5369	5067	2088	2298	2188	**-5,62%**	**-4,79%**
8	Chemicals	11154	12137	12849	2912	3221	3340	**5,87%**	**3,69%**
9	Machinery, transport equipment, manufactured articles	15450	17704	19081	5081	5980	6119	**7,78%**	**2,32%**
99	of which special transactions	14272	16444	17815	4790	5670	5814	**8,34%**	**2,54%**

Table OM7 - INTERNATIONAL TRANSPORT OF GOODS ON INLAND WATERWAYS, BY STATE

N° NST	Country Category of goods	Volumes carried 2003	Volumes carried 2004	Volumes carried 2005	Services 2003	Services 2004	Services 2005	Difference 05 / 04 1000 t	Difference 05 / 04 mio TKM
			1000 t		1000000 TKM			%	
	NEDERLANDS	**209378**	**228973**	**229278**	**30202**	**32440**	**32546**	**0,13%**	**0,33%**
0	Agricultural products	7137	7188	6508	1110	1145	952	**-9,46%**	**-16,86%**
1	Foodsstuffs, animal fodder	11130	11687	12332	1742	1829	1938	**5,52%**	**5,96%**
2	Solid mineral fuels	23508	27293	25177	3416	3961	3723	**-7,75%**	**-6,01%**
3	Oil and oil-based products	34666	37894	37690	4805	5056	5023	**-0,54%**	**-0,65%**
4	Ore and pig iron for iron and steel industry	35038	37080	35618	4717	4998	4804	**-3,94%**	**-3,88%**
5	Iron and steel products	8568	10472	10868	1438	1679	1795	**3,78%**	**6,91%**
6	Crude and manufactured minerals, building materials	36462	37379	37333	5374	5315	5283	**-0,12%**	**-0,60%**
7	Fertilisers	5094	5049	4932	939	923	914	**-2,32%**	**-0,98%**
8	Chemicals	19447	20946	22220	2955	3178	3384	**6,08%**	**6,48%**
9	Machinery, transport equipment, manufactured articles	28328	33985	36600	3706	4356	4730	**7,69%**	**8,59%**
99	of which special transactions	21571	22745	35253	2701	2777	4508	**54,99%**	**62,33%**
	BELGIUM (*)	**106636**	**112017**	**114817**	**5469**	**5403**	**5538**	**2,50%**	**2,50%**
0	Agricultural products	4853	4934	5057	395	380	390	**2,50%**	**2,50%**
1	Foodsstuffs, animal fodder	4272	4011	4111	187	183	188	**2,50%**	**2,50%**
2	Solid mineral fuels	7205	9438	9674	423	546	560	**2,50%**	**2,50%**
3	Oil and oil-based products	18140	18244	18700	630	554	568	**2,50%**	**2,50%**
4	Ore and pig iron for iron and steel industry	7417	8593	8808	717	588	603	**2,50%**	**2,50%**
5	Iron and steel products	4912	6693	6860	315	388	398	**2,50%**	**2,50%**
6	Crude and manufactured minerals, building materials	26492	26537	27200	1711	1690	1732	**2,50%**	**2,50%**
7	Fertilisers	4940	4386	4496	373	360	369	**2,50%**	**2,50%**
8	Chemicals	11327	11297	11579	391	373	382	**2,50%**	**2,50%**
9	Machinery, transport equipment, manufactured articles	17078	17884	18331	327	341	350	**2,50%**	**2,50%**
99	of which special transactions	14209	8116	8319	218	124	127	**2,50%**	**2,50%**
	AUSTRIA	**9819**	**8882**	**8981**	**2216**	**1714**	**1715**	**1,11%**	**0,03%**
0	Agricultural products	858	692	937	230	124	197	**35,40%**	**59,26%**
1	Foodsstuffs, animal fodder	1610	828	887	482	198	221	**7,13%**	**11,67%**
2	Solid mineral fuels	69	147	177	16	33	30	**20,41%**	**-7,69%**
3	Oil and oil-based products	1846	1847	1867	310	293	253	**1,08%**	**-13,71%**
4	Ore and pig iron for iron and steel industry	2620	2827	3040	548	582	631	**7,53%**	**8,40%**
5	Iron and steel products	965	791	491	249	175	93	**-37,93%**	**-46,98%**
6	Crude and manufactured minerals, building materials	506	595	524	87	91	87	**-11,93%**	**-4,81%**
7	Fertilisers	1022	958	874	197	163	146	**-8,77%**	**-10,54%**
8	Chemicals	79	76	62	21	19	17	**-18,42%**	**-10,99%**
9	Machinery, transport equipment, manufactured articles	244	121	122	76	36	40	**0,83%**	**11,42%**
99	of which special transactions	0	0	0	0	0	0		

(*) :Data about trafic in Belguim for 2005 have been estimated by the Secretariat of the CCR

Table OM7 - INTERNATIONAL TRANSPORT OF GOODS ON INLAND WATERWAYS, BY STATE

N° NST	Country Category of goods	Volumes carried 2003	Volumes carried 2004	Volumes carried 2005	Services 2003	Services 2004	Services 2005	Difference 05 / 04 1000 t	Difference 05 / 04 mio TKM
		1000 t			1000000 TKM			%	
	LUXEMBURG (*)	**9690**	**11180**	**10285**	**(not significant)**			**-8,00%**	
0	Agricultural products	1656	1853	1705					
1	Foodsstuffs, animal fodder	760	882	811				**-8,00%**	
2	Solid mineral fuels	3028	4029	3707				**-8,00%**	
3	Oil and oil-based products	438	480	442				**-8,00%**	
4	Ore and pig iron for iron and steel industry	1596	1554	1430				**-8,00%**	
5	Iron and steel products	871	854	786				**-8,00%**	
6	Crude and manufactured minerals, building materials	1064	1133	1042				**-8,00%**	
7	Fertilisers	223	333	306				**-8,00%**	
8	Chemicals	21	50	46				**-8,00%**	
9	Machinery, transport equipment, manufactured articles	33	12	11				**-8,00%**	
99	of which special transactions	0	0	0					
	HUNGARY (*)	**3817**	**4170**	**4959**	**647**	**707**	**833**	**18,92%**	**17,82%**
0	Agricultural products	699	811	1857	130	142	295	**128,98%**	**107,75%**
1	Foodsstuffs, animal fodder	1067	1101	1064	180	198	200	**-3,36%**	**1,01%**
2	Solid mineral fuels	97	185	181	17	30	34	**-2,16%**	**13,33%**
3	Oil and oil-based products	934	844	1145	134	112	163	**35,66%**	**45,54%**
4	Ore and pig iron for iron and steel industry	170	148	65	25	25	12	**-56,08%**	**-52,00%**
5	Iron and steel products	530	666	361	106	139	74	**-45,80%**	**-46,76%**
6	Crude and manufactured minerals, building materials	89	164	70	12	16	9	**-57,32%**	**-43,75%**
7	Fertilisers	180	170	143	37	32	27	**-15,88%**	**-15,63%**
8	Chemicals	4	3	3	0	0	0	**0,00%**	
9	Machinery, transport equipment, manufactured articles	47	78	70	6	13	19	**-10,26%**	**46,15%**
99	of which special transactions								
	CZECH REPUBLIC (*)	**625**	**558**	**923**	**25**	**21**	**32**	**65,41%**	**52,38%**
0	Agricultural products	207	23	306	11	1	11		
1	Foodsstuffs, animal fodder	204	277	353	6	9	9	**27,44%**	**0,00%**
2	Solid mineral fuels	8	19	10	0	0	0	**-47,37%**	
3	Oil and oil-based products	0	0	0	0	0	0		
4	Ore and pig iron for iron and steel industry	9	1	13	0	0	1		
5	Iron and steel products	26	12	17	0	0	0	**41,67%**	
6	Crude and manufactured minerals, building materials	55	57	65	2	2	2	**14,04%**	**0,00%**
7	Fertilisers	86	95	90	5	6	5	**-5,26%**	**-16,67%**
8	Chemicals	8	52	44	0	1	2	**-15,38%**	**100,00%**
9	Machinery, transport equipment, manufactured articles	22	22	25	1	2	2	**13,64%**	**0,00%**
99	of which special transactions								

