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Reference Manual on Inland Waterway Transport Statistics

Version 9.7

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INTRODUCTION

The current version of the 'Reference Manual on Inland Waterway Transport Statistics' is based on the 'Regulation (EU) 2018/974 of the European Parliament and of the Council' of 4 July 2018 (**Annex I**) on statistics of goods transport by inland waterways.

This reference manual consists of three parts:

- Part I: Overview, definitions, classifications and methodology
- Part II: National methodologies
- Part III: Procedures for data processing and dissemination

The objective of **Part I** is to give all the necessary background information related to the Regulation (EU) 2018/974 of the European Parliament and of the Council on statistics of goods transport by inland waterways.

This part also provides the description of the datasets' structure, the classifications to be used, the definition of the statistical units and variables as well as the data transmission instructions.

Part II of the manual describes the methodologies applied at national level in order to comply with the regulation requirements.

Part III of the manual gives an overview on how the data are processed and disseminated by Eurostat. It includes the description of the inland waterway data integration process as well as a description of the quality checks currently applied. The last section of this part is devoted to the dissemination methods available for inland waterway statistics.

The following modifications have been implemented compared to the previous version:

- Clarification regarding provisions of codes for the United Kingdom (UK/GB)
- Update of PART II on national methodologies
- Correction of several typing errors
- Removal of Annex II (Regulation (EC) No 1365/2006) and Annex III (Commission Regulation (EC) 425/2007) since these legal acts are not at all in force anymore
- Update of definitions in line with the Glossary for Transport Statistics – 6th edition
- Update of validation rules in Part III - section 2.1

PART I: OVERVIEW, DEFINITIONS, CLASSIFICATIONS AND METHODOLOGY

1. Overview

The Reference Manual gives all the necessary background information on Regulation (EU) 2018/974 of the European Parliament and of the Council on statistics of goods transport by inland waterways.

The legal act defines a threshold for the obligation of data delivery from Member States: data must be supplied by all Member States for which the total volume of goods transported annually by inland waterways exceeds one million tonnes. Currently, 17 Member States provide data on a mandatory or voluntary basis: Belgium (BE), Bulgaria (BG), Czechia (CZ), Germany (DE), France (FR), Croatia (HR), Italy (IT), Lithuania (LT), Luxembourg (LU), Hungary (HU), the Netherlands (NL), Austria (AT), Poland (PL), Romania (RO), Slovakia (SK), Finland (FI) and Sweden (SE). Data are also reported by Serbia (RS).

The legal act requires only the provision of a reduced annual dataset (Table V1 in Annex V of Regulation (EU) 2018/974) for countries that exceed the one million tonnes threshold but do not have international or transit traffic. There is no Member State where this requirement applies.

The datasets must be delivered as soon as possible and no later than five months after the end of the relevant reference period. Freight transport data and container data have to be provided on a mandatory basis. The provision of vessel traffic data is optional and data on the transport of dangerous goods and number of accidents are provided on a voluntary basis.

2. Description of the datasets

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

- Table I1: Goods transport by type of goods (annual data)
- Table II1: Transport by nationality of vessel and type of vessel (annual data)
- Table II2: Vessel traffic (annual data – optional)
- Table III1: Container transport by type of goods (annual data)
- Table IV1: Transport by nationality of vessels (quarterly data)
- Table IV2: Container transport by nationality of vessels (quarterly data)
- Table V1: Goods transport (annual data).

In addition to the regulatory data collection:

- the Inland Waterway Working Group meeting held on February 2007 agreed to start the voluntary data collection of two new datasets:
    - Table A2: Transport of dangerous goods by inland waterways (annual data)
    - Table A3: Number of inland waterway accidents (annual data)
- the Inland Waterway Working Group meeting held on October 2013 agreed to start the voluntary data collection of two new datasets:
    - Table A4: Goods transport by port of loading and port of unloading (annual data)
    - Table A5: Goods transport by type of cargo (annual data).

I1. This dataset contains annual goods transport by region of loading and region of unloading (NUTS 2[1] level) broken down by national, international and transit transport, type of goods and type of packaging. Data are reported in tonnes transported and tonne-kilometre.

Table 1: Dataset I1: Goods transport by type of goods (annual data)

Variable	Elements	Coding detail	Nomenclature/Unit
TABLE_IDENTIFIER	Table	2-digit	A1
REF_AREA	Reporting country	2-digit	NUTS0 (national code)
TIME_PERIOD	Year	4-digit	YYYY
FREQ	Frequency	1-digit	A
REGION_LOADING	Country/region of loading	4-digit	NUTS2 (or ISO + ZZ)
REGION_UNLOADING	Country/region of unloading	4-digit	NUTS2 (or ISO + ZZ)
TRANSPORT_TYPE	Type of transport	1-digit	1 = national 2 = international (except transit) 3 = transit
GOODS	Type of goods	2-digit or 3-digit	NST 2007*
PACK_TYPE	Type of packaging	1-digit	1 = goods in containers 2 = goods not in containers and empty containers
TONNES	Tonnes transported	Numeric integer	tonnes
TONNES_KM	Tonne-km	Numeric integer	tonne-km
OBS_STATUS	Observation status	1-digit	List of flags (by default: A)
CONF_STATUS	Confidentiality status	1-digit	List of flags (by default: F)

** After a decision during Working Group meeting held on October 2013, the type of goods can be provided at 3-digit level on a voluntary basis*

A2. This dataset contains annual data for the transport of dangerous goods by type of transport broken down by national, international and transit transport and type of dangerous good.

Table 2: Dataset A2: Transport of dangerous goods by inland waterways (annual data)

Variable	Elements	Coding detail	Nomenclature/Unit
TABLE_IDENTIFIER	Table	2-digit	A2
REF_AREA	Reporting country	2-digit	NUTS0 (national code)
TIME_PERIOD	Year	4-digit	YYYY
FREQ	Frequency	1-digit	A
TRANSPORT_TYPE	Type of transport	1-digit	1 = national 2 = international (except transit) 3 = transit
DANGEROUS_GOODS	Type of dangerous goods	2-digit	ADN classification
TONNES	Tonnes transported	Numeric integer	tonnes
TONNES_KM	Tonne-km	Numeric integer	tonne-km
OBS_STATUS	Observation status	1-digit	List of flags (by default: A)

[1] Nomenclature of territorial units, according to the Regulation (EC) No 1059/2003 of the European Parliament and of the Council of 26 May 2003 on the establishment of a common classification of territorial units for statistics (NUTS). http://ec.europa.eu/eurostat/web/nuts/legislation Update of this classification adopted by amending and implementing Commission regulations will be applicable for the purpose of this Regulation. Last amending took place in 2019, c.f. Commission Delegated Regulation 2019/1755 of 8 August 2019 amending the Annexes to Regulation (EC) No 1059/2003 of the European Parliament and of the Council on the establishment of a common classification of territorial units for statistics (NUTS), OJ L 270, 24.10.2019.

CONF_STATUS	Confidentiality status	1-digit	List of flags (by default: F)

Note: The provision of the data mentioned in Table A2 is voluntary.

A3. This dataset contains the total number of inland waterway accidents and the number of inland waterway accidents involving dangerous goods.

Table 3: Dataset A3: Number of inland waterway accidents (annual data)

Variable	Elements	Coding detail	Nomenclature/Unit
TABLE_IDENTIFIER	Table	2-digit	A3
REF_AREA	Reporting country	2-digit	NUTS0 (national code)
TIME_PERIOD	Year	4-digit	YYYY
FREQ	Frequency	1-digit	A
NR_ACCIDENTS	Total number of accidents	Numeric integer	number of accidents
NR_ACCIDENTS_DANG	Number of accidents involving dangerous goods	Numeric integer	number of accidents
OBS_STATUS	Observation status	1-digit	List of flags (by default: A)
CONF_STATUS	Confidentiality status	1-digit	List of flags (by default: F)

Note: The provision of the data mentioned in Table A3 is voluntary.

A4. This dataset contains annual goods transport by port of loading and port of unloading. Data are reported in tonnes transported and apply only to national and international transport. Transit traffic is not included in this table.

Table 4: Dataset A4: Goods transport by port of loading and port of unloading (annual data)

Variable	Elements	Coding detail	Nomenclature/Unit
TABLE_IDENTIFIER	Table	2-digit	A4
REF_AREA	Reporting country	2-digit	NUTS0 (national code)
TIME_PERIOD	Year	4-digit	YYYY
FREQ	Frequency	1-digit	A
PORT_LOADING	Port of loading	5-digit	• EU Port codes (based on UN/LOCODE) from the list of ports • Non-EU port codes (based on UN/LOCODE) on a voluntary basis [1] [2] • Specific area codes not considered as ports (see list of ports)
PORT_UNLOADING	Port of unloading	5-digit	• EU Port codes (based on UN/LOCODE) from the list of ports • Non-EU port codes (based on UN/LOCODE) on a voluntary basis [1] [2] • Specific area codes not considered as ports (see list of ports)
TONNES	Tonnes transported	Numeric integer	tonnes
OBS_STATUS	Observation status	1-digit	List of flags (by default: A)
CONF_STATUS	Confidentiality status	1-digit	List of flags (by default: F)

[1] If only the country is known, the code CC888 should be used where CC corresponds to the ISO country code.
[2] A list of non-EU IWW ports may be provided by Eurostat in collaboration with UNECE.
Note: The provision of the data mentioned in Table A4 is voluntary and will not be disseminated at port-port level. However, data at port level are disseminated with the agreement of the reporting country.

A5. This dataset contains annual goods transport by region of loading and region of unloading (NUTS2 level) broken down by national, international and transit transport, type of goods and type of cargo. Data are reported in tonnes transported and tonne-kilometre.

Table 5: Dataset A5: Goods transport by type of cargo (annual data)

Variable	Elements	Coding detail	Nomenclature/Unit
TABLE_IDENTIFIER	Table	2-digit	A5
REF_AREA	Reporting country	2-digit	NUTS0 (national code)
TIME_PERIOD	Year	4-digit	YYYY
FREQ	Frequency	1-digit	A
REGION_LOADING	Country/region of loading	4-digit	NUTS2 (or ISO + ZZ)
REGION_UNLOADING	Country/region of unloading	4-digit	NUTS2 (or ISO + ZZ)
TRANSPORT_TYPE	Type of transport	1-digit	1 = national 2 = international (except transit) 3 = transit
GOODS	Type of goods	2-digit or 3-digit	NST 2007*
CARGO_TYPE	Type of cargo	2-digit	See § 3.10
TONNES	Tonnes transported	Numeric integer	tonnes
TONNES_KM	Tonne-km	Numeric integer	tonne-km
OBS_STATUS	Observation status	1-digit	List of flags (by default: A)
CONF_STATUS	Confidentiality status	1-digit	List of flags (by default: F)

** Type of goods can be provided either at 2- or 3-digit level on a voluntary basis.*
Note: The provision of the data mentioned in Table A5 is voluntary.

II1. This dataset contains annual goods transport by region of loading and region of unloading (NUTS2 level) broken down by national, international and transit transport, nationality of vessel and type of vessel. Data are reported in tonnes transported and tonne-kilometre.

Table 6: Dataset II1: Transport by nationality of the vessel and type of vessel (annual data)

Variable	Elements	Coding detail	Nomenclature/Unit
TABLE_IDENTIFIER	Table	2-digit	B1
REF_AREA	Reporting country	2-digit	NUTS0 (national code)
TIME_PERIOD	Year	4-digit	YYYY
FREQ	Frequency	1-digit	A
REGION_LOADING	Country/region of loading	4-digit	NUTS2 (or ISO + ZZ)
REGION_UNLOADING	Country/region of unloading	4-digit	NUTS2 (or ISO + ZZ)
TRANSPORT_TYPE	Type of transport	1-digit	1 = national 2 = international (except transit) 3 = transit
VESSEL_TYPE	Type of vessel	1-digit	1 = self-propelled barge 2 = barge not self-propelled 3 = self-propelled tanker barge 4 = tanker barge not self-propelled 5 = other goods carrying vessel
NATIONALITY_VESSEL	Nationality of vessel	2-digit	NUTS0 (national code) (or ISO)
TONNES	Tonnes transported	Numeric	tonnes

TONNES_KM	Tonne-km	Numeric	tonne-km
OBS_STATUS	Observation status	1-digit	List of flags (by default: A)
CONF_STATUS	Confidentiality status	1-digit	List of flags (by default: F)

II2. This dataset contains annual vessel traffic broken down by national, international and transit transport. Data are reported at NUTS0 level, separately for movements of empty and loaded vessels and vessel-kilometre for empty and loaded vessels. The reporting of this dataset is optional.

Table 7: Dataset II2: Vessel traffic (annual data)

Variable	Elements	Coding detail	Nomenclature/Unit
TABLE_IDENTIFIER	Table	2-digit	B2
REF_AREA	Reporting country	2-digit	NUTS0 (national code)
TIME_PERIOD	Year	4-digit	YYYY
FREQ	Frequency	1-digit	A
TRANSPORT_TYPE	Type of transport	1-digit	1 = national 2 = international (except transit) 3 = transit
LOADED_VES_MOV	Number of movements of loaded vessels	Numeric integer	movements of vessels
EMPTY_VES_MOV	Number of movements of empty vessels	Numeric integer	movements of vessels
LOADED_VES_KM	Vessel-km (loaded vessels)	Numeric integer	vessel-km
EMPTY_VES_KM	Vessel-km (empty vessels)	Numeric integer	vessel-km
OBS_STATUS	Observation status	1-digit	List of flags (by default: A)
CONF_STATUS	Confidentiality status	1-digit	List of flags (by default: F)

Note: The provision of the data mentioned in Table II2 is optional.

III1. This dataset contains annual container transport by region of loading and region of unloading (NUTS2 level) broken down by national, international and transit transport, type of goods, size of container and loading status of the container. Data are reported in tonnes transported, tonne-kilometre, TEU and TEU-kilometre.

Table 8: Dataset III1: Vessel traffic (annual data)

Variable	Elements	Coding detail	Nomenclature/Unit
TABLE_IDENTIFIER	Table	2-digit	C1
REF_AREA	Reporting country	2-digit	NUTS0 (national code)
TIME_PERIOD	Year	4-digit	YYYY
FREQ	Frequency	1-digit	A
REGION_LOADING	Country/region of loading	4-digit	NUTS2 (or ISO + ZZ)
REGION_UNLOADING	Country/region of unloading	4-digit	NUTS2 (or ISO + ZZ)
TRANSPORT_TYPE	Type of transport	1-digit	1 = national 2 = international (except transit) 3 = transit

CONTAINERS_SIZE	Size of containers	1-digit	1 = 20 foot ISO container 2 = 40 foot ISO container 3 = ISO container over 20 feet and under 40 feet of length 4 = ISO container over 40 feet long
LOADING_STATUS	Loading status	1-digit	1 = loaded containers 2 = empty containers
GOODS	Type of goods	2-digit or 3-digit	NST 2007*
TONNES	Tonnes transported	Numeric integer	tonnes
TONNES_KM	Tonne-km	Numeric integer	tonne-km
TEU	TEU	Numeric integer	TEU
TEUKM	TEU-km	Numeric integer	TEU-km
OBS_STATUS	Observation status	1-digit	List of flags (by default: A)
CONF_STATUS	Confidentiality status	1-digit	List of flags (by default: F)

IV1. This dataset contains quarterly goods transport broken down by national, international and transit transport and nationality of vessel. Data are reported on NUTS0 level in tonnes transported and tonne-kilometre.

Table 9: Dataset IV1: Transport by nationality of vessels (quarterly data)

Variable	Elements	Coding detail	Nomenclature/Unit
TABLE_IDENTIFIER	Table	2-digit	D1
REF_AREA	Reporting country	2-digit	NUTS0 (national code)
TIME_PERIOD	Year and period	7-digit	YYYY-Q1 = quarter 1 YYYY-Q2 = quarter 2 YYYY-Q3 = quarter 3 YYYY-Q4 = quarter 4
FREQ	Frequency	1-digit	Q
TRANSPORT_TYPE	Type of transport	1-digit	1 = national 2 = international (except transit) 3 = transit
NATIONALITY_VESSEL	Nationality of vessel	2-digit	NUTS0 (national code) (or ISO)
TONNES	Tonnes transported	Numeric integer	tonnes
TONNES_KM	Tonne-km	Numeric integer	tonne-km
OBS_STATUS	Observation status	1-digit	List of flags (by default: A)
CONF_STATUS	Confidentiality status	1-digit	List of flags (by default: F)

IV2. This dataset contains quarterly container transport broken down by national, international and transit transport, nationality of vessel and loading status of the container. Data are reported on NUTS0 level in tonnes transported, tonne-kilometre, TEU and TEU-kilometre.

Table 10: Dataset IV1: Container transport by nationality of vessels (quarterly data)

Variable	Elements	Coding detail	Nomenclature/Unit
TABLE_IDENTIFIER	Table	2-digit	D2
REF_AREA	Reporting country	2-digit	NUTS0 (national code)
TIME_PERIOD	Year and period	7-digit	YYYY-Q1 = quarter 1 YYYY-Q2 = quarter 2 YYYY-Q3 = quarter 3 YYYY-Q4 = quarter 4

FREQ	Frequency	1-digit	Q
TRANSPORT_TYPE	Type of transport	1-digit	1 = national 2 = international (except transit) 3 = transit
NATIONALITY_VESSEL	Nationality of vessel	2-digit	NUTS0 (national code) (or ISO)
LOADING_STATUS	Loading status	1-digit	1 = loaded containers 2 = empty containers
TONNES	Tonnes transported	Numeric integer	tonnes
TONNES_KM	Tonne-km	Numeric integer	tonne-km
TEU	TEU	Numeric integer	TEU
TEUKM	TEU-km	Numeric integer	TEU-km
OBS_STATUS	Observation status	1-digit	List of flags (by default: A)
CONF_STATUS	Confidentiality status	1-digit	List of flags (by default: F)

V1. This dataset contains annual goods transport by type of transport broken down by national, international and transit transport and type of goods. Data are reported at NUTS0 level in tonnes transported and tonne-kilometre. This dataset is only applicable to those countries subject to the reduced data provision obligation as defined in Article 2.3 of Regulation (EU) 2018/974.

Table 11: Dataset V1: Goods transport (annual data)

Variable	Elements	Coding detail	Nomenclature/Unit
TABLE_IDENTIFIER	Table	2-digit	E1
REF_AREA	Reporting country	2-digit	NUTS0 (national code)
TIME_PERIOD	Year	4-digit	YYYY
FREQ	Frequency	1-digit	A
TRANSPORT_TYPE	Type of transport	1-digit	1 = national 2 = international (except transit) 3 = transit
GOODS	Type of goods	2-digit or 3-digit	NST 2007*
TONNES	Tonnes transported	Numeric integer	tonnes
TONNES_KM	Tonne-km	Numeric integer	tonne-km
OBS_STATUS	Observation status	1-digit	List of flags (by default: A)
CONF_STATUS	Confidentiality status	1-digit	List of flags (by default: F)

** After a decision during the Working Group meeting held on October 2013, the type of goods can be provided at a 3-digit level on a voluntary basis.*

3. Codification, classifications and nomenclatures

3.1. Table identifier

Depending on the dataset provided, the codes to be provided should be as follows:

Table 12: Reporting codes by datasets (reporting table):

Table	Reporting code
I1	A1
A2	A2
A3	A3
A4	A4

A5	A5
II1	B1
II2	B2
III1	C1
IV1	D1
IV2	D2
V1	E1

3.2. Reporting country code

Reporting country is coded according to NUTS classification. The level of detail is NUTS0. The list of reporting country codes to be used is provided below:

Table 13: Country codes according to NUTS0 classification

Country name	NUTS national code
BELGIUM	BE
BULGARIA	BG
CZECHIA	CZ
GERMANY	DE
FRANCE	FR
CROATIA	HR
ITALY	IT
LITHUANIA	LT
LUXEMBOURG	LU
HUNGARY	HU
NETHERLANDS	NL
AUSTRIA	AT
ROMANIA	RO
SLOVAKIA	SK
FINLAND	FI
SWEDEN	SE
SERBIA	RS

3.3. Time period

In the annual datasets, the period should be provided using a 4-digit code (e.g. 2025).

In the quarterly datasets IV1 and IV2, the period should be provided as described in the table below:

Table 14: 4-digit codes for reporting the reference quarter

Quarter	Reporting code	Example
1st quarter	YYYY-Q1	2025-Q1
2nd quarter	YYYY-Q2	2025-Q2
3rd quarter	YYYY-Q3	2025-Q3

4th quarter	YYYY-Q4	2025-Q4

3.4. Frequency

Frequency is the number of occurrences of a repeated event per unit of time. For the purposes of the Regulation, it is quarterly or annual.

For annual data, the code to be used is: A.

For quarterly data, the code to be used is: Q.

3.5. Country/Region of loading/unloading

Regions of loading/unloading are coded according to NUTS classification for countries covered by NUTS Regulation and to ISO 3166 for the rest (e.g. for regions outside of the EU). The NUTS version used always corresponds to the version in use and no conversion to a previous version is required. For instance, NUTS 2006 is used for 2008 to 2011 data, NUTS 2010 for 2012 to 2014 data, NUTS 2013 for 2015 to 2016 data, NUTS 2016 for 2017 to 2020 data, NUTS 2021 for 2021 data and onwards, NUTS 2024 for 2024 data and onwards (or until a new NUTS version comes out).