(*) estimation for 2005

Table OM7 - INTERNATIONAL TRANSPORT OF GOODS ON INLAND WATERWAYS, BY STATE

N° NST	Country Category of goods	Volumes carried 2003	Volumes carried 2004	Volumes carried 2005	Services 2003	Services 2004	Services 2005	Difference 05 / 04 1000 t	Difference 05 / 04 mio TKM
		1000 t			1000000 TKM			%	
	SLOVAK REPUBLIC (*)		**2500**	**2081**		**66**	**65**	**-16,76%**	**-1,52%**
0	Agricultural products		125	137		7	8	**9,60%**	**14,29%**
1	Foodsstuffs, animal fodder		163	127		9	7	**-22,09%**	**-22,22%**
2	Solid mineral fuels		40	45		2	2	**12,50%**	**0,00%**
3	Oil and oil-based products		836	608		4	9	**-27,27%**	**125,00%**
4	Ore and pig iron for iron and steel industry		864	768		28	25	**-11,11%**	**-10,71%**
5	Iron and steel products		80	66		5	2	**-17,50%**	**-60,00%**
6	Crude and manufactured minerals, building materials		42	15		2	3	**-64,29%**	**50,00%**
7	Fertilisers		297	257		5	5	**-13,47%**	**0,00%**
8	Chemicals		25	30		0	0	**20,00%**	
9	Machinery, transport equipment, manufactured articles		28	28		4	4	**0,00%**	**0,00%**
99	of which special transactions								
	POLAND (*)		**2219**	**2673**		**120**	**72**	**20,46%**	**-40,00%**
0	Agricultural products		17	36		0	0	**111,76%**	
1	Foodsstuffs, animal fodder		116	122		7	3	**5,17%**	**-57,14%**
2	Solid mineral fuels		844	1092		53	1	**29,38%**	**-98,11%**
3	Oil and oil-based products		0	0		0	0		
4	Ore and pig iron for iron and steel industry		306	259		17	13	**-15,36%**	**-23,53%**
5	Iron and steel products		326	492		19	30	**50,92%**	**57,89%**
6	Crude and manufactured minerals, building materials		244	329		6	7	**34,84%**	**16,67%**
7	Fertilisers		290	290		13	14	**0,00%**	**7,69%**
8	Chemicals		51	45		2	0	**-11,76%**	
9	Machinery, transport equipment, manufactured articles		25	8		3	4	**-68,00%**	**33,33%**
99	of which special transactions								
	TOTAL	**278465**	**302040**	**306156**	**89935**	**97150**	**97516**	**1,36%**	**0,38%**
0	Agricultural products	11453	12045	11600	6148	5982	7028	**-3,69%**	**17,47%**
1	Foodsstuffs, animal fodder	16933	18868	19231	7732	7916	8041	**1,92%**	**1,58%**
2	Solid mineral fuels	31239	34554	31897	10475	12232	12047	**-7,69%**	**-1,51%**
3	Oil and oil-based products	40802	43454	43468	14079	14440	14705	**0,03%**	**1,84%**
4	Ore and pig iron for iron and steel industry	42675	46120	43770	11372	12340	11770	**-5,10%**	**-4,62%**
5	Iron and steel products	18981	21530	21180	5592	6288	6058	**-1,63%**	**-3,67%**
6	Crude and manufactured minerals, building materials	42876	44545	43453	14700	15785	15027	**-2,45%**	**-4,80%**
7	Fertilisers	12694	12730	13211	3794	4004	3858	**3,78%**	**-3,65%**
8	Chemicals	27008	29664	31837	6535	7093	7386	**7,33%**	**4,13%**
9	Machinery, transport equipment, manufactured articles	33804	38530	46509	9508	11070	11598	**20,71%**	**4,77%**
99	of which special transactions	24041	27419	34202	8002	8888	10765	**24,74%**	**21,11%**

(*) this data is provided by EUROSTAT, similar data for 2003 isn't avaible

Table OM8 - TOTAL TRANSPORTOF GOODS ON INLAND WATERWAYS IN THE STATES CONCERNED

N° NST	Country Category of goods	Volumes carried			Services			Difference 05 / 04	
		2003	**2004**	**2005**	**2003**	**2004**	**2005**	1000 t	mio TKM
		1000 t			1000000 TKM			%	
	SWITZERLAND	**7006**	**7051**	**7053**	**49**	**49**	**57**	**0,03%**	**15,49%**
0	Agricultural products	379	351	221	3	2	2	**-37,04%**	**-18,60%**
1	Foodsstuffs, animal fodder	444	422	404	3	3	3	**-4,27%**	**1,56%**
2	Solid mineral fuels	87	174	98	1	1	1	**-43,68%**	**-17,90%**
3	Oil and oil-based products	3544	3380	3607	25	24	29	**6,72%**	**22,57%**
4	Ore and pig iron for iron and steel industry	171	165	107	1	1	1	**-35,15%**	**-13,42%**
5	Iron and steel products	793	833	753	6	6	6	**-9,60%**	**2,90%**
6	Crude and manufactured minerals, building materials	422	478	552	3	3	4	**15,48%**	**19,55%**
7	Fertilisers	162	158	185	1	1	2	**17,09%**	**80,83%**
8	Chemicals	787	848	899	6	6	7	**6,01%**	**17,92%**
9	Machinery, transport equipment, manufactured articles	217	242	227	2	2	2	**-6,20%**	**18,06%**
99	of which special transactions	164	195	206	1	1	2	**5,64%**	**46,52%**
	FRANCE	**65347**	**68955**	**70063**	**8307**	**8686**	**9201**	**1,61%**	**5,93%**
0	Agricultural products	8587	8622	9453	1524	1463	1708	**9,64%**	**16,75%**
1	Foodsstuffs, animal fodder	3054	3328	3288	463	479	494	**-1,20%**	**3,13%**
2	Solid mineral fuels	5148	6461	6132	643	765	800	**-5,09%**	**4,58%**
3	Oil and oil-based products	9358	9241	9714	1064	1025	1111	**5,12%**	**8,39%**
4	Ore and pig iron for iron and steel industry	2713	2971	2701	265	316	314	**-9,09%**	**-0,63%**
5	Iron and steel products	3003	3175	3009	510	541	488	**-5,23%**	**-9,80%**
6	Crude and manufactured minerals, building materials	25737	26281	26597	2500	2572	2763	**1,20%**	**7,43%**
7	Fertilisers	1237	1392	1484	215	234	222	**6,61%**	**-5,13%**
8	Chemicals	2847	3287	3050	498	595	531	**-7,21%**	**-10,76%**
9	Machinery, transport equipment, manufactured articles	3663	4197	4635	625	696	770	**10,44%**	**10,63%**
99	of which special transactions	3341	3897	4399	561	641	703	**12,88%**	**9,67%**
	GERMANY	**220000**	**235862**	**236766**	**58155**	**63668**	**64096**	**0,38%**	**0,67%**
0	Agricultural products	9169	8697	11062	4117	3907	5227	**27,19%**	**33,79%**
1	Foodsstuffs, animal fodder	14770	15529	15430	5526	5992	6112	**-0,64%**	**2,00%**
2	Solid mineral fuels	30748	34107	33704	7696	8664	8566	**-1,18%**	**-1,13%**
3	Oil and oil-based products	37178	38609	38818	10270	10540	10657	**0,54%**	**1,11%**
4	Ore and pig iron for iron and steel industry	35228	38055	35761	5958	6767	6271	**-6,03%**	**-7,33%**
5	Iron and steel products	11943	12729	13038	3576	3997	3897	**2,43%**	**-2,50%**
6	Crude and manufactured minerals, building materials	42228	45103	43906	9464	10697	10082	**-2,65%**	**-5,75%**
7	Fertilisers	6100	6427	6111	2469	2709	2591	**-4,92%**	**-4,36%**
8	Chemicals	15891	17346	18111	3741	4107	4192	**4,41%**	**2,07%**
9	Machinery, transport equipment, manufactured articles	16745	19260	20825	5338	6288	6501	**8,13%**	**3,39%**
99	of which special transactions	15166	17540	19033	4987	5912	6123	**8,51%**	**3,57%**