The level of detail is NUTS2 (basic regions, 4 digits). When using ISO 3166 (e.g. for regions outside of the EU), the two-digit ISO code followed by 'ZZ' is used. For the United Kingdom, either codes UKZZ or GBZZ can be provided.

3.6. Port of loading/unloading

Eurostat, in close cooperation with the National Statistical Authorities, draws up a list of ports, coded and classified according to countries. The port codes used in the list are the official UN/LOCODEs, when they exist. If a port does not have an official UN/LOCODE, a provisional code is attributed to the port. As soon as an official UN/LOCODE is attributed by the United Nations Economic Commission for Europe (UNECE) to the port at the request of the competent national authority, the provisional code is replaced by the final official one. In exceptional cases, permanent specific codes are attributed to special locations or activities.

The list is updated as and when there are modifications. The modifications should only reflect changes in the real infrastructure used for inland waterway transport operations, e.g. where new ports are constructed; existing ports change their use (for example a commercial port becomes a marina only).

The consequence of the above changes (changes in the real infrastructure, changes in the codes or harmonisation process) is that the list of ports needs to be updated every year for operational reasons. After making the necessary amendments to the existing annual list, the data collection list is distributed by Eurostat to the participating countries for data collection in the subsequent year.

The annual list contains additional information useful for data compilation purposes:

- Port name
- NUTS2 code
- UN/LOCODE
- Reference statistical port
- Geographic coordinates
- Location on river (km on the river)
- Port status (private/public)
- Notes

The UN/LOCODE consists of a 5-character code where the first two characters are the ISO 3166 country codes. The remaining three are either derived from recommendation 16 from the United Nations

Economic Commission for Europe (UNECE) or numeric codes supplied provisionally by Eurostat for ports not yet included in the UN system.

A UN/LOCODE is part of a list of codes for all transport terminals and transfer places, being maintained as a standard for all transport documentation to facilitate trade and transport operations. The UN list of ports is not complete or fully consistent. For example, it may include more than one name for the same place. The list can also include names and codes for several shipping places within the control of one port authority.

The extension, refinement and correction of the UN/LOCODE list are an ongoing process. Any new ports identified within the data collection for which an official UN/LOCODE does not exist, are assigned a temporary code which is later replaced by the official UN/LOCODE, supplied by the UN office maintaining the UN/LOCODE list. Within the European Transport inland waterway data collection, ports are coded to their UN/LOCODEs, temporary or specific codes.

The list of IWW ports is available in CIRCABC here.

The list of ports should be used as the basis for providing codes for ports located in the EU reporting countries. Specific area not considered as ports are also available in the list of ports.

For ports located in countries not listed in the Excel list of ports, UN/LOCODEs should be provided on a voluntary basis. A list of non-EU IWW ports may be provided by Eurostat in collaboration with UNECE, as well as Rhine Commission and Danube Commission.

If only the country is known, the code CC888 should be used, where CC corresponds to the ISO country code.

3.7. Type of transport

The codes as described in the table below should be provided:

Table 15: Codes for reporting the type of transport

Type of transport	*Reporting code*
National	1
International (except transit)	2
Transit	3

3.8. Type of goods

Prior to 2007, the types of goods reported as being transported by inland waterways were those defined by NST/R (Standard Goods for Transport Statistics). In 2007 only, the type of goods was reported according either to the NST-2000[2] classification or to the NST/R[3] classification. From 2008 onwards, only the NST2007 classification is valid as set out in Commission Regulation 1304/2007 amending Regulation 1365/2006 with respect to the establishment of NST2007 as the unique classification for transported goods in certain transport modes. This legal text is attached in **Annex II**.

The minimum detail required is at the 2-digit level (with a leading zero for groups 01 to 09). Following a decision at the Working Group meeting held in October 2013, countries can provide their data (on a

[2] Standard Goods for Transport Statistics, 2000, adopted at the sixty-fourth session (18-21 February 2002) of the Inland Transport Committee of the United Nations Economic Commission for Europe (UNECE) and revised at the fifty-sixth session of the Working Party on Transport Statistics (8-10 June 2005) under Document TRANS/WP.6/2004/1/Rev.2.

[3] Standard Goods Classification for Transport Statistics/Revised, 1967. Published by the Statistical Office of the European Communities (French version 1968).

voluntary basis) at the 3-digit level of the NST2007 classification, in datasets I1, A5 and V1. The classification is available in **Annex III**.

When reporting the 3-digit level (with a leading zero for groups 011 to 093), the codes should be provided as described in the examples below:

Table 16: Codes for reporting the type of goods

Group	Denomination	Reporting code
01.1	Cereals	011
01.2	Potatoes	012
…		
01.B	Fish and other fishing products	01B
02.1	Coal and lignite	021
…		
19.1	Unidentifiable goods in containers or swap bodies	191
19.2	Other unidentifiable goods	192
20.0	Other goods not elsewhere specified	200

3.9. Type of dangerous goods

The nomenclature used to classify dangerous goods is defined by the European Agreement Concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN)[4]. The two-digit code from the column 'Reporting code' in the table below has to be used.

Table 17: Codes for reporting dangerous goods type

Class	Denomination	Reporting code
1	Explosive substances and articles	**1**
2	Gases	**2**
3	Flammable liquids	**3**
4.1	Flammable solids, self-reactive substances and solid desensitised explosives	**41**
4.2	Substances liable to spontaneous combustion	**42**
4.3	Substances which, in contact with water, emit flammable gases	**43**
5.1	Oxidising substances	**51**
5.2	Organic peroxides	**52**
6.1	Toxic substances	**61**
6.2	Infectious substances	**62**

[4] http://www.unece.org/fileadmin/DAM/trans/danger/publi/adn/agreement_text.pdf

7	Radioactive material	**7**
8	Corrosive substances	**8**
9	Miscellaneous dangerous substances and articles	**9**

3.10. Type of cargo

The type of cargo classification, set out according to the UNECE codes for types of cargo, packages and packaging materials, Recommendation 21, Geneva, March 1986, describes how goods are transported, mainly in terms of the vessels being used but also the port facilities required to handle them. **The type of cargo classification is therefore very different from the goods classification**, which groups goods according to their common characteristics.

It is worth noting to note that **there is no one-to-one correlation between type of cargo and category of goods** because the same good could be transported by various means. For example, while petroleum products are normally transported as liquid bulk, they could also be transported as containerised cargo or in mobile units.

The codes in bold, in the following table, represent the simplified classification which is the minimum level of detail to be used by all countries providing the type of cargo information.

Table 18: Reporting codes by cargo type

Category	Reporting code	Description
Liquid bulk	**1X**	**Liquid bulk goods (no cargo unit) – Unknown**
	13	*Oil products*
	14	*Chemicals*
	19	*Other liquid bulk goods*
Dry bulk	**2X**	**Dry bulk goods (no cargo unit) – Unknown**
	21	*Ores*
	22	*Coal*
	23	*Agricultural products*
	24	*Construction materials*
	29	*Other dry bulk goods*
Containers	**3X**	**Large containers - Unknown**
	31	**20 ft freight units**
	32	**40 ft freight units**
	33	**Freight units > 20 ft and < 40 ft**
	34	**Freight units > 40 ft**
	39	*Swap bodies*
Roll-on roll-off (self-propelled)	*5X*	*Mobile self-propelled units*
Roll-on roll-off (non-self-propelled)	*6X*	*Mobile non-self-propelled units*
Other general cargo (including small containers)	**9X**	**Other general cargo – Unknown**
	91	*Forestry products*

	92	*Iron and steel products*
	99	*Other cargo, not elsewhere specified*

The detailed codes in italics may be used on a voluntary basis by those countries which are able to provide such information.

The 2-digit codes ending by 'X' have to be interpreted as cargo types partially 'unknown'.

If the type of cargo is completely unknown, the code 'XX' should be used for the data transmission.

The UNECE's recommendations and descriptions of cargo types are included for reference purposes in **Annex VI**.

3.11. Type of packaging

In dataset I1, the codes as described in the table below:

Table 19: Codes for reporting packaging type

Type of packaging	Reporting code
Goods in containers	1
Goods not in containers and empty containers	2

3.12. Type of vessel

In dataset II1, the codes as described in the table below:

Table 20: Reporting codes by type of vessel

Type of vessel	Reporting code
Self-propelled barge	1
Barge not self-propelled	2
Self-propelled tanker barge	3
Tanker barge not self-propelled	4
Other goods carrying vessel	5
Seagoing vessel	6

3.13. Nationality of vessel

In dataset II1 and IV1, nationality of vessel is coded according to NUTS classification (level 0) and to ISO 3166 for the rest (a 2-digit code, e.g. for regions outside of the EU). For the United Kingdom, either codes UK or GB can be provided.

3.14. Size of containers

In dataset III1, the codes as described in the table below should be provided:

Table 21: Reporting codes by size of containers

Size of containers	Reporting code
20 foot ISO container	1
40 foot ISO container	2

ISO container over 20 feet and under 40 feet of length	3
ISO container over 40 feet long	4

3.15. Loading status

In dataset III1 and IV2, the codes as described in the table below should be provided:

Table 22: Reporting codes by loading status

Loading status	Reporting code
Loaded containers	1
Empty containers	2

3.16. Flags

In all datasets, flags can be provided for the observation and confidentiality statuses. The full list of all available flags for the observation status can be found here. The full list of all available flags for confidentiality status can be found here.

The most commonly used and recommended flags are the following:

Table 23: List of flags for observation status

Observation status	Reporting code
Normal value (default, if no flag is selected)	A
Time series break	B
Provisional	P
Estimated	E
Missing value	O
Missing value; data cannot exist	M
Missing value; data exist but were not collected	L
Definition differs	D

Table 24: List of flags for confidentiality status

Confidentiality status	Reporting code
Free (default value, if no flag is selected)	F
Confidential	C

4. Description of the statistical units and variables

In this paragraph, all concepts and definitions used in the area of inland waterway statistics have been grouped together. Apart from the definitions included in Regulation (EU) 2018/974 on statistics of goods transport by inland waterways, the list uses the Glossary of Transport Statistics (6th edition[5]) – Chapter C,

[5] https://ec.europa.eu/eurostat/web/products-manuals-and-guidelines/w/ks-01-25-048

for other definitions and further explanatory notes. For the sake of clarity, each definition and concept included in this manual is followed by a precise reference.

4.1. Inland waterway transport – general definitions

4.1.1. Navigable inland waterway

A watercourse, no part of the sea, which by natural or man-made features is suitable for navigation, primarily by inland waterway vessels.

Regulation (EU) 2018/974 Art.3.a

Navigable inland waterways should include rivers, canals, lakes and other bodies of water, including river estuaries. For river estuaries, the boundary is defined as the point nearest the sea where the river's width is less than 3 km at low tide and less than 5 km at high tide.

In cases where officially adopted maps or lists of inland waterways are available, they should take precedence over these criteria for determining the boundaries of navigable inland waterways for statistical purposes.

(Glossary for Transport Statistics – 6th edition, C.I-01)

4.1.2. Inland waterway transport

Any movement of goods and/or passengers using inland waterway vessels, which is undertaken wholly or partially in navigable inland waterways.

Regulation (EU) 2018/974 Art.3.d

Bunkers and stores supplied to vessels in port are excluded.

When one vessel is being carried on another vehicle, only the movement of the carrying vehicle (active mode) is taken into account.

Inland waterway transport statistics are reported based on the 'territoriality principle', which states that reporting countries shall transmit data relating to inland waterway transport in their national territory, i.e. where the transport takes place. For international inland waterway transport, when measuring the distance that goods or passengers are transported under the territoriality principle, only the distance travelled within the national territory is included.

(Glossary for Transport Statistics – 6th edition, C.V-01).

For the purposes of this Regulation, the movements of goods and/or passengers using seagoing vessels undertaken wholly in navigable inland waterways will be considered as inland waterway transport and will be subject to the same data provision obligations, even if seagoing vessels (as defined in point 4.2.4) are not specifically mentioned in other definitions.

4.1.3. National inland waterway transport

Inland waterway transport between two ports of a national territory irrespective of the nationality of the vessel.

Regulation (EU) 2018/974 Art.3.e

It may involve transit through a second country, although for this country this transport must be reported as transit.

Inland waterway cabotage transport is included.

(Glossary for Transport Statistics – 6th edition, C.V-02).

4.1.4. International inland waterway transport

Inland waterway transport between two ports located in different national territories.

Regulation (EU) 2018/974 Art.3.f

It may involve transit through one or more countries. For the latter countries, this transport must be reported as transit.

(Glossary for Transport Statistics – 6th edition, C.V-03).

4.1.5. Transit inland waterway transport

Inland waterway transport through a national territory between two ports both located in another national territory or national territories provided that in the total journey within the national territory there is no transshipment.

Regulation (EU) 2018/974 Art.3.g

4.1.6. Fluvio-maritime transport

Transport operation partly by inland waterways and partly by sea, without transhipment. It can be operated by an inland waterway vessel or a seagoing vessel.

Any inland waterway vessel undertaking such transport will need to have the appropriate authorisation permitting it to operate at sea.

Also referred to as 'sea-river transport' or 'river-sea transport'.

(Glossary for Transport Statistics – 6th edition, C.V-06).

4.1.7. Country or region of loading of goods carried by inland waterways

Country or region of ports where transported goods are loaded on a vessel.

(Glossary for Transport Statistics – 6th edition, C.V-42).

4.1.8. Country or region of unloading of goods carried by inland waterways

Country or region of ports where transported goods are unloaded from a vessel.

(Glossary for Transport Statistics – 6th edition, C.V-43).

4.1.9. Tonnes transported

Unit for measuring the weight of goods transport equivalent to 1 000 kilograms.

The weight to be taken into consideration is the gross-gross weight of goods. This is the total weight of goods carried, all packaging and the tare weight of the transport units, swap bodies and pallets, as well as goods road vehicles carried on the vessel. (for information on the gross-gross weight of goods, see Glossary for Transport Statistics – C.V-24).

4.1.10. Tonnes-km

Unit of measurement of goods transport that represents the transport of one tonne by inland waterways over one kilometre.

The weight to be taken into consideration in usual inland waterway transport statistics is the gross-gross weight of goods.

(Glossary for Transport Statistics – C.V-27)

The distance taken into account is the distance performed in the reporting country.

4.2. Definitions and variables of interest specific to individual tables

4.2.1. Type of packaging of goods (Table I1)

Goods on a vessel can be transported using two types of packaging

- Inside containers as defined in §4.2.8.
- Not in containers

4.2.2. Type of goods (Tables I1, III1 and V1)

Any goods moved by inland waterways.

This includes all packaging and equipment such as containers, swap bodies or pallets.

4.2.3. Dangerous goods (Tables A2)

The classes of dangerous goods carried by Inland Waterways are those defined by the 15th revised edition of the UN Recommendations on the Transport of Dangerous Goods, United Nations, Geneva 2007 (See § 3.6).

4.2.4. Type of cargo (Table A5)

Liquid bulk

Liquid bulk refers to unpackaged liquid goods that can be handled through a pipeline, is stored and transported on the vessel or vehicle in tanks. This includes both gases that have to be handled and transported under pressure, as well as liquids at ambient temperature and pressure, and molten solids transported at high temperatures.

At the second level of the classification, three different types of liquid bulk cargo are identified:

- Oil products (code 13)
- Chemicals (code 14)
- Other liquid bulk goods (code 19)

Dry bulk

Dry bulk refers to unpackaged solid goods that can be handled and transhipped by grab, elevator, auger, or suction equipment.

At the second level of the classification, five types of dry bulk cargo are identified:

- Ores (code 21)
- Coal (code 22)
- Agricultural products (e.g. grain, soya, tapioca) (code 23)
- Construction materials (code 24)
- Other dry bulk goods (code 29)

The aim of differentiating between these categories is to identify cargo flows that require different types of ships, and different types of handling and storage equipment during the course of their waterway transport. These categories are not specifically defined in terms of detailed commodity classifications but are intended as broad general descriptions of each type of cargo.

For example, scrap metal, when transported in bulk, should be included under code 21 and, similarly, coke under code 22.

Containers

This section of the type of cargo classification deals with containers which are moved between the vessel and the port by being lifted on or lifted off (Lo-Lo). This may involve the use of specialised equipment to attach to the fittings on the container to allow such movements. While this is most often carried out in highly specialised container terminals, simpler arrangements for such movements are possible in smaller ports. In either case, such container movements should be recorded as containers.

The detailed subheadings for containers divide the movements by size of container as follows:

- 20-foot freight units (code 31)
- 40-foot freight units (code 32)
- Freight units over 20-feet and under 40-feet in length (code 33)
- Freight units over 40-feet long (code 34)
- Swap bodies (code 39)

In order to be consistent with the classification used in dataset III1, containers smaller than 20 feet should be reported under code 31 and containers of unknown size should be reported under code 33.

However, what is clear from the breakdown of containerised cargo is that the commodity being carried is of no concern in the direct handling of the container. The container contents only become important in the handling process if they are hazardous or if, like refrigerated containers ('reefers'), they require a power supply. Once a product has been placed in a container, lifted on or off a vessel, the commodity inside is of no importance in the type of cargo classification. Even if the commodity inside is known, Lo-Lo containers must only be recorded in containers and not as any other type of cargo. This may be important in the case of specialised containers. These are designed for different purposes, such as tank containers, reefers and containers suitable for carrying dry bulk goods. Certain standard freight containers can be fitted with liners or internal bags, making them suitable for carrying other bulk goods. However, the movement of such 'bulk' goods in containers does not mean that they should be included in either of liquid or dry bulk. They should still be included in containers.

It is important to emphasise that the containers type of cargo is meant to cover Lo-Lo movements only. When containers are moved by Ro-Ro vehicles onto or off a Ro-Ro vessel, they are not included in code 3. Such Ro-Ro movements are included at the appropriate sub-classes of codes 5 and 6.

Roll-on Roll-off (Ro-Ro) cargo

The critical feature of cargo for classification as 'container cargo' or 'Ro-Ro cargo' is the method by which the goods are moved between the quay and the ship. If the cargo is rolled on or off, it is Ro-Ro cargo (codes 5X and 6X). If it is in a container which is lifted on or off, it is Lo-Lo cargo, and should be included in container cargo (codes 3).

Roll-on Roll-off (Ro-Ro) self-propelled units

This section of the type of cargo classification deals with Roll-on Roll-off (Ro-Ro) self-propelled types of cargo. An alternative descriptive name for this type of cargo is 'mobile self-propelled units'.

The second level of classification distinguishes the following categories:

- Road goods vehicles and accompanying trailers
- Passenger cars, motorcycles and accompanying trailers/caravans
- Passenger buses
- Trade vehicles (including import/export motor vehicles)
- Live animals on the hoof
- Other mobile self-propelled units

Roll-on Roll-off (Ro-Ro) non-self-propelled

This section of the type of cargo classification deals with roll-on roll-off non-self-propelled type of cargo. An alternative descriptive name for this type of cargo is 'mobile non-self-propelled units'. The distinction between self-propelled and non-self-propelled Ro-Ro cargo is necessary because of the different handling requirements of these cargoes in ports.

For non-self-propelled units, personnel, towing equipment and storage areas within the port are all required in their handling. It is also an important distinction in analysing the pattern and trends of Ro-Ro cargo transport flows. One reason for sending cargo on an accompanied road goods vehicle is to ensure its speedy arrival at its destination. Road transport by accompanied road goods vehicle is generally quicker, with the driver able to facilitate processing through the ports. Where time is less imperative, the transport of non-self-propelled Ro-Ro units with no requirement for a driver to accompany the unit on its voyage is more cost effective.

The lower levels of the classification are:

- Unaccompanied road goods trailers and semi-trailers, including those carrying containers
- Unaccompanied caravans and other road, agricultural and industrial vehicles
- Rail wagons engaged in goods transport
- Vessel borne port-to-port trailers engaged in goods transport
- Other mobile non-self-propelled units

Other general cargo (including small containers)

This main category includes two distinct types of cargo, namely 'semi-bulk' goods, and miscellaneous packaged general cargo. The difference between these types affects the speed and efficiency with which they can be loaded and discharged from ships, and therefore the turn-round times for the ship in port.

'Semi-bulk' goods are grouped or packaged into bundles or units in the order of 5 to 20 tonnes in weight (i.e. around the lifting capacity of general-purpose port cranes), which are transported as a vessel load or a hold-load. This unitisation can be either on large pallets, or be packaged as sawn timber or coils of steel. Conventional packaged goods in drums or bags may be 'pre-slung' in slings with similar lift weights. Rather than stevedores lifting packages into a sling or onto a pallet for each lift by a crane, the pre-slung goods are ready for immediate connection to the crane hook. Since the vessel load of cargo is 'unitised' into similar single crane lift quantities, the loading and discharging operations can be carried out with greater speed and efficiency than miscellaneous general cargo.

At the second level of type of cargo classification in the Directive, there are three categories defined, namely:

- Forestry products (code 91)
- Iron and steel products (code 92)
- Other general cargo (code 99)

In many cases, goods in the first two groups tend to be carried in large vessel loads, rather than in smaller quantities, packaged into large units of the order of 5 to 20 tonnes that enable more specialised handling and storage. This is not possible for conventional mixed packages of general cargo. Forestry products (code 91) is not identical to the products included in the Groups 1.5 (products of forestry and logging), 6.1 (products of wood and cork) and 6.2 (pulp, paper and paper products) in NST 2007 classification, as the type of cargo code 91 is meant only for 'semi-bulk' goods. Similarly, iron and steel products (code 92) only covers 'semi-bulk' goods and not all iron and steel products contained in Group 10.1 (basic iron and steel products) and 10.3 (tubes, pipes etc.) of the NST 2007 classification of goods in transport.

Containers and freight units less than 20 feet in length should be included under other general cargo in code 99.

Example for Liquid bulk:

The code 19 should be used when the type of cargo is known, but it does not enter in one of the other categories 11, 12 or 13. The code 1X should be used when the type of cargo is partially unknown. The port knows it is liquid bulk, but does not have more details. The same principle applies to all other sub-classes of cargo in codes 2, 3, 5, 6 and 9.

Guide to classifying shipments by type of cargo

The table below indicates which type of cargo is appropriate for the type of product being carried in which vessel type. In each case, the simplified code is shown, followed in brackets by the detailed codes. For example, a shipment of potatoes being carried in a barge not self-propelled is most likely to be classified as a dry bulk cargo – 2X code – or as a dry bulk cargo carrying agricultural goods – 23 code. Crude petroleum carried in a self-propelled tanker barge will be classified as liquid bulk cargo – 1X code (or 13 code). Finally, basic iron and steel product carried in a seagoing vessel is classified as 'other general cargo (including small containers)' – 9X code (or 92 code). In all cases where ship types 1, 2, 3 and 4 are involved, it would be expected that substantial tonnage is associated with such bulk transport.

However, it is worth noting that these guidelines are not comprehensive but only indicative. **Not all goods and all type of cargo are included in the correspondence table**. On the one hand, goods that can be transported by various types of cargo are excluded. On the other, some types of cargo are excluded because they could transport a very wide range of goods (e.g. container traffic, seagoing traffic). Therefore, the correspondence table needs to be interpreted with caution and used only for indicative purposes. Ultimately, it shows the most likely types of cargo given the combination between type of goods and type of vessel.

Thus, a good deal of common sense needs to be applied when using this correlation table. For instance, not all construction materials will be transported as dry bulk, while certain basic chemicals may also be transported as dry bulk.

Table 25: Cargo and product types by vessel type

NST 2007 product group	Ship type					
	1 Self-propelled barge	2 Barge not self-propelled	3 Self-propelled tanker barge	4 Tanker barge not self-propelled	5 Other goods carrying vessel	6 Seagoing vessel
01.1 Cereals	2X(23)	2X(23)				2X(23)
01.2 Potatoes	2X(23)	2X(23)				2X(23)
01.3 Sugar beet	2X(23)	2X(23)				2X(23)
01.5 Forest products	9X(91)	9X(91)				9X(91)
01.9 Other agricultural products	2X(23)	2X(23)				2X(23)
02.1 Coal and lignite	2X(21)	2X(21)			2X(21)	2X(21)
02.2 Crude petroleum			1X(13)	1X(13)	1X(13)	1X(13)
02.3 Natural gas			1X(13)	1X(13)	1X(13)	1X(13)
03.1 Iron ore	2X(22)	2X(22)			2X(22)	2X(22)
03.2 Non-ferrous metal ores	2X(22)	2X(22)			2X(22)	2X(22)
03.5 Stone, sand and gravel	2X(24)	2X(24)				2X(24)
03.6 Uranium ores	2X(22)	2X(22)			2X(22)	2X(22)

NST 2007 product group	Ship type					
	1 Self-propelled barge	2 Barge not self-propelled	3 Self-propelled tanker barge	4 Tanker barge not self-propelled	5 Other goods carrying vessel	6 Seagoing vessel
06.1 Wood and cork products	2X(24)	2X(24)				2X(24)
07.1 Coke oven products	2X(21)	2X(21)			2X(21)	2X(21)
07.2 Refined petroleum products			1X(13)	1X(13)	1X(13)	1X(13)
07.3 Gases			1X(13)	1X(13)	1X(13)	1X(13)
07.4 Solid refined petroleum products			1X(13)	1X(13)	1X(13)	1X(13)
08 Basic chemicals			1X(14)	1X(14)		1X(14)
09 Glass and glass products	2X(24)	2X(24)				2X(24)
10.1 Basic iron and steel products	9X(92)	9X(92)				9X(92)
10.2 Non-ferrous metal products	9X(92)	9X(92)				9X(92)
10.3 Tubes, pipes and fittings	9X(92)	9X(92)				9X(92)
10.4 Structural metal products	2X(24)	2X(24)				2X(24)
12.1 Automobile industry products	5X	5X			5X	5X
12.2 Other transport equipment	9X(99)	9X(99)			9X(99)	9X(99)

4.2.5. Types of vessel (Table II1)

Inland waterway vessel

A floating craft designed for the carriage of goods or public transport of passengers which navigates predominantly in navigable inland waterways or in waters within, or closely adjacent to sheltered waters or areas where port regulations apply.

Regulation (EU) 2018/974 Art.3.b

Vessels under repair and fluvio-maritime vessels are included.

In contrast, this category excludes harbour craft, port lighters and port tugs, fishery vessels, floating equipment and worksite craft, vessels performing hydraulic work, vessels used exclusively for storage, floating workshops, houseboats, pleasure craft and small craft.

Also referred to as 'inland navigation vessel'. (Glossary for Transport Statistics – C.II-01)

Self-propelled barge

Self-propelled inland waterway vessel intended to carry freight.

Vessels whose engines are used only to cover short distances (in harbours or at ports or places of loading/unloading) or to make them easier to handle while being towed or pushed are not classified as self-propelled.

Vessels equipped solely with auxiliary engines, which may relate to both auxiliary propulsion systems and those providing power for various onboard systems, are also excluded.

In the context of reporting according to Regulation (EU) 2018/974, the vessel type 'self-propelled barge' excludes 'self-propelled tankers'.

(Glossary for Transport Statistics – C.II-12)

Barge not self-propelled

Non-self-propelled inland waterway freight vessel, including towed, pushed and pushed-towed barges.

In the context of reporting according to Regulation (EU) 2018/974), the vessel type 'barge not self-propelled' excludes 'tanker barge not self-propelled'.

(Glossary for Transport Statistics – C.II-15)

Self-propelled tanker barge

Self-propelled vessel intended for the transport of liquids or gases in fixed tanks.

Tankers for the transport in bulk of powdered products, such as cement, flour, plaster, etc., are to be excluded and are to be counted among self-propelled vessels.

(Glossary for Transport Statistics – C.II-14)

Tanker barge not self-propelled

An inland waterway tanker barge not self-propelled intended for the transport of liquids or gases in fixed tanks.

(Glossary for Transport Statistics – C.II-16)

Other goods carrying vessel

Any other known or unknown kind of inland waterway freight vessel intended for carrying goods not defined in the previous categories.

Seagoing vessel

Floating marine structure with one or more surface displacement hulls.

Even though seagoing vessels are intended mainly for navigation at sea, any movement of seagoing vessels undertaken wholly in navigable inland waterways has to be included in inland waterway traffic.

(Glossary for Transport Statistics – C.II-03)

4.2.6. Nationality of vessel (Tables II1, IV1 and IV2)

The country where the vessel is registered.

Regulation (EU) 2018/974 Art. 3(f)

Every ship is entered in a registry (i.e. list) of ships. Registries are maintained by many countries, each having a set of rules regarding safety procedures, inspection schedules, manning numbers and nationalities for crew and officers, training requirements, etc. Shipowners select which registry to use, based on the balance between the relative cost implications of the rules of each registry and possible penalties from insurance assessments dependent on these rules.

4.2.7. TEU (Tables III1 and IV2)

Statistical unit based on a 20-foot-long (6.10 m) ISO container to provide a standardised measure of containers of various capacities and for describing the capacity of container ships or terminals.

- *One 20-foot ISO container (length of 20 ft and width of 8 ft) equals 1 TEU.*
- *One 40-foot ISO container (length of 40 ft and width of 8 ft) equals 2 TEU.*
- *One container with a length between 20 ft and 40 ft equals 1.50 TEU.*
- *One container with a length of more than 40 ft equals 2.25 TEU.*

(Glossary for Transport Statistics – G.II-05)

4.2.8. TEU-km (Tables III1 and IV2)

Unit for measuring the goods transported by containers equivalent to one TEU transported over a distance of one kilometre on inland waterways.

(Glossary for Transport Statistics – C.V-29)

For the purpose of reporting the TEU-km performance only the distance travelled on navigable inland waterways performed in the reporting country has to be taken into account.

4.2.9. Containers (Table III1)

Container

Special box designed to carry freight and constituting a type of ITU. It is strengthened and stackable, allowing both horizontal and vertical transfers.

1. A more formal technical definition of a container is: article of transport equipment that isof a permanent nature and accordingly strong enough to be suitable for repeated use;
2. specially designed to facilitate the carriage of goods by one or more modes of transport, without intermediate reloading;
3. fitted with devices permitting its ready handling, particularly its transfer from one mode of transport to another;
4. so designed as to be easy to fill and empty;
5. stackable: and
6. having a length of 20 feet or more.

Swap bodies are excluded.

(Glossary for Transport Statistics – G.II-02)

Size of containers

For the purpose of this Regulation the size of containers will be reported according to four categories:

1. 20 foot ISO containers (length of 20 feet and width of 8 feet)
2. 40 foot ISO containers (length of 40 feet and width of 8 feet)
3. ISO containers over 20 feet and under 40 feet in length
4. ISO containers over 40 feet in length

Containers smaller than 20 feet must be reported under Category 1.

Containers of unknown size must be reported under Category 3, as specifically agreed on the Inland Waterways Working Group Meeting held on February 2007.

Loading status of containers

Containers may have two loading status regardless of their size:

- loaded, when any kind of goods is transported inside the container
- empty, when the container does not have any goods inside.

(Glossary for Transport Statistics – G.II-02.1 and G.II-02.2)

In the case of empty containers, when their real weight is unknown, the Inland Waterway Working Group agreed in April 2007, by Written Procedure, to apply the following tare weight according to the size of the empty containers:

Table 26: Tare weight of empty containers by container size

Container size	Tare weight in Tonnes
20-foot ISO containers	2.3
40-foot ISO containers	3.7
ISO containers over 20 feet and under 40 feet in length	3.0
ISO containers over 40 feet in length	4.7

4.2.10. Number of movements of vessels (Table II2)

Vessel movement

An inland waterway vessel movement occurs when it enters port to load and/or unload cargo. In a convoy, each unit is counted separately.

The timing of the entry into port is determined according to each port's normal procedures.

Vessel-kilometre

Unit of measurement representing the movement of a vessel over one kilometre.

The distance taken into account is the distance actually travelled.

Movements of empty vessels carrying freight and passenger vessels not carrying any passengers are included.

In a convoy, each unit is counted as a vessel.

(Glossary for Transport Statistics – C.IV-09)

Loaded vessels

A single movement of a loaded vessel is counted as the movement of a vessel from the port of loading or unloading of any kind of goods to the following port of loading or unloading.

A movement of a vessel carrying equipment such as empty containers, empty swap bodies or pallets is considered a movement of a loaded vessel.

(Glossary for Transport Statistics – C.IV-03)

Empty vessels

A single movement of an empty vessel is counted as the movement of a vessel from one port to another for which the gross-gross weight of goods equals zero.

A movement of a vessel carrying equipment such as empty containers, empty swap bodies or pallets is not considered as a movement of an empty vessel.

(Glossary for Transport Statistics – C.IV-04)

4.2.11. Inland waterway accidents (Table A3)

Inland waterway transport accident

Any specific, identifiable, unexpected, unusual and unintended external event caused by, or in connection with, the operation of a vessel on inland waterways, resulting in any of the following:

1. the death of a person, or a serious injury caused by or in connection with the operation of a vessel on inland waterways; or

2. the loss of a person from a vessel operating on inland waterways, caused by or in connection with the operation of a vessel on inland waterways; or

3. the loss, presumed loss, or abandonment of a vessel operating on inland waterways; or

4. material damage to a vessel operating on inland waterways; or

5. the stranding or disabling of a vessel operating on inland waterways, or the involvement of a vessel operating on inland waterways in a collision; or

6. material damage to inland waterway infrastructure external to a vessel, which could seriously endanger the safety of the vessel, another vessel or an individual; or

7. damage to the environment resulting from damage to a vessel or vessels operating on inland waterways, caused by or in connection with the operations of a vessel or vessels operating on inland waterways.

An accident in connection with the normal operation of the vessel, including when it is in port or at anchor, is covered. Terrorist acts, vandalism, other criminal acts and acts of war are excluded. Suicides are excluded as they are a deliberate act to injure oneself resulting in death, as recorded and classified by the competent national authority. The death of a person due to natural causes is also excluded.

(Glossary for Transport Statistics – C.VI-01)

Inland waterway accidents involving the transport of dangerous goods

Inland waterway transport accident involving a vessel carrying any of the classes of dangerous goods defined by the ADN classification.

4.2.12. *(Glossary for Transport Statistics – C.VI-08)* Ports (Table A4)

Port

Area of land and water made up of such infrastructure and equipment so as to permit principally the reception of vessels, their loading and unloading, the storage of goods, the receipt and delivery of those goods and the embarkation and disembarkation of passengers, crew and other persons and any other infrastructure necessary for transport operators within the port area.

(Glossary for Transport Statistics – C.I-04)

Statistical port

One or more ports, normally controlled by a single port authority or harbour master's office, capable of recording vessel and cargo movements.

(Glossary for Transport Statistics – C.I-05)

Port of loading

The port of loading is the port in which the cargo was loaded into the vessel in which it arrived in the unloading port.

Port of unloading

The port of unloading is the port in which the cargo is to be unloaded from the vessel in which it left the loading port.

5. Methodological clarifications

This paragraph provides methodological clarifications to questions raised by Eurostat, DG MOVE, NSIs or other users.

5.1. Eurostat interpretation of legal definitions

The legal basis clearly indicates that the type of vessel used is one of the key elements for selecting the traffic to report. In particular, if a seagoing vessel is used, the transportation only has to be reported if the traffic is performed wholly in navigable inland waterways.

In other words:

- If **an inland waterway vessel, including fluvio-maritime vessels**, makes a journey **partly at sea**, it should be reported in inland waterway statistics.
- If a **seagoing vessel** makes a journey **entirely on navigable inland waterways**, it should be reported in inland waterway statistics.
- If a **seagoing vessel** makes a journey **partly on navigable inland waterways**, it should be reported in maritime statistics.
- If an **inland waterway** vessel, including fluvio-maritime vessels, makes a journey **entirely at sea**, it is not covered by the definitions.

5.2. Fluvio-maritime transport

During the Maritime Working Group meeting held on 21-22 May 2014, Eurostat presented recommendations about how fluvio-maritime should be reported, whether in inland waterways or maritime, or both. This recommendation was agreed by the Maritime Working Group and should be applied to the maritime data collection (and is already applied by most countries).

The recommendations are:

1. All fluvio-maritime transport should be reported in the maritime transport statistics (as required by Directive 2009/42).

2. Fluvio-maritime transport should also be reported in the inland waterway statistics by the country in which the inland waterway part of the journey is undertaken (as required by Regulation 425/2007).

These recommendations were discussed in the Working Group on Inland Waterway Transport Statistics meeting held on 5-6 September 2015. A number of objections were raised to the proposal as it stood and Eurostat agreed to reconsider and redraft it to reflect the views expressed.

Eurostat's latest recommendations are as follows:

- **Fluvio-maritime** transport performed by **an IWW vessel** should be reported in the IWW statistics and **not in** the maritime statistics.
- **Fluvio-maritime** transport performed by **a seagoing vessel** should be reported in the maritime transport statistics and **not in** the IWW statistics.
- If type of vessel information is unavailable in the source data, related information (such as port of loading/ unloading) could be used to determine whether the fluvio-maritime transport is likely to be carried out by IWW or seagoing vessels.
- If necessary, in order to compile relevant and consistent IWW statistics at national level, specific cases of fluvio-maritime transport performed by seagoing vessels could be included in both the maritime and the IWW data reported to Eurostat. However, any such deviations from the main recommendations in points 1 and 2 should be clearly communicated to Eurostat in order to be specified in the metadata of the IWW statistics.

5.3. Movements of building materials by inland waterways

A Member State raised a query about the treatment of movements of building materials (e.g. sand, gravel and aggregates) within a port for the construction of a new port facility. Although the port in question is a maritime port, it is clear that this does not constitute maritime transport, as the goods never leave the port. That raises an interesting set of methodological issues about whether this is inland waterway transport. This then raised a second issue about the movement of building materials by inland waterways. There were two aspects:

- The construction and/or repair of major Inland Waterway facilities and
- The extraction of building materials from the river bed for commercial purposes.

On the question of movements within a port/harbour, it was agreed that while there were some arguments for including them in inland waterway transport, it would be difficult to define what was within scope and what was not. On this basis, such transport **should be excluded** from Inland Waterway statistics.

On the second issue, movements of construction materials to Inland Waterway construction sites and river bed extraction sites, there was agreement that this transport **should be included**. The main justification being that if such transport were conducted by road, it would certainly be included in road freight transport statistics. Consequently, in order to give a proper picture of modal split of freight transport, it was essential to include such movements in Inland Waterway statistics.

Eurostat's recommendations are:

- **Movements of construction materials within ports for port construction projects should not be included in Inland Waterway statistics.**
- **Movements of construction materials by inland waterways from a port to major Inland Waterway transport construction projects should be included in Inland Waterway statistics.**
- **Movements of construction materials from an extraction site on a river bed to a port, where the activity is conducted on a commercial basis, should be included in Inland Waterway statistics.**

5.4. Transport with nuclear power plant site

A Member State raised a question about the inclusion of transport with nuclear power plant site (landing), which are part of technological operation, according to the integrated plan for transportation of spent nuclear fuel.

Eurostat's recommendation is:

- **According to the definition of inland waterway transport, this kind of transport should be included in Inland Waterway statistics even if the destination of the goods is not an actual port.**

6. Data transmission

6.1. Deadlines for transmission of results

According to Regulation (EU) 2018/974, Member States must transmit their data as soon as possible and **no later than five months** after the end of the relevant observation period.

For annual datasets (Mandatory: I1, II1, III; Voluntary: A2, A3, A4, A5, II2, Simplified: V1), the deadline is end of May of the year after the reference year (e.g. 2022 data to be provided by end of May 2023).

For quarterly datasets (IV1 and IV2), the deadlines are the following:

Table 27: Deadlines for quarterly datasets

Quarter of year Y	Deadline
1st	August of year Y
2nd	November of year Y
3rd	February of year Y+1
4th	May of year Y+1

6.2. Description of the data files

Data can be transmitted to Eurostat either as CSV (Comma Separated Values) files with semicolons (;) as the field separator (see 6.3) or SDMX-ML files (see 6.4). Regardless of the format, all files must be transmitted to Eurostat via EDAMIS (see 6.5).

One separate file per table of the Regulation and period has to be sent.

The following file naming convention is required: IWW_Table_Frequency_Country_Year_Period_Version.format

Table 28: Naming convention for files submitted to Eurostat

IWW	For Inland Waterway data
Table	'A1', 'A2', 'A3', 'A4', 'A5','B1', 'B2', 'C1', 'D1', 'D2' or 'E1'
Frequency	'A' for Annual 'Q' for Quarterly
Country	Reporting country: use NUTS0
Year	Year of the data on 4 positions (e.g. 2007)
Period	'0000' for annual '0001' for the first quarter '0002' for the second quarter '0003' for the third quarter '0004' for the fourth quarter
Version	Alphanumeric values to use: V0001, V0002, V0003, …V0009, V0010, V0011, … etc.
format	File format: 'CSV' for Comma Separated Value, 'XML' for SDMX-ML

Example:

The file «IWW_D1_Q_FR_2022_0002_ V0002.csv» is the data file that contains for France, 2nd version of data for table IV1 of the Regulation, for the year 2022, second quarter.

6.3. Structure of CSV files

As of 1 January 2023, IWW datasets transmitted via EDAMIS must follow the SDMX structure. The SDMX and new validation architecture support files transmitted in two formats: CSV files and SDMX-ML files.

For the CSV files, the first line of any dataset should contain a header with the names of the concepts used. Semicolons (';') should be used as field separators. The structure of each dataset is described below.