Table OM8 - TOTAL TRANSPORTOF GOODS ON INLAND WATERWAYS IN THE STATES CONCERNED

N° NST	Country Category of goods	Volumes carried			Services			Difference 05 / 04	
		2003	**2004**	**2005**	**2003**	**2004**	**2005**	1000 t	mio TKM
			1000 t		1000000 TKM			%	
	NEDERLANDS	**304479**	**328170**	**324281**	**40870**	**43565**	**43064**	**-1,19%**	**-1,15%**
0	Agricultural products	9527	9820	7809	1492	1507	1127	**-20,48%**	**-25,22%**
1	Foodsstuffs, animal fodder	17736	19015	19149	2564	2668	2835	**0,70%**	**6,26%**
2	Solid mineral fuels	26570	30312	27909	3837	4404	4135	**-7,93%**	**-6,11%**
3	Oil and oil-based products	50953	56089	57097	6736	7169	7323	**1,80%**	**2,15%**
4	Ore and pig iron for iron and steel industry	36807	39211	37237	4954	5347	5044	**-5,03%**	**-5,67%**
5	Iron and steel products	9526	11576	11947	1572	1849	1955	**3,20%**	**5,73%**
6	Crude and manufactured minerals, building materials	85115	84846	79987	10171	9979	9282	**-5,73%**	**-6,98%**
7	Fertilisers	6523	6522	6203	1226	1230	1172	**-4,89%**	**-4,72%**
8	Chemicals	24328	26155	27732	3627	3873	4120	**6,03%**	**6,38%**
9	Machinery, transport equipment, manufactured articles	37394	44624	49211	4691	5539	6071	**10,28%**	**9,60%**
99	of which special transactions	29939	32579	47279	3601	3864	5782	**45,12%**	**49,64%**
	BELGIUM (*)	**137755**	**147765**	**148420**	**8300**	**8460**	**8411**	**0,44%**	**-0,58%**
0	Agricultural products	5493	5414	5509	445	423	430	**1,75%**	**1,65%**
1	Foodsstuffs, animal fodder	5740	5248	5273	261	248	249	**0,48%**	**0,40%**
2	Solid mineral fuels	11438	13668	13650	896	1001	986	**-0,13%**	**-1,50%**
3	Oil and oil-based products	23579	26126	26109	1078	1115	1095	**-0,07%**	**-1,79%**
4	Ore and pig iron for iron and steel industry	8991	10438	10542	904	790	793	**1,00%**	**0,38%**
5	Iron and steel products	6192	8153	8233	436	480	484	**0,98%**	**0,83%**
6	Crude and manufactured minerals, building materials	37262	38260	38220	2802	2898	2868	**-0,10%**	**-1,04%**
7	Fertilisers	6054	5638	5673	459	450	453	**0,62%**	**0,67%**
8	Chemicals	13510	13559	13706	567	549	548	**1,08%**	**-0,18%**
9	Machinery, transport equipment, manufactured articles	19496	21261	21505	452	506	505	**1,15%**	**-0,20%**
99	of which special transactions	15082	8760	8924	249	148	150	**1,87%**	**1,35%**
	AUSTRIA	**10741**	**9074**	**9338**	**2277**	**1747**	**1781**	**2,91%**	**1,95%**
0	Agricultural products	901	696	946	236	124	229	**35,92%**	**84,68%**
1	Foodsstuffs, animal fodder	1610	829	889	482	198	221	**7,24%**	**11,62%**
2	Solid mineral fuels	69	148	177	16	33	30	**19,59%**	**-9,09%**
3	Oil and oil-based products	2007	1944	2004	344	314	276	**3,09%**	**-12,10%**
4	Ore and pig iron for iron and steel industry	2621	2827	3041	548	582	631	**7,57%**	**8,42%**
5	Iron and steel products	1080	864	576	263	185	103	**-33,33%**	**-44,32%**
6	Crude and manufactured minerals, building materials	1078	602	635	89	92	87	**5,48%**	**-5,43%**
7	Fertilisers	1050	966	885	201	164	147	**-8,39%**	**-10,37%**
8	Chemicals	79	76	62	21	19	17	**-18,42%**	**-10,53%**
9	Machinery, transport equipment,manufactured articles	246	122	123	77	36	40	**0,82%**	**11,11%**
99	of which special transactions	0	0	0	0	0	0		

(*) :Data about trafic in Belguim for 2005 have been estimated by the Secretariat of the CCR

Table OM8 - TOTAL TRANSPORTOF GOODS ON INLAND WATERWAYS IN THE STATES CONCERNED

N° NST	Country Category of goods	Volumes carried 2003	Volumes carried 2004	Volumes carried 2005	Services 2003	Services 2004	Services 2005	Difference 05 / 04 1000 t	Difference 05 / 04 mio TKM
		1000 t			1000000 TKM			%	
	LUXEMBURG (*)	**9690**	**11180**	**10285**	**(not significant)**			**-8,00%**	
0	Agricultural products	1656	1853	1705					
1	Foodsstuffs, animal fodder	760	882	811				**-8,00%**	
2	Solid mineral fuels	3028	4029	3707				**-8,00%**	
3	Oil and oil-based products	438	480	442				**-8,00%**	
4	Ore and pig iron for iron and steel industry	1596	1554	1430				**-8,00%**	
5	Iron and steel products	871	854	786				**-8,00%**	
6	Crude and manufactured minerals, building materials	1064	1133	1042				**-8,00%**	
7	Fertilisers	223	333	306				**-8,00%**	
8	Chemicals	21	50	46				**-8,00%**	
9	Machinery, transport equipment, manufactured articles	33	12	11				**-8,00%**	
99	of which special transactions	0	0	0					
	HUNGARY	**3859**	**4209**	**5012**	**651**	**712**	**839**	**19,08%**	**17,84%**
0	Agricultural products	699	813	1857	130	142	295	**128,41%**	**107,75%**
1	Foodsstuffs, animal fodder	1067	1101	1064	180	198	200	**-3,36%**	**1,01%**
2	Solid mineral fuels	97	185	181	17	30	34	**-2,16%**	**13,33%**
3	Oil and oil-based products	961	875	1174	136	116	167	**34,17%**	**43,97%**
4	Ore and pig iron for iron and steel industry	170	148	65	25	25	12	**-56,08%**	**-52,00%**
5	Iron and steel products	530	666	361	106	139	74	**-45,80%**	**-46,76%**
6	Crude and manufactured minerals, building materials	103	170	82	14	17	10	**-51,76%**	**-41,18%**
7	Fertilisers	181	170	143	37	32	27	**-15,88%**	**-15,63%**
8	Chemicals	4	3	3	0	0	0	**0,00%**	
9	Machinery, transport equipment, manufactured articles	47	78	82	6	13	20	**5,13%**	**53,85%**
99	of which special transactions								
	CZECH REPUBLIC	**1183**	**1172**	**1613**	**46**	**45**	**62**	**37,63%**	**37,78%**
0	Agricultural products	207	27	327	11	1	12		
1	Foodsstuffs, animal fodder	204	282	353	6	9	9	**25,18%**	**0,00%**
2	Solid mineral fuels	8	19	10	0	0	0	**-47,37%**	
3	Oil and oil-based products	0	0	0	0	0	0		
4	Ore and pig iron for iron and steel industry	9	1	14	0	0	2		
5	Iron and steel products	26	12	23	0	0	0	**91,67%**	
6	Crude and manufactured minerals, building materials	610	623	708	23	26	29	**13,64%**	**11,54%**
7	Fertilisers	87	134	104	5	6	6	**-22,39%**	**0,00%**
8	Chemicals	8	52	44	0	1	2	**-15,38%**	
9	Machinery, transport equipment, manufactured articles	24	22	30	1	2	2	**36,36%**	**0,00%**
99	of which special transactions								

(*) estimation for 2005

Table OM8 - TOTAL TRANSPORTOF GOODS ON INLAND WATERWAYS IN THE STATES CONCERNED

N° NST	Country Category of goods	Volumes carried 2003	Volumes carried 2004	Volumes carried 2005	Services 2003	Services 2004	Services 2005	Difference 05 / 04 1000 t	Difference 05 / 04 mio TKM
		1000 t			1000000 TKM			%	
	SLOVAK REPUBLIC (*)		**2606**	**2184**		**71**	**71**	**-16,19%**	**0,00%**
0	Agricultural products		128	146		8	9	**14,06%**	**12,50%**
1	Foodsstuffs, animal fodder		163	127		9	7	**-22,09%**	**-22,22%**
2	Solid mineral fuels		40	45		2	2	**12,50%**	**0,00%**
3	Oil and oil-based products		836	608		4	9	**-27,27%**	**125,00%**
4	Ore and pig iron for iron and steel industry		864	768		28	25	**-11,11%**	**-10,71%**
5	Iron and steel products		80	66		5	2	**-17,50%**	**-60,00%**
6	Crude and manufactured minerals,building materials		145	109		6	8	**-24,83%**	**33,33%**
7	Fertilisers		297	257		5	5	**-13,47%**	**0,00%**
8	Chemicals		25	30		0	0	**20,00%**	
9	Machinery, transport equipment, manufactured articles		28	28		4	4	**0,00%**	**0,00%**
99	of which special transactions								
	POLAND (*)		**7229**	**7139**		**363**	**257**	**-1,24%**	**-29,20%**
0	Agricultural products		24	41		0	0	**70,83%**	
1	Foodsstuffs, animal fodder		118	127		7	3	**7,63%**	**-57,14%**
2	Solid mineral fuels		1440	1774		177	122	**23,19%**	**-31,07%**
3	Oil and oil-based products		39	62		0	1	**58,97%**	
4	Ore and pig iron for iron and steel industry		798	520		81	25	**-34,84%**	**-69,14%**
5	Iron and steel products		442	563		27	36	**27,38%**	**33,33%**
6	Crude and manufactured minerals,building materials		3533	3333		37	40	**-5,66%**	**8,11%**
7	Fertilisers		519	342		19	15	**-34,10%**	**-21,05%**
8	Chemicals		273	321		6	4	**17,58%**	
9	Machinery, transport equipment, manufactured articles		43	56		9	11	**30,23%**	**22,22%**
99	of which special transactions								
	TOTAL	**488506**	**527276**	**527814**	**118483**	**127366**	**127839**	**0,10%**	**0,37%**
0	Agricultural products	19865	19511	19459	7825	7577	9039	**-0,27%**	**19,29%**
1	Foodsstuffs, animal fodder	28488	31146	31123	9287	9811	10133	**-0,07%**	**3,28%**
2	Solid mineral fuels	47583	52074	48712	13126	15077	14676	**-6,46%**	**-2,66%**
3	Oil and oil-based products	80315	88096	88556	19621	20307	20668	**0,52%**	**1,78%**
4	Ore and pig iron for iron and steel industry	49424	54353	50852	12446	13937	13118	**-6,44%**	**-5,88%**
5	Iron and steel products	23111	26053	25722	6426	7229	7045	**-1,27%**	**-2,54%**
6	Crude and manufactured minerals, building materials	135603	139838	134394	25041	26327	25173	**-3,89%**	**-4,38%**
7	Fertilisers	16496	16908	16921	4566	4850	4640	**0,08%**	**-4,33%**
8	Chemicals	39784	43696	46130	8532	9156	9421	**5,57%**	
9	Machinery, transport equipment, manufactured articles	47837	55601	65945	11613	13095	13926	**18,60%**	**6,35%**
99	of which special transactions	35221	40292	49757	9451	10566	12760	**23,49%**	**20,76%**

(*) this data is privided by EUROSTAT, similar data for 2003 isn't avaible

Table OM9 : EXCHANGES OF GOODS BETWEEN COUNTRIES ON INLAND WATERWAYS, BY STATE

N° NST	Relations Category of goods	Volumes carried 2003	2004	2005	Difference 05 / 04
		1000 t			%
	France - Germany	**6995**	**7048**	**6577**	**-6,68%**
0	Agricultural products	**802**	**853**	**612**	**-28,25%**
1	Foodstuffs, animal fodder	**1106**	**1120**	**970**	**-13,39%**
2	Solid mineral fuels	**78**	**75**	**111**	**48,00%**
3	Oil and oil-based products	**977**	**932**	**1089**	**16,85%**
4	Ore and pig iron for iron and steel industry	**527**	**546**	**533**	**-2,38%**
5	Iron and steel products	**433**	**398**	**528**	**32,66%**
6	Crude and manufactured minerals, building materials	**2558**	**2521**	**2059**	**-18,33%**
7	Fertilisers	**250**	**284**	**316**	**11,27%**
8	Chemicals	**253**	**305**	**344**	**12,79%**
9	Machinery, transport equipment, manufactured articles	**11**	**14**	**15**	**7,14%**
99	of which special transactions	**4**	**6**	**8**	**33,33%**
	France - Belgium	**7474**	**9846**	**9265**	**-5,90%**
0	Agricultural products	**1091**	**1390**	**1436**	**3,31%**
1	Foodstuffs, animal fodder	**534**	**742**	**707**	**-4,72%**
2	Solid mineral fuels	**942**	**1505**	**1059**	**-29,63%**
3	Oil and oil-based products	**601**	**470**	**457**	**-2,77%**
4	Ore and pig iron for iron and steel industry	**614**	**848**	**728**	**-14,15%**
5	Iron and steel products	**764**	**1176**	**971**	**-17,43%**
6	Crude and manufactured minerals, building materials	**1537**	**1847**	**2067**	**11,91%**
7	Fertilisers	**330**	**425**	**358**	**-15,76%**
8	Chemicals	**307**	**322**	**339**	**5,28%**
9	Machinery, transport equipment, manufactured articles	**754**	**1121**	**1143**	**1,96%**
99	of which special transactions	**743**	**1092**	**1111**	**1,74%**
	France - Netherlands	**9715**	**8898**	**8800**	**-1,10%**
0	Agricultural products	**1983**	**2026**	**2089**	**3,11%**
1	Foodstuffs, animal fodder	**563**	**412**	**480**	**16,50%**
2	Solid mineral fuels	**2271**	**2332**	**2157**	**-7,50%**
3	Oil and oil-based products	**721**	**626**	**808**	**29,07%**
4	Ore and pig iron for iron and steel industry	**857**	**725**	**667**	**-8,00%**
5	Iron and steel products	**277**	**197**	**201**	**2,03%**
6	Crude and manufactured minerals, building materials	**1867**	**1363**	**1222**	**-10,34%**
7	Fertilisers	**310**	**303**	**314**	**3,63%**
8	Chemicals	**587**	**630**	**634**	**0,63%**
9	Machinery, transport equipment, manufactured articles	**279**	**284**	**228**	**-19,72%**
99	of which special transactions	**177**	**208**	**205**	**-1,44%**

Table OM9 : EXCHANGES OF GOODS BETWEEN COUNTRIES ON INLAND WATERWAYS, BY STATE

N° NST	Relations Category of goods	Volumes carried 2003	2004	2005	Difference 05 / 04
		1000 t			%
	France - Luxemburg	**260**	**220**	**92**	**-58,18%**
0	Agricultural products	**0**	**0**	**0**	
1	Foodstuffs, animal fodder	**1**	**1**	**0**	
2	Solid mineral fuels	**0**	**0**	**0**	
3	Oil and oil-based products	**0**	**0**	**0**	
4	Ore and pig iron for iron and steel industry	**2**	**6**	**2**	**-66,67%**
5	Iron and steel products	**7**	**2**	**0**	
6	Crude and manufactured minerals, building materials	**250**	**210**	**89**	**-57,62%**
7	Fertilisers	**0**	**1**	**1**	**0,00%**
8	Chemicals	**0**	**0**	**0**	
9	Machinery, transport equipment, manufactured articles	**0**	**0**	**0**	
99	of which special transactions	**0**	**0**	**0**	
	France - Switzerland	**871**	**973**	**822**	**-15,52%**
0	Agricultural products	**49**	**75**	**47**	**-37,33%**
1	Foodstuffs, animal fodder	**4**	**6**	**2**	**-66,67%**
2	Solid mineral fuels	**0**	**0**	**0**	
3	Oil and oil-based products	**223**	**155**	**134**	**-13,55%**
4	Ore and pig iron for iron and steel industry	**0**	**0**	**1**	
5	Iron and steel products	**5**	**14**	**9**	**-35,71%**
6	Crude and manufactured minerals, building materials	**581**	**716**	**618**	**-13,69%**
7	Fertilisers	**3**	**0**	**5**	
8	Chemicals	**1**	**2**	**2**	**0,00%**
9	Machinery, transport equipment, manufactured articles	**5**	**5**	**4**	**-20,00%**
99	of which special transactions	**5**	**5**	**4**	**-20,00%**
	France - Austria	**26**	**9**	**2**	**-77,78%**
0	Agricultural products	**11**	**1**	**0**	
1	Foodstuffs, animal fodder	**1**	**0**	**0**	
2	Solid mineral fuels	**0**	**0**	**0**	
3	Oil and oil-based products	**0**	**0**	**0**	
4	Ore and pig iron for iron and steel industry	**0**	**0**	**0**	
5	Iron and steel products	**0**	**8**	**2**	**-75,00%**
6	Crude and manufactured minerals, building materials	**0**	**0**	**0**	
7	Fertilisers	**1**	**0**	**0**	
8	Chemicals	**0**	**0**	**0**	
9	Machinery, transport equipment, manufactured articles	**13**	**0**	**0**	
99	of which special transactions	**13**	**0**	**0**	

Table OM9 : EXCHANGES OF GOODS BETWEEN COUNTRIES ON INLAND WATERWAYS, BY STATE

		Volumes carried			Difference
N°	Relations	2003	2004	2005	05 / 04
NST	Category of goods				
		1000 t			%
	France - others	**1**	**6**	**7**	**16,67%**
0	Agricultural products	**0**	**2**	**0**	
1	Foodstuffs, animal fodder	**0**	**4**	**0**	
2	Solid mineral fuels	**0**	**0**	**0**	
3	Oil and oil-based products	**0**	**0**	**0**	
4	Ore and pig iron for iron and steel industry	**0**	**0**	**0**	
5	Iron and steel products	**0**	**0**	**0**	
6	Crude and manufactured minerals, building materials	**0**	**0**	**0**	
7	Fertilisers	**0**	**0**	**7**	
8	Chemicals	**0**	**0**	**0**	
9	Machinery, transport equipment, manufactured articles	**1**	**0**	**0**	
99	of which special transactions	**0**	**0**	**0**	
	Belgium - Germany	**25965**	**27303**	**27734**	**1,58%**
0	Agricultural products	**894**	**908**	**776**	**-14,54%**
1	Foodstuffs, animal fodder	**786**	**804**	**769**	**-4,35%**
2	Solid mineral fuels	**1479**	**1860**	**2580**	**38,71%**
3	Oil and oil-based products	**5049**	**4416**	**3861**	**-12,57%**
4	Ore and pig iron for iron and steel industry	**822**	**1119**	**667**	**-40,39%**
5	Iron and steel products	**3296**	**3054**	**3426**	**12,18%**
6	Crude and manufactured minerals, building materials	**3936**	**4746**	**4219**	**-11,10%**
7	Fertilisers	**1600**	**1509**	**1482**	**-1,79%**
8	Chemicals	**3050**	**3220**	**3550**	**10,25%**
9	Machinery, transport equipment, manufactured articles	**5053**	**5667**	**6404**	**13,01%**
99	of which special transactions	**4809**	**5461**	**6148**	**12,58%**
	Belgium -Netherlands	**57675**	**62843**	**64236**	**2,22%**
0	Agricultural products	**1342**	**1695**	**628**	**-62,95%**
1	Foodstuffs, animal fodder	**2201**	**2497**	**2842**	**13,82%**
2	Solid mineral fuels	**3101**	**3792**	**3726**	**-1,74%**
3	Oil and oil-based products	**13409**	**16000**	**15518**	**-3,01%**
4	Ore and pig iron for iron and steel industry	**4836**	**4043**	**3809**	**-5,79%**
5	Iron and steel products	**1476**	**1441**	**1903**	**32,06%**
6	Crude and manufactured minerals, building materials	**13331**	**12463**	**13308**	**6,78%**
7	Fertilisers	**971**	**896**	**904**	**0,89%**
8	Chemicals	**5199**	**5859**	**6176**	**5,41%**
9	Machinery, transport equipment, manufactured articles	**11809**	**14157**	**15422**	**8,94%**
99	of which special transactions	**9546**	**9296**	**15167**	**63,16%**