Dataset I1

Header:

TABLE_IDENTIFIER;REF_AREA;TIME_PERIOD;FREQ;REGION_LOADING;REGION_UNLOADING;TRANSPORT_TYPE;GOODS;PACK_TYPE;TONNES;TONNES_KM;OBS_STATUS;CONF_STATUS

Example of record:

A1;FR;2010;A;ATZZ;CHZZ;3;01;2;1004;127508;A;F

Dataset A2

Header:

TABLE_IDENTIFIER;REF_AREA;TIME_PERIOD;FREQ;TRANSPORT_TYPE;DANGEROUS_GOODS;TONNES;TONNES_KM;OBS_STATUS;CONF_STATUS

Example of record:

A2;SK;2015;A;3;3;11506;1979101;A;F

Dataset A3

Header:

TABLE_IDENTIFIER;REF_AREA;TIME_PERIOD;FREQ;NR_ACCIDENTS;NR_ACCIDENTS_DANG;OBS_STATUS;CONF_STATUS

Example of record:

A3;PL;2015;A;8;1;A;F

Dataset A4

Header:

TABLE_IDENTIFIER;REF_AREA;TIME_PERIOD;FREQ;PORT_LOADING;PORT_UNLOADING;TONNES;OBS_STATUS;CONF_STATUS

Example of record:

A4;SK;2015;A;SK001;ATPRF;11487;A;F

Dataset A5

Header:

TABLE_IDENTIFIER;REF_AREA;TIME_PERIOD;FREQ;REGION_LOADING;REGION_UNLOADING;TRANSPORT_TYPE;GOODS;CARGO_TYPE;TONNES;TONNES_KM;OBS_STATUS;CONF_STATUS

Example of record:

A5;PL;2015;A;PL42;PL42;1;01;23;3194;213998;A;F

Dataset II1

Header:

TABLE_IDENTIFIER;REF_AREA;TIME_PERIOD;FREQ;REGION_LOADING;REGION_UNLOADING;TRANSPORT_TYPE;VESSEL_TYPE;NATIONALITY_VESSEL;TONNES;TONNES_KM;OBS_STATUS;CONF_STATUS

Example of record:

B1;FR;2010;A;ATZZ;CHZZ;3;5;DE;5012;636524;A;F

Dataset II2

Header:

TABLE_IDENTIFIER;REF_AREA;TIME_PERIOD;FREQ;TRANSPORT_TYPE;LOADED_VES_MOV;EMPTY_VES_MOV;LOADED_VES_KM;EMPTY_VES_KM;OBS_STATUS;CONF_STATUS

Example of record:

B2;RO;2015;A;1;5259;3539;1135255;956685;A;F

Dataset III1

Header:

TABLE_IDENTIFIER;REF_AREA;TIME_PERIOD;FREQ;REGION_LOADING;REGION_UNLOADING;TRANSPORT_TYPE;CONTAINERS_SIZE;LOADING_STATUS;GOODS;TONNES;TONNES_KM;TEU;TEUKM;OBS_STATUS;CONF_STATUS

Example of record:

C1;LU;2016;A;LU00;BE21;2;2;2;16;101.4;264 654;46;120.06;A;F

Dataset IV1

Header:

TABLE_IDENTIFIER;REF_AREA;TIME_PERIOD;FREQ;TRANSPORT_TYPE;NATIONALITY_VESSEL;TONNES;TONNES_KM;OBS_STATUS;CONF_STATUS

Example of record:

D1;FR;2010-Q4;Q;1;AG;27640;4019287;A;F

Dataset IV2

Header:

TABLE_IDENTIFIER;REF_AREA;TIME_PERIOD;FREQ;TRANSPORT_TYPE;NATIONALITY_VESSEL;LOADING_STATUS;TONNES;TONNES_KM;TEU;TEUKM;OBS_STATUS;CONF_STATUS

Example of record:

D2;FR;2010-Q4;Q;1;BE;1;63936;14739935;5528;1354742;A;F

Dataset V1

Header:

TABLE_IDENTIFIER;REF_AREA;TIME_PERIOD;FREQ;TRANSPORT_TYPE;GOODS;TONNES;TONNES_KM;OBS_STATUS;CONF_STATUS

Example of record:

E1;LT;2015;A;1;03;67665;202995;A;F

6.4. Structure of SDMX-ML files

The second format for data transmission is the SDMX-ML format, which was developed under the SDMX standard (see www.sdmx.org for more information). Apart from data exchange, it supports validation (code and format) of data files before transmission to Eurostat.

For the latest version of the Data Structure Definitions (DSD) for inland waterway datasets, consult the SDMX Registry. On the homepage of the Registry, use the search window on the top right corner to look for IWW. Once the results of the search appear, look for the DSDs (column 'Type' on the main window) and choose their latest version. Alternatively, after getting the results of the search, it is possible to locate the DSDs for IWW faster, by selecting 'Data structures' in the artefacts list on the left side of the interface.

Detailed instructions on usage of standard software to convert CSV formatted files into SDMX-ML and on finding ways of generating SDMX-ML formatted files directly from internal database management systems are available through the following link: https://ec.europa.eu/eurostat/web/sdmx-infospace/welcome

6.5. Transmission using EDAMIS

6.5.1. General information

EDAMIS is the single-entry point for data exchange between NSIs, ONAs and Eurostat, enabling the monitoring of data exchange and the management of users.

EDAMIS informs users having provider rights (senders) about the transfer of their data files, as well as the users having consumer rights (receivers) about the delivery of the files.

When data providers (senders) transmit data, they receive two kinds of notifications:

- An acknowledgement that a file has been transferred.
- A feedback delivery notification on the results of STRUVAL and/or CONVAL (validation report)

In the same way, users having consumer rights (receivers) in a dataset receive a mail:

- When a data file has been delivered to their organisation.
- When a validation report is sent (feedback delivery).

After transmission, data providers receive information on any validation errors to be corrected. In this case, EDAMIS provides a validation report (feedback delivery) that indicates the status of the transmitted file, specifying whether it successfully passed validation or not.

6.5.2. Double authentication to log in to EDAMIS

Access to the EDAMIS environment requires a 2-factor authentication (EU Login and the use of a private device). The 2-factor authentication is mandatory as part of the security policy of the Directorate-General for Informatics of the European Commission. It has **been applied to EDAMIS Acceptance since August 2022 and to EDAMIS Production as of January 2023**.

This change has been announced in several communications and during the 2022 meeting of the Data Transmission Coordination Group (DTCG).

If you have specific questions about EDAMIS, please contact either your national transmission coordinator or the EDAMIS support team: ESTAT-SUPPORT-EDAMIS@ec.europa.eu

6.5.3. Pre-validation in EDAMIS

An EDAMIS pre-validation service is enabled for all inland waterway datasets in the EDAMIS Production environment where a pre-validation button has to be ticked. This feature is available to data providers who would like to validate their dataset transmissions ahead of official transmissions. The pre-validation is optional and not linked to official transmissions. The service offers data providers the same validation rules as for official transmissions. All pre-validation transmissions are automatically deleted from Eurostat's systems after 3 days. The data will not be further transmitted, processed, or published; therefore, pre-validation offers an easy way to test data prior to official transmission and validation.

6.5.4. STRUVAL/CONVAL validation tools

Eurostat's validation architecture checks the received data files against the expected structure defined by an SDMX Data Structure Definition (DSD), created for each inland waterway dataset. The validation process consists of two tools:

STRUVAL (Structural Validation) is a tool which can check the format and structure of the incoming data files (number of fields, presence of mandatory fields and use of correct code lists defined by the Data Structure Definition [DSD]).

CONVAL (Content Validation) is based on validation rules and is a tool which performs checks on the content of the received data (e.g. aggregation checks, consistency of data etc.). The CONVAL tool can only perform intra-dataset checks but no consistency checks between different datasets. CONVAL validation follows the STRUVAL one and takes place only if STRUVAL validation succeeds.

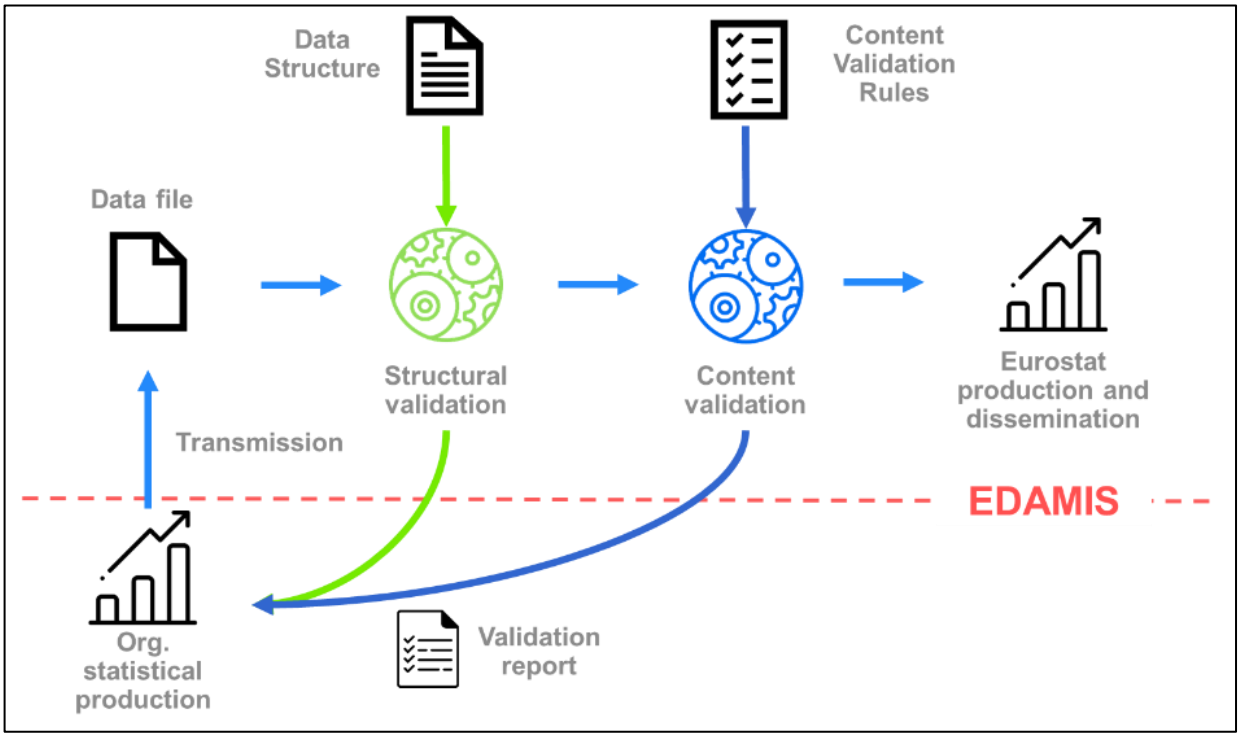

Figure 1: Double validation process through EDAMIS

For inland waterway transport, three types of validation level are defined: **Error, Warning and Info**. In CONVAL, the severity level can be set to one of the three types for every validation rule separately. In STRUVAL, the severity level is always set to Error.

Report metrics	Outcome
ERROR > 0	**Automatic rejection** *(not forwarded to Eurostat production)*
ERROR = 0 WARNING > 0	**WARNING, file reviewed manually by Domain Manager** *(forwarded to Eurostat production if Domain Manager accepts the warnings, rejected otherwise)*
ERROR = 0 WARNING = 0 INFO > 0	**Automatically accepted – validation report contains INFO-level failures** *(forwarded to Eurostat production)*
ERROR = 0 WARNING = 0 INFO = 0	**Automatically accepted** *(forwarded to Eurostat production)*

Figure 2: Error severity levels on EDAMIS

6.5.5. Retrieval of the validation report

To consult the validation report, click on the EDAMIS Menu/Transmissions drop-down list and select the 'Received feedback files' option. The validation report will be visible there and available for you to download.

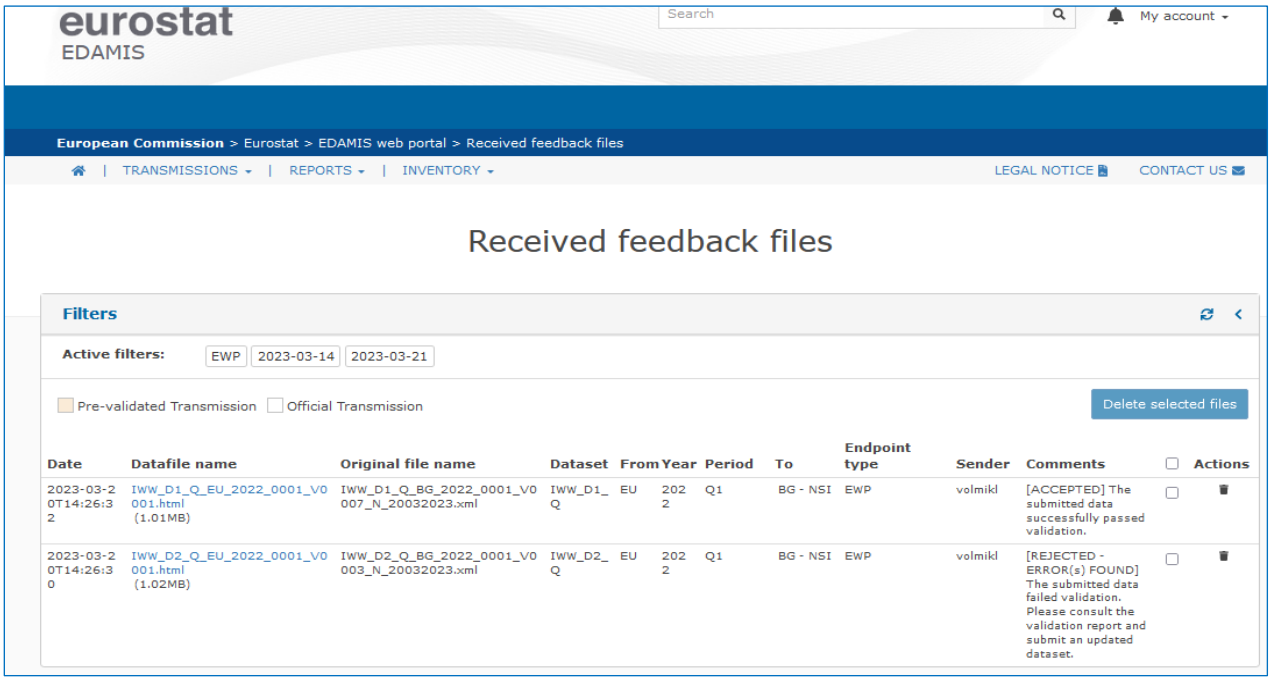

Figure 3: EDAMIS feedback files

The feedback file in html format provides the metadata of the file transmission and describes the number and type of the errors identified.

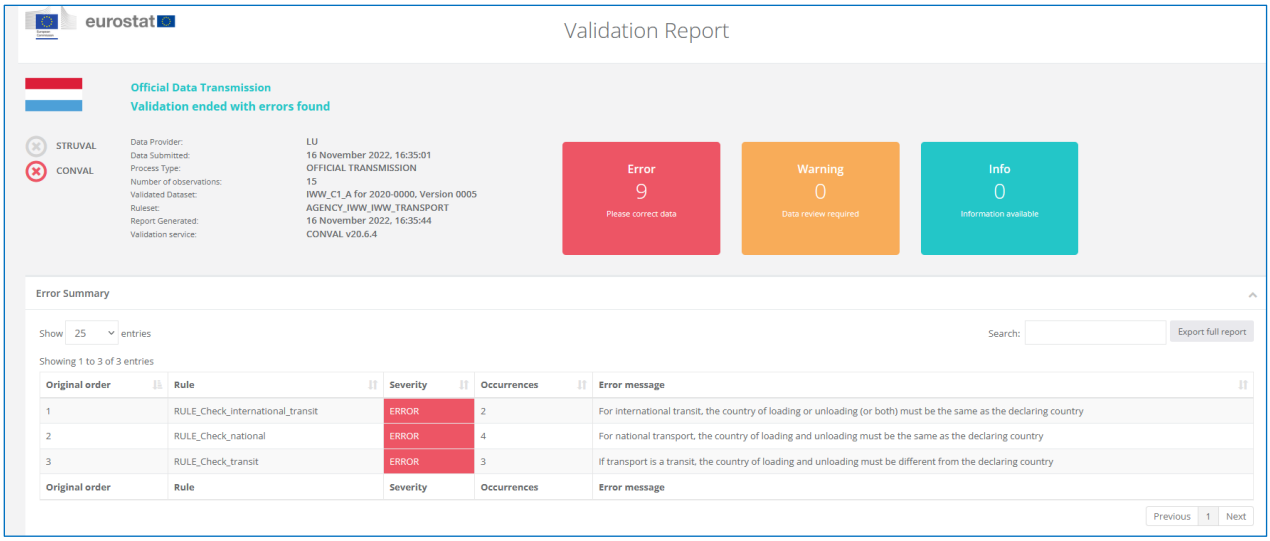

Figure 4: Feedback file in html format

The erroneous records can be seen by clicking on each line indicating an error. An Excel file listing all errors can be obtained by clicking on 'Export full report'. A Validation reports user guide is available for more detailed information on the validation process.

6.5.6. More information

For more information and training/support material for EDAMIS, the links below can be consulted.

- The EDAMIS Web Portal EDAMIS Web Portal (eWP) is accessible at: https://webgate.ec.europa.eu/EDAMIS4/
- EDAMIS 4 short user guide: EDAMIS 4 short user guide | Eurostat CROS
- EDAMIS acceptance: https://webgate.acceptance.ec.europa.eu/edamis/
- The National Transmission Coordinators (TCOs) can provide support to users at national level. The list of National Transmission Coordinators can be found here: National transmission coordinators | Eurostat CROS
- Eurostat Support can be contacted at the following address: estat-support-EDAMIS@ec.europa.eu

6.5.7. Convention for transmission of revised data

Revised datasets provided by the countries are imported by Eurostat in the production database according to the following process:

- Eurostat receives data revisions from the participating countries
- All the figures **already stored in the production database for the given dataset and the corresponding period are deleted**
- **The revised figures are imported into the production database.**

This process has for consequence that the countries should provide full updated datasets when revising data, based on the first dataset transmitted, and not only the records to be revised.

PART II: NATIONAL METHODOLOGIES

The Commission submitted a report to the European Parliament and the Council on the implementation of this Regulation by 15 October 2009 and after consulting the Statistical Programme Committee containing:

- Assessment of the benefits accruing to the Community, the Member States and the providers and users of statistical information of the statistics produced, in relation to their costs;
- Assessment of the quality of the statistics produced; identify areas for potential improvement and any amendments considered necessary in the light of the results obtained.

In order to prepare this report, Eurostat sent a questionnaire in 2009 to collect information on the methodologies applied at national level for the inland waterway data collection. The results are presented below.

During the yearly update process of the reference manual, Eurostat incorporates all the latest methodological updates reported by countries.

The questionnaire was divided into five sections covering:

1. **General information**
2. **Data sources**
3. **Information on data compilation, validation and delivery practices**
4. **Data dissemination**
5. **Assessment of the implementation of the Regulation and proposals for improvement**

The paragraphs below present the replies received from the Member States.

Please note that parts in italic have been translated.

1. General information

Table 29: Country overview: Competent National Authority (CNA) identification

1.1	Competent National Authority (CNA) identification
	Please insert here the name of the national institution responsible for reporting to Eurostat the data requested by the Inland Waterway statistics Regulation.
Belgium	FPS Economy – Directorate-general Statistics Belgium http://statbel.fgov.be
Bulgaria	National Statistical Institute (NSI) and Executive Agency „Maritime Administration' as authorised organ of NSI
Czechia	Ministry of Transport, Czechia
Germany	Federal Statistical Office of Germany (Destatis)
France	Voies Navigables de France Ministry for the Ecological Transition - Directorate for statistical data and studies (SDES) - Departement for Transport Statistics
Croatia	Croatian Bureau of Statistics
Italy	Ministry of Infrastructure and Transport
Lithuania	State Data Agency (Statistics Lithuania) - Transport and Tourism Statistics Division
Luxembourg	STATEC 12, Boulevard du Jazz (Boîte postale 10, L-4401 Belvaux) L-4370 BELVAUX
Hungary	Hungarian Central Statistical Office (HCSO) Services Statistics Department
Netherlands	Centraal Bureau voor de Statistiek (CBS)
Austria	STATISTICS AUSTRIA Directorate Business Statistics Transport Statistics Guglgasse 13 A-1110 Vienna, AUSTRIA
Poland	Statistical Office in Szczecin Ul Matejki 22 70-530 Szczecin Poland

Romania	National Institute of Statistics (NIS), Bucharest, Romania, www.insse.ro
Slovakia	STATISTICAL OFFICE OF THE SLOVAK REPUBLIC *Lamačská cesta 3/C* 840 05 Bratislava SLOVAKIA
Finland	Statistics Finland
Sweden	Transport analysis – Statistics department

2. Data sources

Table 30: Country overview: Data suppliers to the CNA

2.1	Data suppliers to the CNA
	Please list the bodies that supply the data to the CNA (e.g. ports authorities, surveys, check points, etc). If different bodies provide data for different datasets, please provide the exact split.
Belgium	Suppliers of the data: The inland waterway administrators: 'Service Public de Wallonie' for the Walloon Region De Vlaamse Waterweg for the Flemish Region Port of Ghent-Terneuzen The data are completed with data from CBS Netherlands for traffic between the port of Antwerp and the Dutch border. There is no difference in suppliers between the datasets.
Bulgaria	Port activity data – port cargo operators collect and record data in web-based statistical information system for every registered port and port terminal. Data aggregated on statistical port level are collected by EA "Maritime administration" in Sofia and transmitted to Eurostat through NSI. The National Institute of Statistics of Romania on the basis of Supplementary Agreement (signed in June 2009) transmit to the National Statistical Institute of Bulgaria IWW transport data equivalent to transit transport on the common part of the Danube River. NSI submits the received data to Eurostat.
Czechia	The data are received from IWW ports and IWW operators.
Germany	In general, ports report data to federal statistical offices, which then provide this information to the Federal Statistical Office (NSI). Transit traffic from a foreign country via German inland waterways to another country, where no loading or unloading takes place in German ports is recorded on the basis of reports from the Statistical Office of the Netherlands.