Table OM9 : EXCHANGES OF GOODS BETWEEN COUNTRIES ON INLAND WATERWAYS, BY STATE

N° NST	Relations Category of goods	Volumes carried 2003	2004	2005	Difference 05 / 04 1000 t
		1000 t			%
	Belgium - Luxembourg	**633**	**651**	**550**	**-15,51%**
0	Agricultural products	**0**	**0**	**0**	
1	Foodstuffs, animal fodder	**0**	**0**	**0**	
2	Solid mineral fuels	**0**	**5**	**0**	
3	Oil and oil-based products	**311**	**344**	**271**	**-21,22%**
4	Ore and pig iron for iron and steel industry	**116**	**152**	**55**	**-63,82%**
5	Iron and steel products	**74**	**50**	**62**	**24,00%**
6	Crude and manufactured minerals, building materials	**52**	**12**	**87**	**625,00%**
7	Fertilisers	**80**	**88**	**75**	**-14,77%**
8	Chemicals	**0**	**0**	**0**	
9	Machinery, transport equipment, manufactured articles	**0**	**0**	**0**	
99	of which special transactions	**0**	**0**	**0**	
	Belgium - Switzerland	**4480**	**4222**	**3510**	**-16,86%**
0	Agricultural products	**186**	**228**	**101**	**-55,70%**
1	Foodstuffs, animal fodder	**197**	**174**	**142**	**-18,39%**
2	Solid mineral fuels	**54**	**25**	**17**	**-32,00%**
3	Oil and oil-based products	**1426**	**914**	**706**	**-22,76%**
4	Ore and pig iron for iron and steel industry	**2**	**2**	**4**	
5	Iron and steel products	**269**	**484**	**407**	**-15,91%**
6	Crude and manufactured minerals, building materials	**99**	**159**	**151**	**-5,03%**
7	Fertilisers	**93**	**112**	**93**	**-16,96%**
8	Chemicals	**14**	**9**	**2**	**-77,78%**
9	Machinery, transport equipment, manufactured articles	**2140**	**2115**	**1887**	**-10,78%**
99	of which special transactions	**2140**	**2115**	**1887**	**-10,78%**
	Belgium - Austria	**466**	**484**	**459**	**-5,17%**
0	Agricultural products	**71**	**4**	**10**	**150,00%**
1	Foodstuffs, animal fodder	**22**	**17**	**27**	**58,82%**
2	Solid mineral fuels	**0**	**0**	**0**	
3	Oil and oil-based products	**1**	**11**	**2**	**-81,82%**
4	Ore and pig iron for iron and steel industry	**4**	**0**	**1**	
5	Iron and steel products	**268**	**373**	**356**	**-4,56%**
6	Crude and manufactured minerals, building materials	**22**	**13**	**11**	**-15,38%**
7	Fertilisers	**33**	**30**	**29**	**-3,33%**
8	Chemicals	**4**	**6**	**0**	
9	Machinery, transport equipment, manufactured articles	**41**	**30**	**23**	**-23,33%**
99	of which special transactions	**34**	**34**	**21**	**-38,24%**

Table OM9 : EXCHANGES OF GOODS BETWEEN COUNTRIES ON INLAND WATERWAYS, BY STATE

N° NST	Relations Category of goods	Volumes carried 2003	2004	2005	Difference 05 / 04 1000 t
		1000 t			%
	Belgium - others	**21**	**27**	**20**	**-25,93%**
0	Agricultural products	**0**	**0**	**0**	
1	Foodstuffs, animal fodder	**20**	**2**	**4**	
2	Solid mineral fuels	**0**	**0**	**0**	
3	Oil and oil-based products	**0**	**0**	**0**	
4	Ore and pig iron for iron and steel industry	**0**	**15**	**2**	**-86,67%**
5	Iron and steel products	**0**	**6**	**10**	**66,67%**
6	Crude and manufactured minerals, building materials	**0**	**0**	**0**	
7	Fertilisers	**0**	**0**	**0**	
8	Chemicals	**0**	**0**	**0**	
9	Machinery, transport equipment, manufactured articles	**1**	**4**	**4**	**0,00%**
99	of which special transactions	**1**	**4**	**4**	**0,00%**
	Netherlands - Luxembourg	**265**	**433**	**484**	**11,78%**
0	Agricultural products	**0**	**1**	**0**	
1	Foodstuffs, animal fodder	**0**	**0**	**1**	
2	Solid mineral fuels	**27**	**34**	**25**	
3	Oil and oil-based products	**122**	**248**	**348**	
4	Ore and pig iron for iron and steel industry	**3**	**6**	**10**	**66,67%**
5	Iron and steel products	**34**	**50**	**43**	**-14,00%**
6	Crude and manufactured minerals, building materials	**36**	**37**	**21**	**-43,24%**
7	Fertilisers	**39**	**42**	**28**	**-33,33%**
8	Chemicals	**0**	**0**	**2**	
9	Machinery, transport equipment, manufactured articles	**4**	**15**	**6**	**-60,00%**
99	of which special transactions	**0**	**6**	**2**	
	Netherlands - Switzerland	**3957**	**3775**	**3664**	**-2,94%**
0	Agricultural products	**90**	**63**	**45**	**-28,57%**
1	Foodstuffs, animal fodder	**270**	**208**	**202**	**-2,88%**
2	Solid mineral fuels	**51**	**132**	**105**	**-20,45%**
3	Oil and oil-based products	**2089**	**1789**	**1803**	**0,78%**
4	Ore and pig iron for iron and steel industry	**16**	**27**	**11**	**-59,26%**
5	Iron and steel products	**199**	**264**	**234**	**-11,36%**
6	Crude and manufactured minerals, building materials	**106**	**129**	**111**	**-13,95%**
7	Fertilisers	**101**	**90**	**111**	**23,33%**
8	Chemicals	**440**	**503**	**545**	**8,35%**
9	Machinery, transport equipment, manufactured articles	**595**	**570**	**497**	**-12,81%**
99	of which special transactions	**471**	**546**	**471**	**-13,74%**

Table OM9 : EXCHANGES OF GOODS BETWEEN COUNTRIES ON INLAND WATERWAYS, BY STATE

N° NST	Relations Category of goods	Volumes carried 2003	2004	2005	Difference 05 / 04 1000 t
		1000 t			%
	Netherlands - Austria	**889**	**1125**	**1098**	**-2,40%**
0	Agricultural products	**50**	**16**	**32**	**100,00%**
1	Foodstuffs, animal fodder	**137**	**146**	**164**	**12,33%**
2	Solid mineral fuels	**4**	**15**	**14**	
3	Oil and oil-based products	**25**	**58**	**80**	**37,93%**
4	Ore and pig iron for iron and steel industry	**489**	**556**	**524**	**-5,76%**
5	Iron and steel products	**38**	**45**	**87**	**93,33%**
6	Crude and manufactured minerals, building materials	**73**	**144**	**85**	**-40,97%**
7	Fertilisers	**16**	**34**	**36**	**5,88%**
8	Chemicals	**27**	**40**	**27**	**-32,50%**
9	Machinery, transport equipment, manufactured articles	**30**	**71**	**49**	**-30,99%**
99	of which special transactions	**12**	**56**	**39**	**-30,36%**
	Netherlands - Germany	**93555**	**107735**	**104858**	**-2,67%**
0	Agricultural products	**1832**	**1745**	**2223**	**27,39%**
1	Foodstuffs, animal fodder	**5739**	**6399**	**6573**	**2,72%**
2	Solid mineral fuels	**14927**	**16985**	**15117**	**-11,00%**
3	Oil and oil-based products	**11084**	**12435**	**13411**	**7,85%**
4	Ore and pig iron for iron and steel industry	**26836**	**29849**	**28612**	**-4,14%**
5	Iron and steel products	**2500**	**3840**	**3276**	**-14,69%**
6	Crude and manufactured minerals, building materials	**15033**	**16905**	**15951**	**-5,64%**
7	Fertilisers	**1462**	**1665**	**1495**	**-10,21%**
8	Chemicals	**7680**	**8774**	**8888**	**1,30%**
9	Machinery, transport equipment, manufactured articles	**6462**	**9138**	**9312**	**1,90%**
99	of which special transactions	**5569**	**8200**	**8746**	**6,66%**
	Netherlands - others	**1650**	**1538**	**1280**	**-16,78%**
0	Agricultural products	**1781**	**1601**	**1607**	**0,37%**
1	Foodstuffs, animal fodder	**3052**	**3973**	**3981**	**0,20%**
2	Solid mineral fuels	**7212**	**6709**	**5711**	**-14,88%**
3	Oil and oil-based products	**1978**	**1868**	**1971**	**5,51%**
4	Ore and pig iron for iron and steel industry	**4018**	**4549**	**5063**	
5	Iron and steel products	**6007**	**6334**	**6620**	**4,52%**
6	Crude and manufactured minerals, building materials	**2152**	**2002**	**2025**	**1,15%**
7	Fertilisers	**5499**	**5126**	**5907**	**15,24%**
8	Chemicals	**9138**	**9725**	**11063**	**13,76%**
9	Machinery, transport equipment, manufactured articles	**5794**	**4417**	**10613**	**140,28%**
99	of which special transactions	**226**	**30**	**3**	**-90,00%**