France	French Network except Rhine (Skipper) Rhine (French Harbour of Rhine, border lock) Data are collected by SDES using VNF information system as a data source.
Croatia	Inland Navigation Information System (ISUP) of the Ministry of the Sea, Transport and Infrastructure Hungarian Central Statistical Office – annual data on transit transport. Ministry of Sea, Transport and Infrastructure – data on accidents.
Italy	(UNII) Unione navigazione Interna Italiana, Veneto and Lombardy IT regions
Lithuania	Data are collected from port authorities and through surveys.
Luxembourg	Navigation service Alert and information group of dam-lock of Grevenmacher Ministry of Mobility and Public Works: River Navigation Service
Hungary	Customs office of Mohács – transit traffic, direct data supplier (Mohács is in the south border of the Danube) The data owner is the Ministry of National Development, but since 2014 HCSO has done the data collection and processing Shipping firms
Netherlands	Data suppliers are the infrastructural manager for waterways; Rijkswaterstaat
Austria	Ports authorities for international transport and inland transport. Lock authority at Ottensheim, Lower Austria, for transit transport.
Poland	Statistical survey: - The data are gathering from companies dealing with inland waterway transport of goods. - The data suppliers are using both paper and electronic form. Information from Germany concerning movement of foreign vessels sailing into or sailing out to German waterways, crossing one of three locks. Data on accidents on Polish inland waterway are provided by Inland Navigation Offices.
Romania	Quarterly statistical survey 'TR2-E Inland Waterway Transport', based on a census, carried out by the National Institute of Statistics. Data are provided as.xls files via e-mail. Data suppliers: a) IWW national and international transport and traffic of vessels data are supplied by Ports Authorities and Local Administrations (for two ports under local authorities' management). b) IWW transit and related traffic of vessels data are supplied by Regional Harbour Masters. c) Data on accidents are provided by the Ministry of Transport and Infrastructure and Romanian Naval Authority.

Slovakia	Organisations (Enterprises + Licenses) – national transport, export, import, transit – Slovak operators Ports – export, import – foreign operators Statistics Austria – transit – foreign operators.
Finland	Port authorities and freighters via Finnish Transport and Communications Agency's Portnet system.
Sweden	Swedish ports combined with recent data from international vessel registers for information about vessel characteristics.

Table 31: Country overview: Data supplier's information sources

2.2	Data supplier's information sources
	Please list the original information sources used by the data suppliers (e.g. register of movements, shipping documents, etc). If different sources are used for different dataset, please provide the exact split.
Belgium	The STA-messages, which are based on the xml-messages from the River Information Services (RIS) and completed with some specific statistical information. There is no difference in sources between the datasets.
Bulgaria	The original source of information is shipping documents including: Ships master declarations Cargo manifests Loading/unloading orders Ships parameter registration
Czechia	Data are based on shipping documents.
Germany	The data is delivered to the data suppliers by the parties responsible for providing information by means of so-called "counting cards", whereby an arrival or departure counting card must be filled in according to the loading process. Depending on the technical equipment of the port authorities, electronic recording and transmission of the required information via IDEV is also possible.
France	French network (Loading declaration) Rhine (files of data) The Gambsheim lock serves as counting for transit. As the Rhine is an international river, there are no loading declarations on this waterway. VNF therefore retrieves data from the ports of Strasbourg, Mulhouse and Colmar + Gambsheim for transit to get traffic on the Rhine.
Croatia	Inland Navigation Information System (ISUP) of the Ministry of the Sea, Transport and Infrastructure.
Italy	Automatic detection information system by monitoring transit to the locks.

Lithuania	No data available.
Luxembourg	Declaration for the collection of tolls on the Moselle.
Hungary	Transit traffic (Customs office of Mohács) – shipping documents. National and international traffic (Ports) – shipping documents.
Netherlands	Rijkswaterstaat uses calls at locks where a shipper gives all the information. Shippers can also send the data electronically to the infra manager.
Austria	Statistical reporting form (paper based or electronic files) filled in by skippers and lock authorities. The use of shipping documents or other sources by the respondents in order to complete the reporting forms is unknown at Statistics Austria.
Poland	Shipping documents Registers of national ship-owners and vessels, registers of accidents on inland waterways maintained by national Inland Navigation Offices Ports authorities' databases (information from Germany authority have not been made available for some time). Work is currently underway on an agreement that would enable renewed access to this information).
Romania	The original information sources are, as follows: - Shipping documents - VTMIS on Romanian Danube database - Ports Authorities and Regional Harbour Masters databases
Slovakia	Data are collected according to journey (all indicators) from organisations and ports. Data from Statistics Austria are collected according to country of vessels only.
Finland	Data are based on shipping documents and reported information on Portnet system.
Sweden	There may be different original information sources from the ports, such as data from terminal operators and shipping companies reporting information about the cargo and passengers embarking/debarking. We do not know the exact split.

Table 32: Country overview: RIS (River Information Service)

2.3	**RIS (River Information Service)**
2.3.1	**Is a RIS or other similar system used (or planned to be used) for collecting data requested by the regulation?** **Yes** □ **No** □
Belgium	YES

Bulgaria	YES
Czechia	NO YES (but not now, it is planned in the future)
Germany	NO
France	NO
Croatia	NO
Italy	NO
Lithuania	NO
Luxembourg	NO
Hungary	NO
Netherlands	YES
Austria	YES
Poland	YES
Romania	YES
Slovakia	YES
Finland	
Sweden	NO
2.3.2	**If you answer 'Yes' to the previous question, please explain how you are exploiting the system.**
Belgium	The waterway administrators send us STA-messages, based on the xml-messages from the RIS. The STA-messages are based on the xml-messages from the RIS and completed with some specific statistical information.
Bulgaria	The data entered into the web-based statistical information system are validated at two levels. The data validation at level one is carried out by the port operators, and at level two – by designated experts at EA Maritime Administration. The experts use the System for tracking of movements of non-self-propelled vessels, which is part of the river information system BULRIS, on verifying the accuracy of the information on the call of the non-self-propelled vessels keyed in in the statistical information system.
Czechia	Implementation of RIS has already started. RIS includes all the information on commercial vessels movement on the territory of the Czechia. It is expected for the future to use this system also for statistical purposes. Currently we don't have information about cargo and port of loading and unloading.
Germany	N/A

France	N/A
Croatia	
Italy	
Lithuania	-
Luxembourg	N/A
Hungary	N/A
Netherlands	The Dutch IVS system already implements parts of RIS. This IVS system is used on locks and bridges where information on ship and goods is collected. CBS is allowed to use those data and it covers the majority of journeys nationally and practically all journeys internationally.
Austria	Since 2024 Statistics Austria uses CEERIS (https://ceeris.eu/auth/unauthorized Central Eastern European Reporting Information System) in cooperation with viadonau. Data referring to transit transport was transmitted only with paper forms until 2024. Since then the shipping companies can also transmit the relevant data using the CEERIS system. By using this system, the shipping companies can fulfil all their reporting obligations with one single entry. CEERIS is part of the RIS-system. Nevertheless, actually, the acceptance for submitting transit data via CEERIS is rather low.
Poland	RIS system is planned to be used in accordance with the requirements of the act amending the act on Inland Navigation.
Romania	Regional Harbour Masters provide to the National Institute of Statistics data on navigable waterways transit and vessel traffic, using information from CEERIS (Central and Eastern European Information System).
Slovakia	All data will be taking from RIS. In all countries which are participating country in Danube Commission is planed RIS.
Finland	Inland waterway traffic is integrated to Portnet which is an information system for port traffic and it is maintained by Finnish Transport and Communications Agency and Finnish Customs.
Sweden	

Table 33: Country overview: AIS (Automatic Identification System)

2.4	**AIS (Automatic Identification System)**
2.4.1	**Is information from AIS or another similar system used (or planned to be used) for collecting data requested by the Regulation (for example for the collection of VKM and movement of laden and empty vessels)?** **Yes** □ **No** □

Belgium	NO
Bulgaria	YES
Czechia	NO
Germany	NO
France	NO
Croatia	NO
Italy	NO
Lithuania	NO
Luxembourg	NO
Hungary	NO
Netherlands	NO
Austria	NO AIS was only used for the IWW-Grant in 2019.
Poland	NO
Romania	
Slovakia	
Finland	NO
Sweden	YES
2.4.2	If you answered "Yes" to the previous question, please explain how you are using this system.
Belgium	
Bulgaria	N/A
Czechia	
Germany	N/A
France	
Croatia	N/A
Italy	
Lithuania	

Luxembourg	N/A
Hungary	N/A
Netherlands	
Austria	
Poland	N/A
Romania	
Slovakia	
Finland	
Sweden	We are using route data for the calculation of vkm and transport performance in tonne-kilometres and passenger kilometres based on average distances between reporting ports and partner ports.

Table 34: Country overview: Country/region of loading /unloading (NUTS 2 code)

2.5	**Country/region of loading /unloading (NUTS 2 code)** **Datasets I1, II2 and III1 (A1, B1 and C1)**
2.5.1	**Are all data suppliers able to directly provide the information on 'Country/region of loading /unloading' requested by the regulation?** **Yes** □ **No** □
Belgium	NO
Bulgaria	YES
Czechia	YES
Germany	YES Those required to provide information usually report the exact place of loading and unloading, from which the NUTS 2 region can be derived. In exceptional cases, the place of loading or unloading cannot be determined precisely, in which case we summarize these by country.
France	Yes, few corrections
Croatia	YES
Italy	YES
Lithuania	YES

Luxembourg	YES
Hungary	YES
Netherlands	NO
Austria	YES, data reporting is based on ports.
Poland	YES
Romania	NO
Slovakia	YES
Finland	YES
Sweden	YES
2.5.2	**If you answer 'No' to the previous question, please indicate sources and procedures used to obtain this information.**
Belgium	We receive the UN/LOCODE and transform them to the NUTS2-codes.
Bulgaria	N/A
Czechia	N/A
Germany	N/A
France	Capture and processing of information according to the label of the dock indicated by the source (code attached to a quay area and a country).
Croatia	N/A
Italy	
Lithuania	
Luxembourg	N/A
Hungary	N/A
Netherlands	It is deduced by using place of loading and unloading.
Austria	N/A
Poland	N/A
Romania	Our respondents provide us with the statistical information on port of loading and port of unloading (name of the port or UN/LOCODE). The conversion of UN/LOCODES into Country/Region of loading/unloading NUTS2 level codes, respectively ISO codes for partner countries is performed by the application designed for processing data collected and compiling statistics.

Slovakia	N/A
Finland	
Sweden	

Table 34: Country overview: Type of transport (National, International, Transit) – All datasets, except A4 and A5

2.6	**Type of transport (National, International, Transit) – All datasets, except A4 and A5**
2.6.1	**Are all data suppliers able to directly provide the information on 'type of transport' requested by the regulation?** | | National | International | Transit | | Yes | | | | | No | | | |
Belgium	NO
Bulgaria	YES
Czechia	YES
Germany	YES Those required to provide information do not report the transport type directly, as this is determined automatically by us based on the loading and unloading locations.
France	NO
Croatia	NO
Italy	YES – National NO – International, Transit
Lithuania	YES – National NO – International, Transit
Luxembourg	YES
Hungary	YES
Netherlands	NO

Austria	YES, in paper forms (mostly for transit transport). In electronic forms the respondents do not need to provide this information, as it is derived from the places of loading/unloading. The type of transport is then determined at Statistics Austria.
Poland	YES
Romania	NO
Slovakia	YES
Finland	
Sweden	YES, National Not applicable, International and Transit
2.6.2	**If you answer 'No' to the previous question, please indicate sources and procedures used to obtain this information.**
Belgium	We deduce the type of transport from the UN/LOCODE: BExxx- BExxx is national, ZZxxx-ZZxxx is transit and BExxx-ZZxxx or ZZxxx-BExxx is international.
Bulgaria	N/A
Czechia	N/A
Germany	N/A
France	Type of transport is calculating with loading quay and unloading quay, including few corrections.
Croatia	Current data suppliers are not able to provide information on transit transport.
Italy	Not applicable. Information not present
Lithuania	There is no international or inland waterways transit transport.
Luxembourg	N/A
Hungary	N/A
Netherlands	It is deduced by using place of loading and unloading.
Austria	N/A
Poland	N/A
Romania	Our respondents supply the statistical information on port of loading and port of unloading, respectively name of the port or UN/LOCODE. The dimension 'type of transport' as national, international (except transit) and transit is compiled based on names of ports or UN/LOCODES pairs provided.
Slovakia	N/A

Finland	YES, National No international or transit transports
2.6.3	**If you have specific problems in reporting 'transit traffic', please provide details.**
Belgium	N/A
Bulgaria	At the moment the only way of communication with transit vessels (vessel->port administration) remains radio receiving by ultra-short waves. The information received this way is not so detailed, as is required in the Regulation. Therefore, more reliable transit data is provided by the Romanian NSI following the conclusion of a bilateral agreement.
Czechia	There is no IWW transit traffic in the Czechia.
Germany	Toll collection at locks has been discontinued since 1 January 2019. Until then, this collection provided us with much of the transit data required for inland waterway transport statistics. Therefore, transit traffic is now recorded based on reports from the Netherlands Statistics Office.
France	The transit traffic takes place only on the Rhine (outside of Rhine is unusual). The transit traffic evaluated in France for the Rhine is underestimated. Due to the geographic configuration of Rhine, the whole traffic could not be evaluated. The Gambsheim lock serves as counting for transit. As the Rhine is an international river, there are no loading declarations on this waterway. VNF therefore retrieves data from the ports of Strasbourg, Mulhouse and Colmar + Gambsheim for transit to get traffic on the Rhine.
Croatia	Since it is still not possible to collect data on transit transport in Croatia, bilateral cooperation with Hungary was established in order to obtain annual data on transit transport. At the moment we are working on obtaining quarterly data on transit transport.
Italy	
Lithuania	
Luxembourg	N/A
Hungary	We do not face significant problems, as we have an effective method in place. At the southern border of the Danube (Mohács), where all incoming and outgoing vessels are required to stop, customs officers record the transport data of transit vessels and forward the information to us. Since Croatia joined the Schengen Area, vessels that can provide proof that their port of departure or destination is in Croatia are exempt from the obligation to report. These cases represent only a small proportion of total transit traffic and therefore have a minimal impact on the overall quality of our transit traffic data.
Netherlands	The IVS system does not report all ships entering or leaving the Netherlands in Lobith. Transit through Lobith is hence not fully covered. CBS is talking with the relevant Dutch authorities to seek a solution. Further research is needed to understand the cause of this.

Austria	Since the EU Eastern Enlargement (May 2004) Austria lost the customs office which collected data concerning transit traffic officially. The national regulation had therefore to be adapted. The new regulation foresees a report at the lock "Ottensheim" in Upper Austria. Unfortunately, data concerning transit traffic cannot be collected from all relevant ships because ships performing transit transports cannot perfectly be differentiated from others. Furthermore, there is hardly any possibility to enforce complete reporting. Nevertheless, Statistics Austria makes great efforts to complete transit data and has developed an imputation and extrapolation procedure to meet these problems. Data referring to transit transport is collected by the lock Ottenheim. Due to several reasons (e.g. foreign skippers) it may happen, that some transit data is missing. Therefore, data referring to transit transport is checked monthly by using data of the lock statistics of the lock Aschach located at the Danube. Monthly reported transit data is compared to the reported number of lockings in the lock Aschach. Then, a regression model including a correction factor is used to extrapolate the transit data. Additionally, reporting of transit data is possible via CEERIS as mentioned under 2.2.2.
Poland	For the reason that IWT enterprises (not port authorities) are the data providers, there is a shortage of data for foreign IWT vessels on polish inland waterways (including transit data). Foreign IWT vessels operators aren't cover by reporting duties under an Act of Official Statistics.
Romania	Romania has reported partial IWW transit transport data for 2007 and 2008 reference years collected by Ports Authorities from vessels entering ports for purposes different than loading / unloading goods. Since 2009 Regional Harbour Masters have started to provide us with quantitative and qualitative transit transport data. In June 2009 a Supplementary Agreement between the National Statistical Institute of Bulgaria and the National Institute of Statistics of Romania was signed setting the cooperation in the field, i.e. the mutually transmission of IWW transport data equivalent to transit transport on the common part of the Danube River.
Slovakia	The data for transit foreign operators we are taking from Statistics Austria
Finland	There is no IWW transit traffic in Finland at the moment.

Table 35: Country overview: Type and nationality of vessel – Datasets B1, D1 and D2

2.7	**Type and nationality of vessel – Datasets B1, D1 and D2**
2.7.1	**Are all data suppliers able to directly provide the information on 'type and nationality of vessel' requested by the regulation?** **Yes** □ **No** □
Belgium	YES

Bulgaria	YES
Czechia	YES
Germany	YES
France	NO, some incorrect or unknown codes may exist.
Croatia	YES
Italy	YES
Lithuania	YES
Luxembourg	YES
Hungary	YES
Netherlands	YES
Austria	YES, for type of vessel Sometimes for nationality of vessel.
Poland	YES
Romania	YES
Slovakia	YES
Finland	YES
Sweden	NO
2.7.2	**If you answer 'No' to the previous question, please indicate sources and procedures used to obtain this information.**
Belgium	The data suppliers directly provide us the vessel information, but when missing, we complete this information with the information from our national ship register (from the FPS Mobility and Transport).
Bulgaria	N/A
Czechia	N/A
Germany	N/A
France	*It is the case of the sea vessels that are not identified in our database and river vessels with unknown origin. These vessels are codified as « unknown territory »*
Croatia	N/A
Italy	

Lithuania	
Luxembourg	N/A
Hungary	N/A
Netherlands	N/A
Austria	In some cases it is difficult to determine the exact nationality of the vessel and then this information is missing and will be implemented at Statistics Austria, based on other information.
Poland	N/A
Romania	N/A
Slovakia	N/A
Finland	
Sweden	We estimate the "type of vessel" by using the international vessel register matched by IMO number, despite the vessel register do not have exactly the same classification system.
2.7.3	**Are national ships, concerned by the regulation, registered in a national register?** **Yes** □ **No** □
Belgium	YES
Bulgaria	YES
Czechia	YES
Germany	YES
France	YES (The Ministry of transport manage this register, VNF is not responsible of this register)
Croatia	YES
Italy	YES
Lithuania	YES
Luxembourg	YES
Hungary	YES
Netherlands	NO
Austria	NO

Poland	YES
Romania	YES
Slovakia	YES
Finland	YES
Sweden	YES, but there are no IWW vessel registered in Sweden yet

Table 36: Country overview: Vessel-km and vessels movements (loaded or empty vessels) – Dataset B2

2.8	**Vessel-km and vessels movements (loaded or empty vessels) – Dataset B2**
2.8.1	**Are all data suppliers able to directly provide the information on 'vessel-km and vessel movements' requested by the regulation?** **Yes** □ **No** □
Belgium	NO
Bulgaria	NO
Czechia	YES
Germany	NO
France	NO
Croatia	NO
Italy	YES
Lithuania	YES
Luxembourg	YES
Hungary	NO
Netherlands	NO
Austria	NO
Poland	NO
Romania	NO
Slovakia	YES

Finland	NO
Sweden	YES, but vessel-km is estimated by using AIS data as mentioned before.
2.8.2	**If you answer 'No' to the previous question, please indicate sources and procedures used to obtain this information.**
Belgium	We receive the individual movements/journeys from the ships, so movement of one ship x km => vessel-km.
Bulgaria	The data are collected by port operators and owners of river ports, who supply statistical data on processed (loaded and unloaded) goods and processed (loaded and unloaded) vessels. However, the data do not cover empty vessels.
Czechia	N/A
Germany	Germany currently do not collect or process any information on vessel kilometers or vessel movements.
France	No good solution at the present time, empty vessels could not be identified on the whole network (geographic configuration of France is too complex).
Croatia	Data on vessel-km and vessel movements are not delivered to Eurostat. In the current survey distance travelled is not available for all vessels so it is not possible to calculate vessel-Km for all vessels.
Italy	
Lithuania	
Luxembourg	N/A
Hungary	We do not have data on unloaded vessels in national or international traffic (excluding transit traffic). Information on loaded vessels is collected through a questionnaire completed by the ports, which includes vessel-kilometre data. Transit data is collected by the Hungarian Central Statistical Office (HCSO) via a separate questionnaire completed by the Customs Office at Mohács. These data include the number of transit vessels, which we then multiply by 379 km – the total length of the Hungarian section of the Danube – to calculate transit vessel-kilometres.
Netherlands	Vessel-km are calculated by multiplying the tonnage by the average distance between place of loading and unloading. One of the sources for the average distance is MarineTraffic. Vessel movements are deduced by the travel-id's in the source data.
Austria	This information is not included in the national regulation as the data provision is optional by Eurostat.
Poland	Data are collected from enterprises involved in inland waterway transport of goods. The adopted research methodology excludes the collection of data on empty voyages without cargo.

Romania	The respondents of the survey provide us with information related to vessels and distance travelled on navigable inland waterways needed for calculation of vessel-km and movements of vessels values. For the time being we are able to compile vessel-km and movements of loaded vessels values and only partial data on vessel-km and number of movements of empty vessels.
Slovakia	N/A
Finland	This information is not included in the data collection as the data provision is optional.
Sweeden	-

Table 37: Country overview: Type of packaging (Goods in container/ goods not in container and empty containers) – Dataset A1

2.9	**Type of packaging (Goods in container/ goods not in container and empty containers) – Dataset A1**
2.9.1	**Are all data suppliers able to directly provide the information on 'type of packaging' requested by the regulation?** **Yes** □ **No** □
Belgium	YES
Bulgaria	YES
Czechia	YES
Germany	YES
France	YES
Croatia	YES
Italy	YES
Lithuania	NO
Luxembourg	YES
Hungary	YES
Netherlands	YES
Austria	YES
Poland	YES

Romania	YES
Slovakia	YES
Finland	YES There is no container transport in Finnish inland waterways.
Sweden	YES, what we are aware of
2.9.2	**If you answer 'No' to the previous question, please indicate sources and procedures used to obtain this information.**
Belgium	The data suppliers provide us whether the goods are transported in containers or not and we also receive NST code 161 for the empty containers.
Bulgaria	N/A
Czechia	N/A
Germany	N/A
France	N/A
Croatia	N/A
Italy	
Lithuania	According to Regulation (EU) 2018/974 of the European Parliament and of the Council of 4 July 2018 on statistics of goods transport by inland waterways member States which do not have international or transit inland waterways transport but in which the total volume of goods transported annually by inland waterways as national transport exceeds 1 000 000 tonnes shall supply only the Type of transport, Type of goods, Tonnes transported, Tonnes-km.
Luxembourg	N/A
Hungary	
Netherlands	N/A
Austria	N/A
Poland	N/A
Romania	N/A
Slovakia	N/A
Finland	
Sweden	

Table 38: Country overview: Size of containers - Dataset C1

2.10	Size of containers - Dataset C1
2.10.1	**Are all data suppliers able to directly provide the information on 'size of containers' requested by the regulation?** **Yes** □ **No** □
Belgium	NO
Bulgaria	YES
Czechia	YES
Germany	YES
France	YES
Croatia	YES
Italy	YES
Lithuania	NO
Luxembourg	YES
Hungary	YES
Netherlands	Yes, we receive information on the number of containers by size-category.
Austria	YES
Poland	YES
Romania	YES
Slovakia	YES
Finland	There is no container transport in Finnish inland waterways.
Sweden	YES, what we are aware of
2.10.2	**If you answer 'No' to the previous question, please indicate sources and procedures used to obtain this information.**
Belgium	If not, we deduce it from the number of containers and the reported TEU.
Bulgaria	N/A
Czechia	N/A

Germany	N/A
France	N/A
Croatia	N/A
Italy	
Lithuania	According to Regulation (EU) 2018/974 of the European Parliament and of the Council of 4 July 2018 on statistics of goods transport by inland waterways member States which do not have international or transit inland waterways transport but in which the total volume of goods transported annually by inland waterways as national transport exceeds 1 000 000 tonnes shall supply only the Type of transport, Type of goods, Tonnes transported, Tonnes-km.
Luxembourg	N/A
Hungary	N/A
Netherlands	In part, can use information from Maritime Transport of Goods Statistics on the size of individual containers In case no information is available on individual containers, we use the information from the data supplier (size-category). Otherwise, we estimate the size of the container.
Austria	N/A
Poland	Inland waterway container transport in Poland remains occasional in nature, largely because of inadequate infrastructure.
Romania	N/A
Slovakia	N/A
Finland	

Table 39: Country overview: Loading status (loaded containers / empty container) – Dataset II2 and IV2 (C1 and D2)

2.11	**Loading status (loaded containers / empty container) – Dataset II2 and IV2 (C1 and D2)**
2.11.1	**Are all data suppliers able to directly provide the information on 'loading status' requested by the regulation?** **Yes** □ **No** □
Belgium	YES

Bulgaria	YES
Czechia	YES
Germany	YES
France	YES
Croatia	YES
Italy	YES
Lithuania	NO
Luxembourg	YES
Hungary	YES
Netherlands	YES
Austria	YES
Poland	YES
Romania	YES
Slovakia	YES
Finland	There is no container transport in Finnish inland waterways.
Sweden	YES, what we are aware of
2.11.2	**If you answer 'No' to the previous question, please indicate sources and procedures used to obtain this information.**
Belgium	N/A
Bulgaria	N/A
Czechia	N/A
Germany	N/A
France	N/A
Croatia	N/A
Italy	

Lithuania	According to Regulation (EU) 2018/974 of the European Parliament and of the Council of 4 July 2018 on statistics of goods transport by inland waterways member States which do not have international or transit inland waterways transport but in which the total volume of goods transported annually by inland waterways as national transport exceeds 1 000 000 tonnes shall supply only the Type of transport, Type of goods, Tonnes transported, Tonnes-km.
Luxembourg	N/A
Hungary	N/A
Netherlands	N/A
Austria	N/A
Poland	N/A
Romania	N/A
Slovakia	N/A
Finland	
Sweden	

Table 40: Country overview: Type of goods (NST2007) – Datasets I1, A5, III1 and V1 (A1, A5, C1 and E1)

2.12	**Type of goods (NST2007) – Datasets I1, A5, III1 and V1 (A1, A5, C1 and E1)**
2.12.1	**Are all data suppliers able to directly provide the information on 'type of goods' requested by the regulation?** **Yes** □ **No** □
Belgium	YES
Bulgaria	YES
Czechia	YES
Germany	YES
France	YES
Croatia	YES
Italy	YES
Lithuania	YES

Luxembourg	YES
Hungary	YES
Netherlands	NO
Austria	YES
Poland	YES
Romania	YES
Slovakia	YES
Finland	YES
Sweden	NO
2.12.2	**If you answer 'No' to the previous question, please indicate sources and procedures used to obtain this information.**
Belgium	
Bulgaria	N/A
Czechia	N/A
Germany	N/A
France	N/A
Croatia	N/A
Italy	
Lithuania	
Luxembourg	N/A
Hungary	N/A
Netherlands	HS codes or UN codes are reported and are converted to NST2007.
Austria	N/A
Poland	N/A
Romania	N/A
Slovakia	N/A
Finland	

Sweden	Type of goods is usually unknown for containers.
2.12.3	**If you have specific problems in reporting 'type of goods' split by size of container, please provide details.**
Belgium	N/A
Bulgaria	N/A
Czechia	N/A
Germany	The proportion of unknown goods that are not transported in containers is consistently extremely low, at less than 0.2 percent of the total volume transported in tons. In comparison, the proportion of unknown goods in containers is a lot higher, at around 70 percent.
France	The type of goods in the container is unknown.
Croatia	There is no container transport in Croatia at the moment.
Italy	
Lithuania	
Luxembourg	N/A
Hungary	
Netherlands	The type of goods in the container is unknown.
Austria	N/A
Poland	No specific problem. Containers transport in Poland takes place occasionally.
Romania	N/A
Slovakia	N/A
Finland	
Sweden	

Table 41: Country overview:

2.13	Type of dangerous goods (ADN classification) – Dataset A2
2.13.1	**Are all data suppliers able to directly provide the information on 'type of dangerous goods' requested by the regulation?** **Yes** □ **No** □
Belgium	NO
Bulgaria	YES
Czechia	YES
Germany	YES
France	NO
Croatia	YES
Italy	YES
Lithuania	NO
Luxembourg	YES The current system allows the data entry of transport for dangerous goods as a UN identification number (following the ADNR classification).
Hungary	YES
Netherlands	YES
Austria	NO
Poland	NO
Romania	NO
Slovakia	YES
Finland	NO
Sweden	NO
2.13.2	**If you answer 'No' to the previous question, please indicate sources and procedures used to obtain this information.**
Belgium	For the moment, we don't provide this dataset, but we are working on it. I asked the waterway administrators if it would be possible to provide us this information. (not all the answers yet).
Bulgaria	N/A

Czechia	N/A
Germany	*N/A*
France	The type of dangerous goods cannot be identified with our current process. A rough overall estimate can be made, but no breakdown is currently possible.
Croatia	N/A
Italy	
Lithuania	According to Regulation (EU) 2018/974 of the European Parliament and of the Council of 4 July 2018 on statistics of goods transport by inland waterways member States which do not have international or transit inland waterways transport but in which the total volume of goods transported annually by inland waterways as national transport exceeds 1 000 000 tonnes shall supply only the Type of transport, Type of goods, Tonnes transported, Tonnes-km.
Luxembourg	N/A
Hungary	N/A
Netherlands	N/A
Austria	This information is not included in the national regulation as the data transmission to Eurostat is optional.
Poland	The inland waterway transport survey provides information on all types of cargo transported, classified according to NST2007. Information on ADR codes is not collected. This scope of information necessitates modification of the current form.
Romania	Matter of data availability, only partial data on transit transport of dangerous goods by inland waterways are compiled.
Slovakia	N/A
Finland	Finland is not providing this dataset since it is voluntary.
Sweden	We do not collect this information, since it is optional.

3. Information on data compilation, validation and delivery practices

Table 42: Country overview: Implementation of the data collection and compilation process

3.1	**Implementation of the data collection and compilation process**
	Please indicate whether the compliance with the Regulation demands has required the implementation of a new data collection and compilation process or a straightforward exploitation/extension of an existing process.
Belgium	It required a new data collection and compilation process.

Bulgaria	It has been a straightforward exploitation/extension of an existing process.
Czechia	The IWW data had been collected before the Regulation was implemented. In order to reach full compliance with the EU Regulation some indicators had to be added into the existing questionnaire, e.g. codes for type of containers transported, number of containers transported and codes for dangerous goods transported.
Germany	
France	Regarding mandatory tables, the data have been produced by a straightforward extension of our process, except some new regions NUTS for the foreign quays.
Croatia	Compliance with new Regulation required adaptation of existing survey.
Italy	Implementation of a new computerized data collection system
Lithuania	It was sufficient to use the existing process
Luxembourg	The new Regulation No. 1365/2006 of September 6, 2006 required the renewal of the IT system in connection with the automated management of freight transport by inland waterway.
Hungary	The compliance with the Regulation requirements has only required a straightforward extension of the existing questionnaires related to freight transport on inland waterways. On the other hand, the provisions of the Regulation concerning passenger transport did require adjustments. To ensure compliance in this area, we extended the passenger transport module of the NSDCP 2160 by including additional data providers and data dimensions. Furthermore, we introduced a new questionnaire (NSDCP 2449) specifically designed to collect data on river cruises.
Netherlands	New system is in place that compiles the data.
Austria	Except for the implementation of the NST2007 there was no adoption of the relevant procedures.
Poland	The compliance with the Regulation demands extension of an existing process of data collection but it is directly connected with introducing legislative adjustments in Poland concerning the way of ports operation. It will enable to provide more complete information, e.g. about movement of foreign vessels, movement of empty vessels.
Romania	The production of statistics on inland waterway transport is in accordance with the Regulation required the modernisation and extension of the existing data collection process. The processing and compilation of the collected data is carried out by means of a computer application program. Therefore, any change in the regulation requirements would suppose some changes in the IT tools.
Slovakia	From the data according to journey are made contingent (share) tables. From this Contingent tables are made all tables according to Regulation. The data from Statistics Austria are added.
Finland	Finland is reporting IWW datasets from voluntary basis from existing process.

Sweden	No, we have the same population and data collection process as in the maritime traffic.

Table 42: Country overview: Data confidentiality problems

3.2	Data confidentiality problems
	Please explain if there is any data confidentiality problem at any stage of the collection and compilation process.
Belgium	NO
Bulgaria	Information on individual units is confidential (for internal official use). Compilation of the information and dissemination (including to Eurostat) is regulated by the law.
Czechia	The Czech national legislation, i.e. the Act on the State Statistics includes confidentiality issues. Basically, it states that no individual data collected within the framework of this act can be published or disseminated. In practice it means that only those aggregates can be disseminated which are based on at least 3 reporting unit response. Therefore, the Ministry is allowed to publish only total figures.
Germany	By national law (§29 Verkehrsstatistikgesetz) the results of the shipping statistics on inland waterways may be published broken down by ports, even if they contain individual data, if the name of the companies required to provide information is not published.
France	No problem of confidentiality On Sdes information database, certain series contain confidential data (crossing of variables with secret): the key to the secret is the platform (departure or arrival depending, by default on the departure platform). Primary secret: less than 3 platforms in the crossing or 1 platform accounts for 85% or more of the traffic. The key to the primary secret is the departure or arrival platform when the concept of departure or arrival is present in the breakdown, by default/convention the departure platform if this concept is not present in the breakdown, or if departure and arrival are both present in the breakdown. Secondary secret: if only 1 box of a set is in secret, a second is necessary to not be able to find the value of the one in secret thanks to the set. We retain the “Not specified” modality if it exists or the one with the lowest volume. Induced secrecy: if a set is in secret, its subsets are also secret. Indeed, it can happen that a set A is placed in secondary secrecy, even though neither it nor its sets require primary or secondary secrecy. It is therefore appropriate, if this is the case, to put at least 2 of its subsets in secret. Induced secrecy can be defined before secondary secrecy. Indeed, sometimes induced secrecy can replace secondary secrecy.
Croatia	Voluntary port-to-port data under dataset A4 contains confidential information.
Italy	NO
Lithuania	NO

Luxembourg	Significant problems related to data protection have not been detected. The procedure of authorisation is ongoing.
Hungary	Providing transportation data from port to port is restricted by the Hungarian Data Protection Act. Hungary freely shares unique port loading data with Eurostat; however, due to the strict provisions of the Hungarian Data Protection Act, the country does not permit the public dissemination of these individual data.
Netherlands	Data on port-to-port relations is confidential.
Austria	Regarding to the new table A4, there could be confidentiality issues if case area codes (to sum up small ports and locations of loading/unloading) cannot be used in this table.
Poland	No confidentiality problems.
Romania	There are no data confidentiality problems as data are processed and disseminated in accordance with the legislation.
Slovakia	N/A
Finland	
Sweden	Due to the Swedish confidentiality legislation concerning company information, there is a limited publication of information at the port level. Before publication of information from privately owned ports consent from the individual port is required.

Table 43: Country overview: Data codification practices

3.3	Data codification practices
	Please mention whether the information supplied to the CNA use the codes requested in the Regulation or it is necessary to undertake any transcodification. Are there any problems in providing and/or using the codes specified in the Regulation?
Belgium	It is necessary to undertake a transcodification. (see 2.3, 2.4 and 2.10).
Bulgaria	The information, supplied from source (operators) to CNA is coded in line with the requirements of Eurostat. No trans-codification is needed.
Czechia	No transcodification is necessarily. Reporting units use directly the codes in the Regulation when filling in the questionnaire
Germany	Those required to provide information have various options for transmitting the information collected to the competent statistical office. While electronic data transmissions will generally use national codes, texts may also be provided in paper form, particularly for goods. The following codification does not cause any problems.
France	We use transcodification for many data (for instance: type of goods, type of vessels, code NUTS….). No problem for using the codes specified in the regulation.

Croatia	Starting with 2014 data on type of goods is collected according to the NST-2007 classification on three digits so there is no trans-codification as previous years. Type of vessel is collected on a more detailed level than is required by Regulation so there is trans-codification needed for datasets.
Italy	NO
Lithuania	The codes required by the Regulation are used; no trans-codification is necessary.
Luxembourg	*The information sent to the CNA is provided in the required codification under Regulation No. 1365/2006 of September 6, 2006*
Hungary	The data we receive from the Customs Office of Mohács and the port operators are coded by the HCSO. The HCSO collects these data under assignment from the Ministry of Construction and Transport, and it is at the HCSO where the necessary coding and transcoding processes take place.
Netherlands	HS codes at different levels (2-,4- and 6-digit) are received from the data source, with higher-level HS codes (2-,4-digit) in particular being more difficult to link to the nst 2007 groups.
Austria	For AT any trans-codification is not required. For coding the transported goods to the NST 2007 Statistics Austria developed an alphabetical index for those ports which transmit data in an electronically way. All other data suppliers deliver information about the types of goods in clear text, which is encoded at Statistics Austria into NST2007 format.
Poland	The information suppliers use the exact names of goods and ports of loading and unloading (on paper form) or both exact names and codes (on electronic form). To avoid mistakes in using the codes proper codification takes place in Statistical Office.
Romania	The information received from our respondents is coded according to the methodological approach and nomenclatures transmitted annually to the respondents. Transcodification is needed only for variables 'Country / Region of loading and unloading', the dimensions collected in the questionnaire referring to 'Port of loading / unloading'. There are no problems in providing and/or using the codes specified in the Regulation.
Slovakia	The data are coding according to Regulation.
Finland	Trans-codification is used with type of goods, type of vessel and NUTS areas. No problems regarding trans-codification.
Sweden	We estimate the "type of vessel" by using the international vessel register matched by IMO number, despite the vessel register do not have exactly the same classification system.

Table 44: Country overview: Data validation procedure

3.4	Data validation procedure
	Please describe the validation procedures that are applied at the CNA to the incoming data. What actions are taken when errors are detected?
Belgium	Codification checks. Checks on the weight of the goods, the Kilometres, … Checks on differences between the reported messages of the different waterway administrators. Check on the ship's route with our waterway model. The errors are corrected, partly manually, partly automatically.
Bulgaria	Should any discrepancies or inaccuracies arise following the two-level validation process, the following actions are performed in order to correct them: - Source-level data obtained from primary documents are compared with those entered in the information system - Inaccurate records are edited The two-level validation process is conducted again.
Czechia	Codes for type of a vessel, goods and containers are checked during the process of filling data by respondents in electronic forms, so that only the correct codes could be used. The names of ports are checked in the same way. Distances of ports (Czech ports) are checked and automatic correction is performed.
Germany	Plausibility checks are made in the federal statistical offices of the Länder. In case of errors revision are made either after consultation of the port authorities or on the basis of expertise of the responsible persons. The Federal Statistical Office of Germany receives plausible and correct data.
France	1) On the French network except Rhine: data are checked a first time with the data management centres and a second time with the help of statistics responsible in regions after a statistic treatment. 2) On the Rhine: No detailed check because VNF did not produced the files of data (only check of consistency of records). Information from the national metadata: There is a set of validation rules and quality checks put in place, which detect various types of issues. In case of any issues detected, the data providers are contacted to provide explanations or/and revise the data accordingly. The data providers then check the data and correct them if needed. Data are validated using automated programs, which produce some outputs: modalities of variables, consistency over time, intra datasets, interdatasets. Some manual checks can also be done if necessary.
Croatia	There are validation checks after entry of data. Detected errors are cleared manually by CBS and some errors must be cleared by contacting data suppliers.

Italy	After identifying errors, a check is carried out directly with the supplier and appropriate actions or interventions are subsequently carried out
Lithuania	To ensure the quality of statistical data, data are compared with the data of the previous year. Statistical analysis is performed. Trends of the time series are analyzed, differing values of the statistical indicators are identified, significant changes in the trends and their causes, as well as correlations between the indicators are figured out, and, in case of significant deviations, causes of the deviations and errors are corrected.
Luxembourg	N/A
Hungary	When errors are detected, we crosscheck them with the data suppliers.
Netherlands	Plausibility checks are performed on all variables published. This means the variables are valid and consistent over the years.
Austria	There are several plausibility checks concerning type of transport, weight, and to avoid double counts. In rare cases there is a direct contact with port authorities. The plausibility check is performed with up to three steps, depending on the kind of data transmission. When data is transmitted using the structural data set the first check covers technical errors during reading in the processing application. 31 possible errors are checked which have to be corrected in advance so that the data set can be read automatically into the processing application. The second plausibility check is done directly after the processing of each single transportation. 25 possible errors resp. warnings are checked, whereas single features are in a complex context. For example, the nationality of the vessel, the weight of the goods and the type of vessel are being checked during this step. In case of need the reporting unit is contacted to correct wrong information or to complete missing data. The final plausibility check is carried out before the completion of each reference period. This check covers again the abovementioned 25 errors resp. warnings. The error free reporting period is then saved into a data base.
Poland	Validation procedures are applied at two stages: 1. Completeness control At this stage we are verifying whether all entities obliged to participate in research, filled in a form (paper or electronic). If not, our respondents are urged by email, phone calls and by a letter. 2. Arithmetical and logical control These procedures are applied according to the control programme's assumptions. In case of electronic form arithmetical and logical control takes place at stage of entering the data in the form. Without correcting the errors respondents are not able to approve the form (after entering the data respondent can see list of errors and an exact description of incorrect records). Filled in paper forms are sent by a letter to Statistical Office. Arithmetic and logical control takes place after entering the data from paper form into computer system. Statistician, when errors are detected, makes contact with the data suppliers to correct errors or clear up doubts.