Table OM9 : EXCHANGES OF GOODS BETWEEN COUNTRIES ON INLAND WATERWAYS, BY STATE

N° NST	Relations Category of goods	Volumes carried 2003	2004	2005	Difference 05 / 04 1000 t
		1000 t			%
	Switzerland - Luxembourg	**0**	**0**	**0**	
0	Agricultural products	**0**	**0**	**0**	
1	Foodstuffs, animal fodder	**0**	**0**	**0**	
2	Solid mineral fuels	**0**	**0**	**0**	
3	Oil and oil-based products	**0**	**0**	**0**	
4	Ore and pig iron for iron and steel industry	**0**	**0**	**0**	
5	Iron and steel products	**0**	**0**	**0**	
6	Crude and manufactured minerals, building materials	**0**	**0**	**0**	
7	Fertilisers	**0**	**0**	**0**	
8	Chemicals	**0**	**0**	**0**	
9	Machinery, transport equipment, manufactured articles	**0**	**0**	**0**	
99	of which special transactions	**0**	**0**	**0**	
	Switzerland - Austria	**0**	**0**	**0**	
0	Agricultural products	**0**	**0**	**0**	
1	Foodstuffs, animal fodder	**0**	**0**	**0**	
2	Solid mineral fuels	**0**	**0**	**0**	
3	Oil and oil-based products	**0**	**0**	**0**	
4	Ore and pig iron for iron and steel industry	**0**	**0**	**0**	
5	Iron and steel products	**0**	**0**	**0**	
6	Crude and manufactured minerals, building materials	**0**	**0**	**0**	
7	Fertilisers	**0**	**0**	**0**	
8	Chemicals	**0**	**0**	**0**	
9	Machinery, transport equipment, manufactured articles	**0**	**0**	**0**	
99	of which special transactions	**0**	**0**	**0**	
	Switzerland - others	**0**	**0**	**0**	
0	Agricultural products	**0**	**0**	**0**	
1	Foodstuffs, animal fodder	**0**	**0**	**0**	
2	Solid mineral fuels	**0**	**0**	**0**	
3	Oil and oil-based products	**0**	**0**	**0**	
4	Ore and pig iron for iron and steel industry	**0**	**0**	**0**	
5	Iron and steel products	**0**	**0**	**0**	
6	Crude and manufactured minerals, building materials	**0**	**0**	**0**	
7	Fertilisers	**0**	**0**	**0**	
8	Chemicals	**0**	**0**	**0**	
9	Machinery, transport equipment, manufactured articles	**0**	**0**	**0**	
99	of which special transactions	**0**	**0**	**0**	

Table OM9 : EXCHANGES OF GOODS BETWEEN COUNTRIES ON INLAND WATERWAYS, BY STATE

N° NST	Relations Category of goods	Volumes carried 2003	2004	2005	Difference 05 / 04 1000 t
		1000 t			%
	Germany- - Luxembourg	**630**	**564**	**453**	**-19,68%**
0	Agricultural products	**0**	**1**	**0**	
1	Foodstuffs, animal fodder	**0**	**0**	**1**	
2	Solid mineral fuels	**58**	**0**	**1**	
3	Oil and oil-based products	**268**	**247**	**4**	**-98,38%**
4	Ore and pig iron for iron and steel industry	**8**	**13**	**180**	
5	Iron and steel products	**281**	**291**	**3**	**-98,97%**
6	Crude and manufactured minerals, building materials	**7**	**7**	**256**	
7	Fertilisers	**6**	**3**	**5**	**66,67%**
8	Chemicals	**2**	**2**	**2**	**0,00%**
9	Machinery, transport equipment, manufactured articles	**0**	**0**	**1**	
99	of which special transactions	**0**	**0**	**0**	
	Germany - Austria	**1401**	**1472**	**1644**	**11,68%**
0	Agricultural products	**212**	**385**	**446**	**15,84%**
1	Foodstuffs, animal fodder	**157**	**190**	**160**	**-15,79%**
2	Solid mineral fuels	**1**	**2**	**1**	**-50,00%**
3	Oil and oil-based products	**80**	**66**	**66**	**0,00%**
4	Ore and pig iron for iron and steel industry	**300**	**260**	**310**	**19,23%**
5	Iron and steel products	**68**	**40**	**78**	**95,00%**
6	Crude and manufactured minerals, building materials	**122**	**135**	**115**	**-14,81%**
7	Fertilisers	**445**	**382**	**456**	**19,37%**
8	Chemicals	**2**	**5**	**5**	**0,00%**
9	Machinery, transport equipment, manufactured articles	**14**	**7**	**7**	**0,00%**
99	of which special transactions	**4**	**5**	**5**	**0,00%**
	Germany - Switzerland	**1231**	**1516**	**1568**	**3,43%**
0	Agricultural products	**14**	**18**	**20**	**11,11%**
1	Foodstuffs, animal fodder	**26**	**18**	**29**	**61,11%**
2	Solid mineral fuels	**2**	**3**	**4**	**33,33%**
3	Oil and oil-based products	**539**	**854**	**886**	**3,75%**
4	Ore and pig iron for iron and steel industry	**154**	**129**	**105**	**-18,60%**
5	Iron and steel products	**190**	**181**	**155**	**-14,36%**
6	Crude and manufactured minerals, building materials	**133**	**129**	**196**	**51,94%**
7	Fertilisers	**25**	**33**	**44**	**33,33%**
8	Chemicals	**91**	**91**	**86**	**-5,49%**
9	Machinery, transport equipment, manufactured articles	**57**	**60**	**43**	**-28,33%**
99	of which special transactions	**10**	**11**	**9**	**-18,18%**

Table OM9 : EXCHANGES OF GOODS BETWEEN COUNTRIES ON INLAND WATERWAYS, BY STATE

N° NST	Relations Category of goods	Volumes carried 2003	2004	2005	Difference 05 / 04 1000 t
		1000 t			%
	Germany - Poland	**2565**	**2094**	**2161**	**3,20%**
0	Agricultural products	**29**	**5**	**29**	**480,00%**
1	Foodstuffs, animal fodder	**75**	**114**	**118**	**3,51%**
2	Solid mineral fuels	**930**	**864**	**1043**	**20,72%**
3	Oil and oil-based products	**0**	**0**	**0**	
4	Ore and pig iron for iron and steel industry	**291**	**305**	**216**	**-29,18%**
5	Iron and steel products	**467**	**225**	**281**	**24,89%**
6	Crude and manufactured minerals, building materials	**340**	**182**	**165**	**-9,34%**
7	Fertilisers	**225**	**287**	**244**	**-14,98%**
8	Chemicals	**117**	**46**	**29**	**-36,96%**
9	Machinery, transport equipment, manufactured articles	**91**	**66**	**36**	**-45,45%**
99	of which special transactions	**0**	**1**	**0**	
	Germany - Czesh Republic	**674**	**605**	**908**	**50,08%**
0	Agricultural products	**132**	**21**	**172**	**719,05%**
1	Foodstuffs, animal fodder	**349**	**330**	**528**	**60,00%**
2	Solid mineral fuels	**6**	**11**	**4**	**-63,64%**
3	Oil and oil-based products	**1**	**1**	**2**	**100,00%**
4	Ore and pig iron for iron and steel industry	**6**	**3**	**3**	**0,00%**
5	Iron and steel products	**10**	**5**	**17**	**240,00%**
6	Crude and manufactured minerals, building materials	**20**	**31**	**15**	**-51,61%**
7	Fertilisers	**133**	**169**	**139**	**-17,75%**
8	Chemicals	**2**	**14**	**11**	**-21,43%**
9	Machinery, transport equipment, manufactured articles	**15**	**20**	**17**	**-15,00%**
99	of which special transactions	**7**	**5**	**2**	**-60,00%**
	Germany - Slovak Republic	**498**	**462**	**445**	**-3,68%**
0	Agricultural products	**14**	**13**	**52**	**300,00%**
1	Foodstuffs, animal fodder	**67**	**70**	**85**	**21,43%**
2	Solid mineral fuels	**1**	**0**	**2**	
3	Oil and oil-based products	**65**	**0**	**0**	
4	Ore and pig iron for iron and steel industry	**2**	**0**	**0**	
5	Iron and steel products	**84**	**89**	**64**	**-28,09%**
6	Crude and manufactured minerals, building materials	**13**	**18**	**1**	**-94,44%**
7	Fertilisers	**244**	**269**	**233**	**-13,38%**
8	Chemicals	**8**	**2**	**8**	**300,00%**
9	Machinery, transport equipment, manufactured articles	**0**	**1**	**0**	**-100,00%**
99	of which special transactions	**0**	**0**	**0**	