Romania	In order to validate data collected, besides the checks on exhaustive reporting from our respondents, logical checks on dimensions and values are performed. Transit transport data are carefully checked during processing in order to avoid mainly double counts, information on the same vessel being received from different ports. Where errors are detected, the respondent is informed in order to perform the appropriate corrections and to resend data to NIS.
Slovakia	The data are corrected following the call with organisations. Data validation is embedded in the integrated statistical information system of the SO SR. The following checks are distinguished when collecting data: 1. formal checks carried out automatically in the data collection process 2. informal controls to check the complexity and relationships between variables. From the point of view of the severity of errors: I - Informatic Errors - Provide additional information that is needed for the process of checking and correcting data. They provide information on possible overruns of specified limits, partial non- response, etc. Z - material errors - indicating specific errors that need to be corrected or justified by the reporting agent. These errors are discussed by the SO SR staff with the reporting unit and corrected. The ISIS system also defines controls and algorithms for creating outputs that ensure their desired quality.
Finland	Finnish Transport and Communications Agency validates and corrects the data based on supplier information from multiple sources.
Sweden	Automatic checks are implemented. Errors are communicated with reporting port. Manual comparisons with other data sources and historical data.

Table 45: Country overview: Description of consistency checks

3.5	**Description of consistency checks**
	Please describe any other consistency checking applied to the data (such as cross checking with data from previous years etc.).
Belgium	When the results are calculated, we compare them with the results of the previous quarters/years and publications from the different data providers.

Bulgaria	The web-based statistical information system has a special module, which performs the following checks on annual data: - Total tonnes and tonne-km by country (region) of loading unloading: A1=B1 - Total tonnes and tonne-km by country (region) of loading unloading: A1=C1 - Total tonnes and tonne-km by country (region) of loading unloading: B1= SUM D1 - Total tonnes and tonne-km by country (region) of loading unloading: C1= SUM D2 - Total tonnes and tonne-km by type of transport: A1=B1=A5=E1= D1=A4 - Total tonnes by region of loading unloading: A1=A4 - Total tonnes and tonne-km for goods carried in containers by type of transport A1(1)=C1(1)=D2(1) - Total tonnes and tonne-km by type of transport and region of loading unloading: A1=B1=A5 - Total tonnes and tonne-km by type of transport and type of goods (NST-2007): A1=A5=E1 - Total tonnes and tonne-km by region of loading and unloading and type of goods (NST-2007): A1=A5 - Total tonnes and tonne-km by nationality of vessel and type of transport: B1=D1 - Total tonnes, tonne-km, TEU and TEU-km by type of transport: C1=D2
Czechia	Time series (annual) for individual freight operators are checked. New system for checking, which enables better identification of possible large deviations, has been introduced. Possible problems are then clarified with an operator.
Germany	Noticeable changes compared to previous periods are regularly reviewed both in in the pase review and validate an in the phase validate outputs. In the event of anomalies, consultations are held with the data suppliers.
France	Indeed, a check of the consistency of data is realised if an unusual variation appears.
Croatia	The CBS implements control of the data coverage for the purpose of checking the completeness of the submitted data. Logical-computational controls, data consistency between data sets and controls of used codes are checked at the lowest level of received data. Data are analysed according to the previous years and previous quarter to check for the consistency.
Italy	”Manual” cross-checks with previous years and verification of data consistency
Lithuania	Cross checking with data from previous years
Luxembourg	Data checks are foreseen within the system
Hungary	We compare the new dataset with data from previous years and with data from other surveys.
Netherlands	We check likelihood of data at the highest aggregates and a few checks on lower levels are applied, comparing them to t-1, t-12 and time series analysis.
Austria	Every figure of the results is cross-checked with previous years. There are manual checks for logical consistencies. Whenever the results for a single port show large deviations the port authorities are asked for a validation.

Poland	Comparing data from national register of ship-owners with data from our data suppliers. Comparison relates to number and type of vessels. Checking with data from previous years. Each data supplier is individually considered.
Romania	Cross checking with data from previous years is performed.
Slovakia	The data are compared on previous year.
Finland	Cross checking with data from previous years is applied.
Sweden	We cross check data with previous years.

Table 46: Country overview: Deadline for data transmission

3.6	**Deadline for data transmission**
	Except for countries with specific derogation, the deadline for the transmission of data to Eurostat is T+5 months after the reference period. **Are there difficulties in respecting this deadline?** **Yes** □ **No** □ If you answer 'Yes' to the previous question, please indicate the main reasons.
Belgium	NO
Bulgaria	NO
Czechia	NO
Germany	NO
France	NO
Croatia	NO
Italy	NO
Lithuania	NO
Luxembourg	NO
Hungary	NO
Netherlands	NO
Austria	NO

Poland	NO
Romania	NO
Slovakia	NO
Finland	YES Some data suppliers are able to supply the data only annually and quarterly data is revised afterwards.
Sweden	NO

Table 47: Country overview: Problems on data compilation, validation and delivery

3.7	**Problems on data compilation, validation and delivery**
	If applicable, please describe any particular problem existing in the data compilation and validation process at the CNA and in the data transmission to Eurostat.
Belgium	No particular problems.
Bulgaria	No problems with data management.
Czechia	No problems.
Germany	
France	A problem of validation about the number of containers is not settled.
Croatia	N/A
Italy	NO
Lithuania	There is no problem
Luxembourg	N/A
Hungary	No problems
Netherlands	
Austria	N/A
Poland	No problem on data compilation, validation and delivery.
Romania	N/A
Slovakia	N/A
Finland	

Sweden	

4. Data dissemination

Table 47: Country overview: Problems on data compilation, validation and delivery

4.1	Constraints on data dissemination
	Please indicate if there is any constraint on the dissemination of the data and mention which variables are affected.
Belgium	Confidential data are impossible to disseminate.
Bulgaria	Constraints on data dissemination at the national level are pursuant to the Bulgarian Statistics Act. According to this law, the Statistical Office cannot disseminate: · individual data or aggregated data which consists of information from less than three entities · or aggregated data where one entity's participation in a variable amounts to 85% or more of the whole.
Czechia	The only constraint relates to confidentiality issues. No data on individual operators can be disseminated.
Germany	There are no restrictions on the disclosure of data that we transmit to EUROSTAT.
France	No problem about the data dissemination.
Croatia	Port-to-port data is not disseminated.
Italy	The affected variables in the dissemination of data are those present in the annual publication "Conto Nazionale delle Infrastrutture e dei Trasporti".
Lithuania	NO
Luxembourg	N/A
Hungary	There are no constraints on the dissemination of the data, except for transportation data from port to port, which are restricted to some extent by the Hungarian Data Protection Act.
Netherlands	No publication of port-to-port data.
Austria	N/A
Poland	Constraints on the dissemination of the data at the national level are connected with obeying law issued on June 1995 on official statistics. According to this law Statistical Office cannot disseminate: • individual data • collective data consists of information from less than three entities • collective data when one entity's participation in variable amounts 75% or more.
Romania	There are no constraints on dissemination of IWW transport statistics produced in accordance with the legislation in force.

Slovakia	N/A
Finland	No constraints.
Sweden	Dissemination of PORT_LOADING and PORT_UNLOADING are constrained by confidentiality reasons mentioned before.

Table 48: Country overview: Use of the data at national level

4.2	**Use of the data at national level**
	Please indicate if data collected under this process is also used totally or partially at national level, either for policy purposes or for dissemination.
Belgium	The data are used by transport federations, administrations and ministries (federal and regional).
Bulgaria	The information collected by the National Statistical system for ports activities is used for different purposes by the cargo operators, EA 'Marine administration', Ministry of transport, NSI and other institutions.
Czechia	Ministry of Transport publishes the data collected under this process quarterly on its webpage (www.sydos.cz) and in the 'Transport Yearbook'.
Germany	The main users of statistics at national level are the Federal Ministry of Transport, shipping and port associations, enterprises that use inland waterways and inland ports for freight transport, and institutes. Press releases are available on the Destatis website (www.destatis.de). The inland waterway transport statistics are compiled monthly by the Federal Statistical Office, with results provided at the finest level of temporal detail — by calendar month. Publications for the period from January 2011 to May 2022 are available online as free downloads in both Excel and PDF formats (Special Series 8, Series 4). Since June 2022, the monthly publications have been released exclusively as Excel workbooks (Statistical Report). At the end of each reporting year, an open data set is published as part of the OpenData offerings on the joint statistics portal of the federal and state statistical offices. Additionally, results for inland waterway freight transport statistics can be accessed through the GENESIS-Online database (www.destatis.de > Genesis-Online > 46 > 463 > 46321).
France	Data collected is also used for policy purposes and for dissemination.
Croatia	All data collected under Regulation is used at national level for dissemination.
Italy	YES
Lithuania	YES

Luxembourg	Data are also saved in the database allowing: - The editing of the predefined statistical collections - To ensure the follow-up of the evolution of the traffic ' freight', traffic ' passengers' and nautical tourism - To make research within the framework of the missions of management of the inland waterway
Hungary	The data are indeed used at the national level and are disseminated in various formats: - Electronic dissemination: Statistical reflections 'Transport Performance', sTADAT datasets (quarterly). - Printed dissemination: Hungarian Statistical Yearbook, Hungarian Statistical Pocketbook. - Data transmission: Ministry of Construction and Transport. Yearbook of the Danube Committee.
Netherlands	Data are also used by ministry and other public and commercial parties, for policy, research and dissemination purposes.
Austria	Results concerning IWW are provided on a monthly, quarterly (provisional data) and yearly (final data) basis to the general public via different channels.
Poland	Statistical Yearbook of the Republic of Poland – published annually, includes the most important data illustrating regional differences and a vast collection of information on international statistics. https://stat.gov.pl/obszary-tematyczne/roczniki-statystyczne/roczniki-statystyczne/rocznik-statystyczny-rzeczypospolitej-polskiej-2024,2,24.html Transport Activity Results – annual publication contains statistical data characterising activity results of economic entities which lead activity connected with ensuring transport of passengers or goods. https://stat.gov.pl/obszary-tematyczne/transport-i-lacznosc/transport/transport-wyniki-dzialalnosci-w-2023-roku,9,23.html Inland Waterway in Poland- published every four years, includes information about inland waterway fleet, transports of goods and passengers, economic relations in enterprises, investments outlays and about employment, wages and salaries. https://stat.gov.pl/obszary-tematyczne/transport-i-lacznosc/transport/zegluga-srodladowa-w-polsce-w-latach-2022-2023,2,7.html.
Romania	IWW transport statistics produced in accordance with the legislation are disseminated at national level in National Institute of Statistics publications and TEMPO-Online time series database to our users' benefit.
Slovakia	Data are also partially published at national level.
Finland	The same data collection process is used totally at national level for policy purposes and for dissemination.
Sweden	Yes, we publish statistics at the national level as a part of the maritime transport statistics publication. The inland waterways is an important transport mode and are of policial interest to promote in order to reduce climate and environmental impact and to relieve the road network from congestion.

Table 49: Country overview: Assessment of Eurostat dissemination

4.3	Assessment of Eurostat dissemination
	Please assess the way Eurostat disseminates the data collected under the Regulation framework. If you consider that data are not appropriately disseminated, please suggest possible improvements.
Belgium	N/A
Bulgaria	The information disseminated by Eurostat is very useful for different type of analysis, mainly for comparison among EU countries or EU – non-EU trends.
Czechia	The way of Eurostat dissemination of the data collected under the Regulation framework is OK.
Germany	No remarks.
France	Dissemination is still too confidential.
Croatia	Data is satisfactory disseminated by Eurostat.
Italy	No suggestions for possible improvements.
Lithuania	
Luxembourg	N/A
Hungary	The Eurostat data dissemination is correct and appropriative; the publications are effective and informative. We use Eurostat's data in our work.
Netherlands	Adequate.
Austria	Dissemination of the data is OK.
Poland	Poland considers that data collected under the regulation framework is appropriately disseminated.
Romania	In our opinion, Eurostat disseminates appropriately statistical data collected and provided under the Regulation framework.
Slovakia	Dissemination of the data is OK.
Finland	
Sweden	

5. Assessment of the implementation of the Regulation and proposals for improvement

Table 50: Country overview: Burden of complying with the Regulation

5.1	Burden of complying with the Regulation
	Please assess the workload of complying with the data collection under the Regulation both for the CNA and the original data suppliers (i.e. minor, acceptable or major). **Minor** □ **Acceptable** □ **Major** □ If you assess the workload as 'major', please indicate the main causes (e.g. report of transit data) and possible actions to reduce the burden.
Belgium	Acceptable
Bulgaria	Acceptable
Czechia	Acceptable
Germany	Acceptable
France	Acceptable
Croatia	Major Workload is major for CBS on the subject of transit data which is not possible to collect through current survey.
Italy	Acceptable
Lithuania	Acceptable
Luxembourg	Acceptable
Hungary	Acceptable
Netherlands	Acceptable
Austria	Acceptable
Poland	Acceptable
Romania	Acceptable
Slovakia	Acceptable
Finland	Acceptable

Sweden	Acceptable

Table 51: Country overview: Level of compliance with the Regulation

5.2	**Level of compliance with the Regulation**
	Please assess the overall level of compliance with the Regulation at national level. **Good** □ **Satisfactory** □ **Poor** □ If you consider that the compliance is poor, please describe any action envisaged to improve the situation.
Belgium	Good
Bulgaria	Good
Czechia	Good
Germany	Good
France	Satisfactory
Croatia	Satisfactory
Italy	Satisfactory
Lithuania	Good
Luxembourg	Satisfactory
Hungary	Good
Netherlands	Good
Austria	Good
Poland	Satisfactory
Romania	Good
Slovakia	Good
Finland	Good
Sweden	Good

Table 52: Country overview: Proposals for improving the data collection under the Regulation

5.3	Proposals for improving the data collection under the Regulation
	Please make any suggestions or proposals for improving the data collection under the Regulation.
Belgium	N/A
Bulgaria	N/A
Czechia	No further proposals.
Germany	No remarks.
France	Each national institution could evaluate the quality of its data (for example: direct and exhaustive source with check process and correction is better than indirect source or estimated data...). So, the users of statistics could know the reliability of data.
Croatia	Since data collection of transit transport is problematic for some countries and represents a major burden, it is of great importance that harmonised distance matrix should be developed and used for calculation of transit data.
Italy	No suggestions
Lithuania	
Luxembourg	N/A
Hungary	No remarks
Netherlands	List of (average) distances between ports (UN/LOCODE).
Austria	N/A
Poland	Poland considers that data collected under the Regulation is sufficient. It should be noted that every improving or extending data collection is connected with imposing a further burden on data suppliers.
Romania	IWW transport data collection in Romania is compliant with the mandatory reporting according to the legislation, the decisions of the Working Group on Inland Waterway Transport Statistics and the recommended methodological approach.
Slovakia	N/A
Finland	
Sweden	

6. Additional methodological information received from Member States

Romania

Transit data supplied include Bulgarian national IWW transport data equivalent to Romanian transit transport. In accordance with the 'Supplementary Agreement between National Statistical Institute of Bulgaria and National Institute of Statistics of Romania' signed in June 2009, quarterly common IWW transit transport data have been mutually transmitted since Q1 2010.

PART III: PROCEDURES FOR DATA TREATMENT AND DISSEMINATION

1. Description of the data integration process

The following diagram describes the production process of inland waterway statistics according to the Regulation (EU) 2018/974.

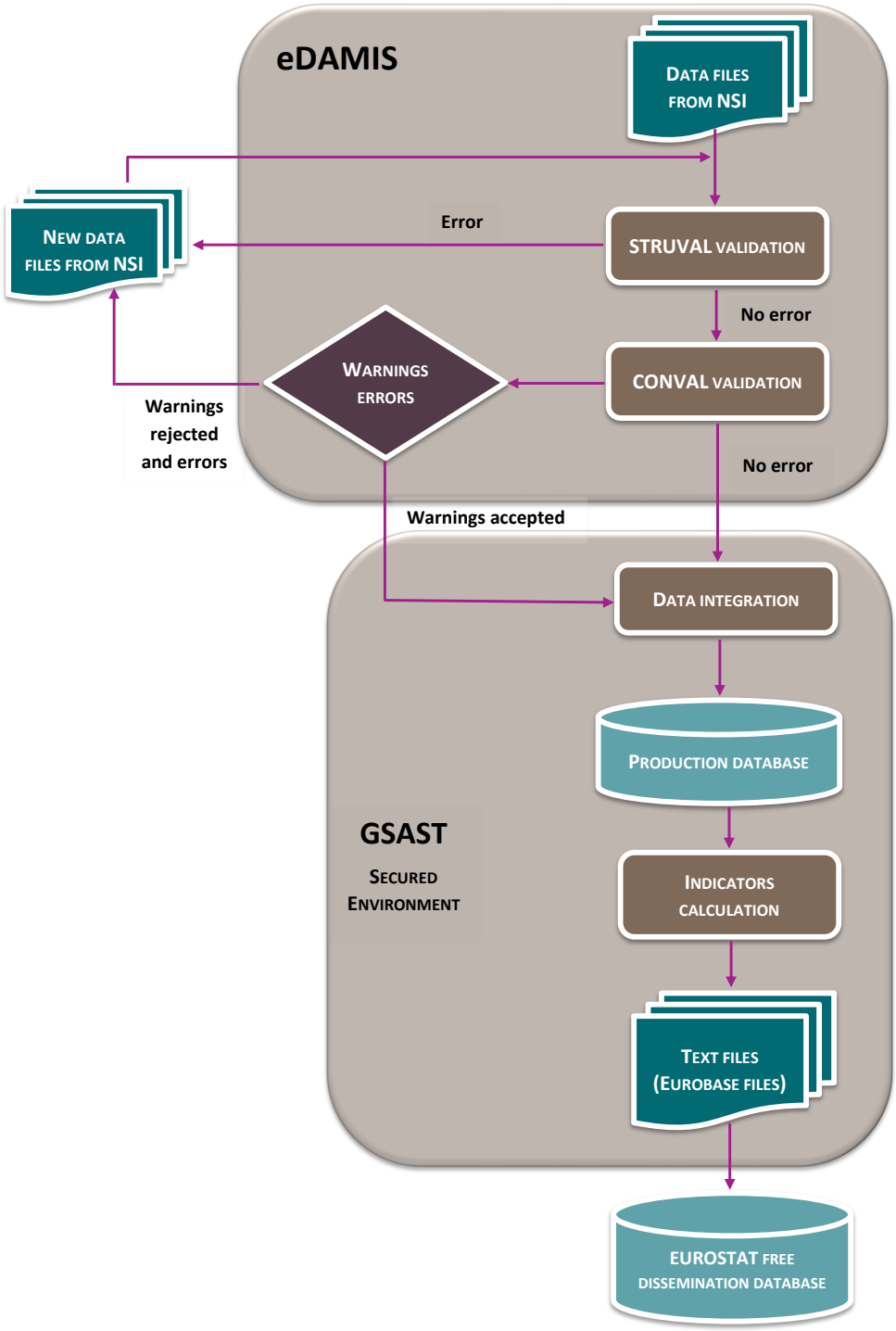

Figure 5: Inland waterway statistics production process under Regulation (EU) 2018/974

2. Description of the quality checks

2.1. Data validation during data transmission (validation levels 0 and 1)

The following checks are implemented to ensure that for any individual dataset and country the data are correct and that the expected datasets are complete.