Table OM9 : EXCHANGES OF GOODS BETWEEN COUNTRIES ON INLAND WATERWAYS, BY STATE

N° NST	Relations Category of goods	Volumes carried 2003	2004	2005	Difference 05 / 04 1000 t
		1000 t			%
	Germany - Hungaria	**1160**	**1318**	**1256**	**-4,70%**
0	Agricultural products	**294**	**253**	**336**	**32,81%**
1	Foodstuffs, animal fodder	**470**	**556**	**495**	**-10,97%**
2	Solid mineral fuels	**5**	**4**	**6**	**50,00%**
3	Oil and oil-based products	**137**	**168**	**210**	**25,00%**
4	Ore and pig iron for iron and steel industry	**3**	**2**	**0**	
5	Iron and steel products	**219**	**293**	**154**	**-47,44%**
6	Crude and manufactured minerals, building materials	**10**	**11**	**8**	**-27,27%**
7	Fertilisers	**4**	**7**	**19**	**171,43%**
8	Chemicals	**3**	**1**	**2**	**100,00%**
9	Machinery, transport equipment, manufactured articles	**15**	**23**	**26**	**13,04%**
99	of which special transactions	**0**	**0**	**0**	
	Germany - Others	**2502**	**3289**	**3351**	**1,89%**
0	Agricultural products	**52**	**45**	**63**	**40,00%**
1	Foodstuffs, animal fodder	**147**	**169**	**181**	**7,10%**
2	Solid mineral fuels	**8**	**23**	**47**	**104,35%**
3	Oil and oil-based products	**46**	**64**	**60**	**-6,25%**
4	Ore and pig iron for iron and steel industry	**67**	**53**	**50**	**-5,66%**
5	Iron and steel products	**1472**	**1946**	**1850**	**-4,93%**
6	Crude and manufactured minerals, building materials	**105**	**184**	**246**	**33,70%**
7	Fertilisers	**40**	**90**	**89**	**-1,11%**
8	Chemicals	**36**	**45**	**50**	**11,11%**
9	Machinery, transport equipment, manufactured articles	**529**	**670**	**715**	**6,72%**
99	of which special transactions	**269**	**325**	**360**	**10,77%**
	Nerderlands - Poland	**26**	**33**	**76**	**130,30%**
0	Agricultural products	**6**	**3**	**3**	
1	Foodstuffs, animal fodder	**2**	**3**	**8**	
2	Solid mineral fuels	**0**	**2**	**6**	
3	Oil and oil-based products	**2**	**2**	**0**	
4	Ore and pig iron for iron and steel industry	**2**	**0**	**2**	
5	Iron and steel products	**7**	**9**	**8**	**-11,11%**
6	Crude and manufactured minerals, building materials	**0**	**1**	**5**	
7	Fertilisers	**0**	**0**	**2**	
8	Chemicals	**6**	**11**	**35**	
9	Machinery, transport equipment, manufactured articles	**1**	**2**	**7**	
99	of which special transactions	**0**	**1**	**2**	

Table OM9 : EXCHANGES OF GOODS BETWEEN COUNTRIES ON INLAND WATERWAYS, BY STATE

N° NST	Relations Category of goods	Volumes carried 2003	2004	2005	Difference 05 / 04 1000 t
		1000 t			%
	Nederlands - Czesh Republic	**155**	**40**	**33**	**-17,50%**
0	Agricultural products	**8**	**2**	**11**	
1	Foodstuffs, animal fodder	**73**	**12**	**8**	**-33,33%**
2	Solid mineral fuels	**3**	**2**	**0**	
3	Oil and oil-based products	**18**	**0**	**0**	
4	Ore and pig iron for iron and steel industry	**9**	**13**	**9**	
5	Iron and steel products	**1**	**0**	**0**	
6	Crude and manufactured minerals, building materials	**30**	**3**	**2**	**-33,33%**
7	Fertilisers	**7**	**1**	**1**	**0,00%**
8	Chemicals	**5**	**4**	**1**	
9	Machinery, transport equipment, manufactured articles	**1**	**3**	**1**	**-66,67%**
99	of which special transactions	**0**	**0**	**1**	
	Nederlands - Slovak Republic	**1**	**108**	**131**	**21,30%**
0	Agricultural products	**0**	**3**	**42**	**1300,00%**
1	Foodstuffs, animal fodder	**0**	**47**	**48**	**2,13%**
2	Solid mineral fuels	**1**	**0**	**0**	
3	Oil and oil-based products	**0**	**21**	**11**	**-47,62%**
4	Ore and pig iron for iron and steel industry	**0**	**1**	**1**	**0,00%**
5	Iron and steel products	**0**	**26**	**19**	**-26,92%**
6	Crude and manufactured minerals, building materials	**0**	**1**	**2**	**100,00%**
7	Fertilisers	**0**	**3**	**3**	**0,00%**
8	Chemicals	**0**	**0**	**3**	
9	Machinery, transport equipment, manufactured articles	**0**	**6**	**2**	**-66,67%**
99	of which special transactions	**0**	**5**	**1**	
	Nederlands - Hungary	**500**	**519**	**634**	**22,16%**
0	Agricultural products	**29**	**58**	**132**	**127,59%**
1	Foodstuffs, animal fodder	**430**	**372**	**395**	**6,18%**
2	Solid mineral fuels	**1**	**16**	**37**	**131,25%**
3	Oil and oil-based products	**0**	**4**	**0**	**-100,00%**
4	Ore and pig iron for iron and steel industry	**3**	**4**	**11**	**175,00%**
5	Iron and steel products	**8**	**38**	**25**	**-34,21%**
6	Crude and manufactured minerals, building materials	**9**	**2**	**8**	**300,00%**
7	Fertilisers	**13**	**11**	**12**	**9,09%**
8	Chemicals	**2**	**1**	**2**	**100,00%**
9	Machinery, transport equipment, manufactured articles	**5**	**13**	**12**	**-7,69%**
99	of which special transactions	**1**	**7**	**6**	

Table OM9 : EXCHANGES OF GOODS BETWEEN COUNTRIES ON INLAND WATERWAYS, BY STATE

N° NST	Relations Category of goods	Volumes carried 2003	2004	2005	Difference 05 / 04 1000 t
		1000 t			%
	Belgium - Poland	**44**	**22**	**30**	**36,36%**
0	Agricultural products	**0**	**0**	**0**	
1	Foodstuffs, animal fodder	**0**	**0**	**0**	
2	Solid mineral fuels	**3**	**0**	**5**	
3	Oil and oil-based products	**0**	**0**	**0**	
4	Ore and pig iron for iron and steel industry	**13**	**7**	**18**	**157,14%**
5	Iron and steel products	**16**	**14**	**4**	**-71,43%**
6	Crude and manufactured minerals, building materials	**1**	**0**	**0**	
7	Fertilisers	**6**	**1**	**2**	**100,00%**
8	Chemicals	**3**	**0**	**0**	
9	Machinery, transport equipment, manufactured articles	**2**	**0**	**1**	
99	of which special transactions	**0**	**0**	**0**	
	Belgium - Czesh Republic	**15**	**17**	**12**	**-29,41%**
0	Agricultural products	**0**	**0**	**0**	
1	Foodstuffs, animal fodder	**0**	**0**	**0**	
2	Solid mineral fuels	**6**	**15**	**4**	**-73,33%**
3	Oil and oil-based products	**0**	**0**	**0**	
4	Ore and pig iron for iron and steel industry	**2**	**0**	**0**	
5	Iron and steel products	**1**	**0**	**0**	
6	Crude and manufactured minerals, building materials	**0**	**0**	**4**	
7	Fertilisers	**2**	**0**	**0**	
8	Chemicals	**0**	**0**	**0**	
9	Machinery, transport equipment, manufactured articles	**4**	**2**	**4**	**100,00%**
99	of which special transactions	**0**	**0**	**0**	
	Belgium - Slovak Republic	**66**	**76**	**62**	**-18,42%**
0	Agricultural products	**4**	**0**	**2**	
1	Foodstuffs, animal fodder	**14**	**25**	**27**	**8,00%**
2	Solid mineral fuels	**0**	**0**	**0**	
3	Oil and oil-based products	**0**	**0**	**0**	
4	Ore and pig iron for iron and steel industry	**0**	**0**	**2**	
5	Iron and steel products	**46**	**38**	**8**	**-78,95%**
6	Crude and manufactured minerals, building materials	**0**	**2**	**9**	**350,00%**
7	Fertilisers	**2**	**7**	**4**	**-42,86%**
8	Chemicals	**0**	**0**	**0**	
9	Machinery, transport equipment, manufactured articles	**0**	**4**	**10**	**150,00%**
99	of which special transactions	**0**	**0**	**0**	

Table OM9 : EXCHANGES OF GOODS BETWEEN COUNTRIES ON INLAND WATERWAYS, BY STATE

N° NST	Relations Category of goods	Volumes carried 2003	2004	2005	Difference 05 / 04 1000 t
		1000 t			%
	Belgium - Hungaria	**234**	**229**	**91**	**-60,26%**
0	Agricultural products	**20**	**6**	**9**	**50,00%**
1	Foodstuffs, animal fodder	**85**	**33**	**44**	**33,33%**
2	Solid mineral fuels	**11**	**7**	**0**	**-100,00%**
3	Oil and oil-based products	**0**	**0**	**0**	
4	Ore and pig iron for iron and steel industry	**0**	**0**	**0**	
5	Iron and steel products	**88**	**162**	**28**	**-82,72%**
6	Crude and manufactured minerals, building materials	**6**	**6**	**5**	**-16,67%**
7	Fertilisers	**0**	**4**	**3**	**-25,00%**
8	Chemicals	**0**	**0**	**0**	
9	Machinery, transport equipment, manufactured articles	**24**	**11**	**2**	**-81,82%**
99	of which special transactions	**0**	**0**	**0**	
	Luxembourg - others	**90**	**67**	**276**	**311,94%**
0	Agricultural products	**0**	**0**	**0**	
1	Foodstuffs, animal fodder	**0**	**0**	**0**	
2	Solid mineral fuels	**0**	**0**	**0**	
3	Oil and oil-based products	**0**	**0**	**136**	
4	Ore and pig iron for iron and steel industry	**86**	**67**	**27**	**-59,70%**
5	Iron and steel products	**4**	**0**	**31**	
6	Crude and manufactured minerals, building materials	**0**	**0**	**44**	
7	Fertilisers	**0**	**0**	**38**	
8	Chemicals	**0**	**0**	**0**	
9	Machinery, transport equipment, manufactured articles	**0**	**0**	**0**	
99	of which special transactions	**0**	**0**	**0**	
	Austria - Hungary	**1159**	**1160**	**1157**	**-0,26%**
0	Agricultural products	**100**	**148**	**105**	**-29,05%**
1	Foodstuffs, animal fodder	**30**	**17**	**14**	**-17,65%**
2	Solid mineral fuels	**17**	**19**	**30**	**57,89%**
3	Oil and oil-based products	**752**	**632**	**786**	**24,37%**
4	Ore and pig iron for iron and steel industry	**1**	**5**	**3**	**-40,00%**
5	Iron and steel products	**31**	**109**	**43**	**-60,55%**
6	Crude and manufactured minerals, building materials	**86**	**56**	**55**	**-1,79%**
7	Fertilisers	**122**	**156**	**114**	**-26,92%**
8	Chemicals	**9**	**9**	**2**	**-77,78%**
9	Machinery, transport equipment, manufactured articles	**11**	**9**	**5**	**-44,44%**
99	of which special transactions	**0**	**0**	**0**	

Table OM9 : EXCHANGES OF GOODS BETWEEN COUNTRIES ON INLAND WATERWAYS, BY STATE

N° NST	Relations Category of goods	Volumes carried 2003	2004	2005	Difference 05 / 04 1000 t %
		1000 t			
	Austria - Slovak Republic	**1573**	**1728**	**1385**	**-19,85%**
0	Agricultural products	**17**	**21**	**3**	**-85,71%**
1	Foodstuffs, animal fodder	**24**	**19**	**18**	**-5,26%**
2	Solid mineral fuels	**30**	**31**	**16**	**-48,39%**
3	Oil and oil-based products	**683**	**830**	**635**	**-23,49%**
4	Ore and pig iron for iron and steel industry	**778**	**774**	**696**	**-10,08%**
5	Iron and steel products	**20**	**26**	**15**	**-42,31%**
6	Crude and manufactured minerals, building materials	**14**	**11**	**2**	**-81,82%**
7	Fertilisers	**3**	**16**	**0**	**-100,00%**
8	Chemicals	**0**	**0**	**0**	
9	Machinery, transport equipment, manufactured articles	**4**	**0**	**0**	
99	of which special transactions	**0**	**0**	**0**	
	Austria - other Danubian States	**4062**	**4819**	**3744**	**-22,31%**
0	Agricultural products	**340**	**455**	**569**	**25,05%**
1	Foodstuffs, animal fodder	**351**	**388**	**208**	**-46,39%**
2	Solid mineral fuels	**10**	**86**	**69**	**-19,77%**
3	Oil and oil-based products	**195**	**299**	**213**	**-28,76%**
4	Ore and pig iron for iron and steel industry	**1808**	**2041**	**1448**	**-29,05%**
5	Iron and steel products	**321**	**302**	**262**	**-13,25%**
6	Crude and manufactured minerals, building materials	**347**	**499**	**291**	**-41,68%**
7	Fertilisers	**629**	**686**	**642**	**-6,41%**
8	Chemicals	**22**	**38**	**29**	**-23,68%**
9	Machinery, transport equipment, manufactured articles	**39**	**25**	**13**	**-48,00%**
99	of which special transactions	**0**	**0**	**0**	
	Total	**278465**	**302040**	**306156**	**1,36%**
0	Agricultural products	**11453**	**12045**	**11600**	**-3,69%**
1	Foodstuffs, animal fodder	**16933**	**18868**	**19231**	**1,92%**
2	Solid mineral fuels	**31239**	**34554**	**31897**	**-7,69%**
3	Oil and oil-based products	**40802**	**43454**	**43468**	**0,03%**
4	Ore and pig iron for iron and steel industry	**42675**	**46120**	**43770**	**-5,10%**
5	Iron and steel products	**18981**	**21530**	**21180**	**-1,63%**
6	Crude and manufactured minerals, building materials	**42876**	**44545**	**43453**	**-2,45%**
7	Fertilisers	**12694**	**12730**	**13211**	**3,78%**
8	Chemicals	**27008**	**29664**	**31837**	**7,33%**
9	Machinery, transport equipment, manufactured articles	**33804**	**38530**	**46509**	**20,71%**
99	of which special transactions	**24041**	**27419**	**34202**	**24,74%**

Tabel OM10 : Container traffic on the river Rhine and the waterways in relation with it in TEUs

(Based on though put in the most important harbours)

	Total	Incoming			Outcoming		
Rhinetrafic		**Total**	**empty**	**loaded**	**Total**	**empty**	**loaded**
Lower Rhine							
02	444783	211157	102666	108491	233626	49578	184048
03	537779	260870	127330	133540	276909	70132	206777
04	613685	295794	145695	150099	317891	75169	242722
05	669125	336414	170753	165661	332711	72930	259781
Evolution (2005 / 2004)	**9,03**	**13,73**	**17,20**	**10,37**	**4,66**	**-2,98**	**7,03**
Middle Rhine							
02	649625	316482	179607	136875	333143	38998	294145
03	696486	339560	185248	154312	356926	40303	316623
04	862395	426193	242824	183369	436202	45346	390856
05	1005651	517603	313810	203793	488048	117743	370305
Evolution (2005 / 2004)	**16,61**	**21,45**	**29,23**	**11,14**	**11,89**	**159,65**	**-5,26**
Upper Rhine							
02	227935	115112	78382	36730	112823	19994	92829
03	246451	120911	78878	42033	125540	21533	104007
04	292628	138218	93240	44978	154410	21815	132595
05	270089	129149	79711	49438	140940	22536	118404
Evolution (2005 / 2004)	**-7,70**	**-6,56**	**-14,51**	**9,92**	**-8,72**	**3,31**	**-10,70**
Total 02	1322343	642751	360655	282096	679592	108570	571022
Total 03	1480716	721341	391456	329885	759375	131968	627407
Total 04	1768708	860205	481759	378446	908503	142330	766173
Total 05	1944865	983166	564274	418892	961699	213209	748490
Evolution (2005 / 2004)	**9,96**	**14,29**	**17,13**	**10,69**	**5,86**	**49,80**	**-2,31**

	Total	Incoming			Outcoming		
Transport in the Rhine delta		**Total**	**empty**	**loaded**	**Total**	**empty**	**loaded**
Belgium / Nederlands							
04	826005	379514			446491		
05	849926	370928			478998		
Evolution (2005 / 2004)	**2,90**	**-2,26**			**7,28**		
France / Belgium							
04	92531	41656	23971	17685	50875	4221	46654
05	90241	39907	27993	11914	50334	4357	45977
Evolution (2005 / 2004)	**-2,47**	**-4,20**	**16,78**	**-32,63**	**-1,06**	**3,22**	**-1,45**
France / Nederlands							
04	38226	19230	12640	6590	18996	1652	17344
05	34046	20041	12829	7212	14005	1465	12540
Evolution (2005 / 2004)	**-10,93**	**4,22**	**1,50**	**9,44**	**-26,27**	**-11,32**	**-27,70**
Total 04	956762	440400	-	-	516362	-	-
Total 05	974213	430876	-	-	543337	-	-
Evolution (2005 / 2004)	**1,82**	**-2,16**	-	-	**5,22**	-	-

National container traffic, in TEUs

		Total	empty	loaded
Nederlands				
	04	706289		
	05	746981		
	Evolution (2005 / 2004)	**5,76**		
Germany				
	04	171812	68832	102980
	05	203709	97521	106188
	Evolution (2005 / 2004)	**18,57**	**41,68**	**3,12**
France				
(Rhône basin)	**04**	46412	-	-
	05	55807	-	-
	Evolution (2005 / 2004)	**20,24%**	-	-
(Seine basin)	**04**	86358	-	-
	05	121584	-	-
	Evolution (2005 / 2004)	**40,79%**	-	-
(Nothern canals)	**04**	58146	-	-
	05	61709	-	-
	Evolution (2005 / 2004)	**6,13%**	-	-

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