Several checks are applied during the data transmission process via EDAMIS (STRUVAL/CONVAL) on:

- The file format (Error – STRUVAL)
- Consistency between the name and the content of the file (Error)
- Codes (Error – STRUVAL)
- Duplicate records (Error – STRUVAL)
- Missing values (Error – STRUVAL for all datasets except II2; Warning – CONVAL for dataset II2)
- Values (Error or Warning)

The following checks are applied on values in CONVAL, they all provide an error if an issue is detected:

- TONNE value is not negative (datasets I1, A2, A4, A5, II1, III1, IV1, IV2, V1)
- TONNE_KM value is not negative (datasets I1, A2, A5, II1, III1, IV1, IV2, V1)
- If TONNE value is equal to 0 then TONNE_KM value is also equal to 0 (datasets I1, A2, A5, II1, III1, IV1, IV2, V1)
- If TONNE_KM value is equal to 0 then TONNE value is also equal to 0 (datasets I1, A2, A5, II1, III1, IV1, IV2, V1)
- TEU value is not negative (datasets III1, IV2)
- TEUKM value is not negative (datasets III1, IV2)
- If TONNE value is equal to 0 then TEU value is also equal to 0 (datasets III1, IV2)
- If TEU value is equal to 0 then TONNE value is also equal to 0 (datasets III1, IV2)
- If TEU value is equal to 0 then TEUKM value is also equal to 0 (datasets III1, IV2)
- If TEUKM value is equal to 0 then TEU value is also equal to 0 (datasets III1, IV2)
- NR_ACCIDENTS value is not negative (dataset A3)
- NR_ACCIDENTS_DANG value is not negative (dataset A3)
- NR_ACCIDENTS_DANG is less than or equal to NR_ACCIDENTS (dataset A3)
- LOADED_VES_MOV value is not negative (dataset II2)
- EMPTY_VES_MOV value is not negative (dataset II2)
- LOADED_VES_KM value is not negative (dataset II2)
- EMPTY_VES_KM value is not negative (dataset II2)
- If LOADED_VES_MOV value is equal to 0 then LOADED_VES_KM value is also equal to 0 (dataset II2)
- If LOADED_VES_KM value is equal to 0 then LOADED_VES_MOV value is also equal to 0 (dataset II2)
- If EMPTY_VES_MOV value is equal to 0 then EMPTY_VES_KM value is also equal to 0 (dataset II2)
- If EMPTY_VES_KM value is equal to 0 then EMPTY_VES_MOV value is also equal to 0 (dataset II2)

In addition, the following logical checks are also applied in CONVAL and they give an error if an issue is detected:

- If transport is national (code 1), both the loading country and the unloading country are the same as the reporting country (datasets I1, A5, II1, III1)
- If transport is transit (code 3), both the loading country and the unloading country are different from the reporting country (datasets I1, A5, II1, III1)
- If transport is international (code 2), the reporting country must be either the loading country or the unloading country but not both the loading and unloading countries (datasets I1, A5, II1, III1)

In addition, the following checks are applied in CONVAL and they give a **warning** if an issue is detected:

- If a region of loading or unloading is reported in datasets I1, I5, II1 and III1 that does not have a corresponding port in the list of inland waterway ports[6], a warning is triggered (in these cases, the reporting countries need to confirm the correctness of the data and provide the port information, which will be double-checked with the respective partner country). In cases of reported regions of loading or unloading that would require at least part of the travel by sea, reporting countries will need to confirm the use of an inland waterway vessel.
- If a port is reported in dataset I4 that does not have a corresponding port in the list of inland waterway ports[7], a warning is triggered (in these cases, the countries need to confirm the correctness of the data and provide the port information). In cases of reported port of loading or unloading that would require at least part of the travel by sea, reporting countries will need to confirm the use of an inland waterway vessel.
- If reporting country is Finland or Sweden, and transport is not national, then a warning is triggered (in these cases, the countries need to confirm that for this movement an inland waterway vessel was used).
- If reporting country is not Finland or Sweden, and the loading region or the unloading region is either in Finland or Sweden, then a warning is triggered (in these cases, the countries need to confirm that for this movement an inland waterway was used).
- If OBS_STATUS is different from A and CONF_STATUS is different from F

Moreover, the following checks are applied in CONVAL on the provision of flags for all datasets and they give an info message:

- If OBS_STATUS is different from A
- If CONF_STATUS is different from F

When problems are detected at this stage, the relevant countries are informed via a CONVAL report and the file is not transmitted to Eurostat.

2.2. Inter-dataset checks (validation level 2)

The inter-dataset checks test the quality of the relationships between different datasets for the same year. For this type of test, it is necessary to define the level of aggregation at which the different datasets are comparable and the level at which the data will be compared. In this context aggregation means the sum of the various groups in a dimension. The tables below describe the comparison between datasets.

The checks consist in comparing the values from two different datasets and highlighting the largest discrepancies.

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[6] https://circabc.europa.eu/ui/group/0c7a12bf-2645-4509-9339-a266f3e1e44d/library/c09b5bfe-a99b-41fc-b8e8-99559a77abaf?p=1&n=10&sort=name_DESC

[7] https://circabc.europa.eu/ui/group/0c7a12bf-2645-4509-9339-a266f3e1e44d/library/c09b5bfe-a99b-41fc-b8e8-99559a77abaf?p=1&n=10&sort=name_DESC

The following tables indicates the dimensions used or aggregated (X: used; A: aggregated) and if a condition has to be applied on a dimension.

I1 ≈ II1 (for tonnes and tonne-km)

Table 53: Inter-dataset checks (validation level 2) for tonnes and tonne-km: I1 ≈ II1

	I1	II1
Dimensions		
Reporting country	X	X
Year	X	X
Country/region of loading	A	A
Country/region of unloading	A	A
Type of transport	X	X
Type of goods	A	
Type of packaging	A	
Type of vessel		A
Nationality of vessel		A
Values		
Tonnes	X	X
Tonne-km	X	X

I1 ≈ III1 (for tonnes and tonne-km)

Table 54: Inter-dataset checks (validation level 2) for tonnes and tonne-km: I1 ≈ III1

	I1	III1
Dimensions		
Reporting country	X	X
Year	X	X
Country/region of loading	A	A
Country/region of unloading	A	A
Type of transport	X	X
Type of goods	A	A
Type of packaging	1: Goods in containers	
Size of containers		A
Loading status		1: Loaded containers
Values		
Tonnes	X	X
Tonne-km	X	X

I1 ≈ A4 (for tonnes)

Two tables are produced, one for loadings and one for unloadings.

- Loadings

Table 55: Inter-dataset checks (validation level 2) for loading (tonnes): I1 ≈ A4

	I1	A4
Dimensions		
Reporting country	X	X
Year	X	X
Country/region of loading	A	
Country/region of unloading	A	
Port of loading		A at Country/region level
Port of unloading		A
Type of transport	X*	X*
Type of goods	A	
Type of packaging	A	
Values		
Tonnes	X	X

* Transit not included when not provided in dataset A4

- Unloadings

Table 56: Inter-dataset checks (validation level 2) for unloading (tonnes): I1 ≈ A4

	I1	A4
Dimensions		
Reporting country	X	X
Year	X	X
Country/region of loading	A	
Country/region of unloading	A	
Port of loading		A
Port of unloading		A at Country/region level
Type of transport	X*	X*
Type of goods	A	
Type of packaging	A	
Values		
Tonnes	X	X

* Transit not included when not provided in dataset A4

I1 ≈ A5 (for tonnes and tonne-km)

Table 57: Inter-dataset checks (validation level 2) for tonnes and tonne-km: I1 ≈ A5

	I1	A5
Dimensions		
Reporting country	X	X
Year	X	X

Country/region of loading	A	A
Country/region of unloading	A	A
Type of transport	X	X
Type of goods	X	X
Type of packaging	A	
Type of cargo		A
Values		
Tonnes	X	X
Tonne-km	X	X

II1 ≈ IV1 (for tonnes and tonne-km)

Table 58: Inter-dataset checks (validation level 2) for tonnes and tonne-km: II1 ≈ IV1

	II1	IV1
Dimensions		
Reporting country	X	X
Year	X	X
Quarter		A
Country/region of loading	A	
Country/region of unloading	A	
Type of transport	X	X
Type of vessel	A	
Nationality of vessel	X	X
Values		
Tonnes	X	X
Tonne-km	X	X

III1 ≈ IV2 (for tonnes, tonne-km, TEU and TEU-km)

Table 59: Inter-dataset checks (validation level 2) for tonnes and tonne-km: III1 ≈ IV2

	III1	IV2
Dimensions		
Reporting country	X	X
Year	X	X
Quarter		A
Country/region of loading	A	
Country/region of unloading	A	
Type of transport	A	A
Type of goods	A	
Nationality of vessel		A

Size of containers	A	
Loading status	X	X
Values		
Tonnes	X	X
Tonne-km	X	X
TEU	X	X
TEU-km	X	X

2.3. Intra-dataset checks (validation level 2)

From the reference year 2013 onwards, a new set of quality checks was introduced, focusing on the use of 'Unknown' codes.

These checks are performed to highlight substantial levels of data reported under the codes 'Unknown'. They are applied to the following variables:

- Loading region
- Unloading region
- Type of goods
- Nationality of vessel
- Type of cargo

There are five separate reports:

- One for dataset I1
- One for dataset A4
- One for dataset A5
- One for dataset III1
- One for datasets IV1, IV2 and II1

Dataset I1

This report presents the use of the codes for:

- Unknown loading region (ZZZZ)
- Unknown loading region for a known loading country (e.g. BEZZ, ATZZ)
- Unknown unloading region (ZZZZ)
- Unknown unloading region for a known unloading country (e.g. BEZZ, ATZZ)
- Grouped or unidentifiable goods (18-19) or other goods not elsewhere specified (20)

The results are presented for both tonnes and TKM.

In the case of 'Unknown loading region (ZZZZ)', the results are presented by type of transport (International and Transit). The share of each type of transport and the share on total transport are also calculated.

In the case of 'Unknown loading/unloading region for a known loading/unloading country (e.g. BEZZ, ATZZ)', the share on country of loading/unloading and the share on the total transport are presented in the report.

In the case of type of goods, the share on total transport is presented in the report and only goods not in containers are taken into account.

Dataset A4

This report presents the use of the codes for:

- Unknown loading port (ZZ888)
- Unknown loading port for a known loading country (e.g. BE888, AT888)
- Unknown unloading port (ZZ888)
- Unknown unloading region for a known unloading country (e.g. BE888, AT888)

The results are presented for tonnes.

The share on total transport and on the total country of loading/unloading are calculated.

Dataset A5

This report presents the use of other/unknown cargo type codes (19, 1X, 29, 2X, 3X, 99, 9X and XX).

The results are presented in both tonnes and TKM.

The shares on total transport and on the total cargo group (1, 2, 3 and 9) are calculated.

Dataset III1

This report is similar to dataset I1, but results are also presented for TEU and TEU-km (in addition to tonnes and TKM). However, no table on type of goods is presented.

Datasets IV1, IV2 and II1

This report presents the use of 'unknown' nationality of vessel code 'ZZ'.

For the three datasets, the results are presented by type of transport (National, International and Transit), for tonnes and TKM and show the share on the type of transport and the share on the total transport.

For datasets IV1 and IV2, the results are presented for each quarter.

For dataset IV2, the results are also presented for TEU and TEU-km.

2.4. Time series checks (validation level 2)

Quarterly data:

These checks ensure that the growth rates between the same quarters of two consecutive years are acceptable.

The analysis is done at different levels of breakdown:

- IV1 by type of transport for tonnes and TKM
- IV1 by type of transport and nationality of vessel for tonnes and TKM
- IV2 by type of transport for Tonnes, TEUs, TKM and TEU-km
- IV2 by type of transport and nationality of vessel for Tonnes, TEUs, TKM and TEU-km

Annual data:

Time series checks ensure that the growth rates between two consecutive years are acceptable.

Annual growth rates are calculated for tables I1, A2, A4, A5, II1, II2 and III1. They are calculated for table V1 for the countries providing only this dataset.

The analysis is done at different levels of breakdown:

- I1 by type of transport for tonnes and TKM
- I1 by type of transport and type of goods for tonnes and TKM
- A2 by type of transport for tonnes and TKM
- A2 by type of transport and type of dangerous goods for tonnes and TKM

- A4 by loading port for tonnes
- A4 by unloading port for tonnes
- A5 by type of cargo for tonnes and TKM
- II1 by nationality of vessel for tonnes and TKM
- II1 by type of vessel for tonnes and TKM
- II2 by type of transport and loading status for movements of vessels and VKM
- III1 by type of transport for Tonnes, TEUs, TKM and TEU-km
- III1 by size of containers for Tonnes, TEUs, TKM and TEU-km
- III1 by type of transport and type of goods for Tonnes, TEUs, TKM and TEU-km

Time series are presented for dataset A3 for the years available but no growth rate is calculated. The total number of accidents and the number of accidents involving dangerous goods are presented.

2.5. Mirror checks (validation level 3)

2.5.1. Description

The mirror checks are used to highlight the difference on the volumes declared by two partner data providers for the same transport flow. Each flow of goods, loading (i.e. outgoing transport) and unloading (i.e. incoming transport) declared by the two parties can be compared.

In the context of Inland Waterway Transport Statistics these checks are applied to compare the consistency between partner declarations of the same dataset. They are done for the data validation of **international transport data** and are performed for datasets I1 and II1. For these two datasets the mirror checks are applied for the unit 'tonnes'. The dimension 'type of packaging' is not taken into account and is aggregated. For dataset I1, two reports are produced: one taking into account the dimension 'type of goods' and one without taking this dimension into account. For dataset II1, the dimension 'Nationality of vessel' is taken into account. The results are presented in an individual report for each country at loading/unloading country and loading/unloading region levels.

Each country reports its annual quantities loaded and exported to all unloading countries and annual quantities unloaded and imported from all loading countries. This means that each country can look at its figures recorded as loading and unloading country. Both countries X and Y report the volume of goods loaded in country X and unloaded in country Y and the volume of goods unloaded in country X and loaded in country Y. These quantities reported should ideally be equal.

The following conventions and formulas apply:

- General convention:

T_X (X;Y) = Tonnes reported by country X loaded in country X and unloaded in country Y

Ri_X = Region i belonging to country X

T_X (Ri_X;Rj_Y) = Tonnes reported by country X loaded in region i and unloaded in region j belonging to country Y

Diff(X;Y) = difference in relative terms between T_X (X;Y) and T_Y (X;Y)

Diff(Ri_X;Rj_Y) = difference in relative terms between T_X (Ri_X;Rj_Y) and T_Y (Ri_X;Rj_Y)

- Mirror at country level:

The following is verified: $T_X(X;Y) \approx T_Y(X;Y)$

In relative terms (in %), the difference is calculated according to the following formula:

$$\text{Diff}(X;Y) = \text{ABS}\left\{100 * \left[Tx(X;Y) - T_Y(X;Y)\right] / \left[\frac{Tx(X;Y) + T_Y(X;Y)}{2}\right]\right\}$$

Figure 6: Calculation of mirror discrepancies in mirror data at country-level

- Mirror at region level:

The following is verified: $T_X(Ri_X;Rj_Y) \approx T_Y(Ri_X;Rj_Y)$

In relative terms (in %), the difference is calculated according to the following formula:

$$\text{Diff}(Ri_X;Rj_Y) = \text{ABS}\left\{100 * \left[Tx(Ri_X;Rj_Y) - T_Y(Ri_X;Rj_Y)\right] / \left[\frac{Tx(Ri_X;Rj_Y) + T_Y(Ri_X;Rj_Y)}{2}\right]\right\}$$

Figure 7: Calculation of discrepancies in mirror data at regional level

The mirror check report calculates absolute and relative differences. Relative differences exceeding 20% are marked in red.

At the end of each year an annual quality report describes all actions done and lists all corrections made in the datasets.

Mirror checks are also performed on dataset III1 on demand.

2.5.2. Explanations of mirror discrepancies

1. A transport operation could start at the end of year N and could finish at the beginning of year N+1.

2. Change of ownership/registration of a vessel during a voyage (this concerns discrepancies related to the variable 'nationality of vessel').

3. The port of unloading may change during the course of a voyage if:

a) The cargo has been traded after the departure, or
b) Because of conditions on the inland waterway system (water too low for the vessel to navigate or too high making transit under bridges impossible), or
c) Because of bad weather or congestion in the original unloading port.

When calculating 'transport' aggregates, the above situations are all arguments for a 'preference' for inwards declarations in cases of discrepancies. The problems will become more acute as countries adopt reporting by port of loading/unloading instead of country/region of loading/unloading.

4. Any lack of harmonisation in the preparation of the list of ports (non-exhaustiveness of the list) will cause increased difficulties in reporting. This will become more acute as countries adopt reporting by port of loading/unloading, with the extent of any difficulties emerging in due course.

5. When countries begin reporting by 'type of cargo' any differences between countries in the interpretation of this classification will create problems (this will concern discrepancies related to the variable 'type of cargo').

6. Excessive use of 'unknown variables' in various classifications.

7. When countries begin reporting by port of loading/unloading, any non-harmonised interpretation of the concepts involved (port of embarkation/disembarkation) will create discrepancies.

8. Inconsistencies in vessel-related information (for the variable 'nationality of registration of vessels').

9. Missing data: missing declaring ports.

10. Omissions and other codification errors.

11. Estimation of weight of goods transported in Ro-Ro traffic. In such operations, information about the weight of goods loaded on vehicles is often unavailable from original sources of information. As a result, in these cases the weight may be estimated on the basis of the number of vehicles carried (subdivided by types). Different methods in the compilation of these data by different countries may contribute to mirror inconsistencies.

3. Dissemination

3.1. Description of the various supports

The dissemination of inland waterway transport statistics is done in different ways.

3.1.1. Free dissemination database

The Inland Waterway transport domain contains detailed data and time series since 1982. It can be found under Transport section through the following link:

http://ec.europa.eu/eurostat/web/transport/data/database

It is composed of five sub-domains devoted to:

- Inland Waterways transport infrastructure (iww_f)
- Inland Waterways transport equipment (iww_eq)
- Inland Waterways transport – Enterprises, economic performances and employment (iww_ec)
- Inland Waterways transport measurement – goods (iww_go)
- Inland Waterways – accidents (iww_ac)

This manual covers the two sub-domains

- Inland Waterways transport measurement – goods, which is divided into 2 sections, annual and quarterly data.
- Inland Waterways – accidents

Datasets of the Regulation (EU) 2018/974 are the data source for all tables listed below. Data collected with these datasets are presented in the following tables in the free dissemination database of Eurostat:

Table 60: Eurostat dissemination database table codes (Regulation dataset)

Dataset in the Regulation	Table codes in the free dissemination database of Eurostat
I1/V1	iww_go_atygo, iww_go_atygo07
I1	iww_go_atygofl, iww_go_atygof07

A2	iww_go_adago
A3	iww_ac_nbac
A4	iww_go_aport
A5	iww_go_atyca, iww_go_atycafl
II1	iww_go_atyve, iww_go_anave, iww_go_atyvefl, iww_go_anavefl, iww_go_anavef06
II2	iww_tf_vetf
III1	iww_go_actygo, iww_go_actygo07, iww_go_acsize, iww_go_actygofl, iww_go_actygof07
IV1	iww_go_qnave
IV2	iww_go_qcnave

Description of the tables available in these two sections of the free dissemination database

- **Inland waterways transport measurement – goods**

Annual data

Table 60: iww_go_atygo - Transport by type of good (from 2007 with NST2007)

Dimensions	Content
TIME	Years (from 2007)
GEO	Reporting country, EU15, EU25, EU27_2007, EU28, EU27_2020
TRA_COV	National, International loaded, International unloaded, International, Transit, Total
NST07	Type of goods (NST2007, 2 and 3 digits), Total
TYPPACK	Goods in containers, Goods not in containers and empty containers, Unknown, Total
UNIT	Thousand Tonnes, Million TKM

Table 61: iww_go_atygo07 - Transport by type of good (1982-2007 with NST/R)

Dimensions	Content
TIME	Years (from 1982 to 2007)
GEO	Reporting country, EU15, EU25, EU27_2007, EU28, EU27_2020
TRA_COV	National, International loaded, International unloaded, International, Transit, Total
NSTR24	Type of goods (NST/R, groups 01 to 24), Total
TYPPACK	Goods in containers, Goods not in containers and empty containers, Unknown, Total
UNIT	Thousand Tonnes, Million TKM

Table 62: iww_go_atygofl - Transport by type of good (country/regional flows from 2007)

Dimensions	Content
TIME	Years (from 2007)
GEO	Reporting country

NST07	Type of goods (NST2007, 2 and 3 digits), Total
C_UNLOAD	Unloading region (NUTS0, NUTS1 and NUTS2 level)
C_LOAD	Loading region (NUTS0, NUTS1 and NUTS2 level)
UNIT	Thousand Tonnes, Million TKM

Table 63: iww_go_atygof07 - Transport by type of good (country/regional flows 1982-2007)

Dimensions	Content
TIME	Years (from 1982 to 2007)
GEO	Reporting country
NSTR24	Type of goods (NST/R, groups 01 to 24), Total
C_UNLOAD	Unloading region (NUTS0, NUTS1 and NUTS2 level)
C_LOAD	Loading region (NUTS0, NUTS1 and NUTS2 level)
UNIT	Thousand Tonnes, Million TKM

Table 64: iww_go_atycafl - Transport by type of cargo (country/regional flows)

Dimensions	Content
TIME	Years (from 2007)
GEO	Reporting country
CARGO	Type of cargo (2 digits), Total
C_UNLOAD	Unloading region (NUTS0, NUTS1 and NUTS2 level)
C_LOAD	Loading region (NUTS0, NUTS1 and NUTS2 level)
UNIT	Thousand Tonnes, Million TKM

Table 65: iww_go_atyca - Transport by type of cargo and type of goods

Dimensions	Content
TIME	Years (from 2007)
GEO	Reporting country, EU15, EU25, EU27_2007, EU28, EU27_2020
TRA_COV	National, International loaded, International unloaded, International, Transit, Total
NST07	Type of goods (NST2007, 2 and 3 digits), Total
CARGO	Type of cargo (2 digits), Total
UNIT	Thousand Tonnes, Million TKM

Table 65: iww_go_atyve - Transport by type of vessel

Dimensions	Content
TIME	Years (from 1982)
GEO	Reporting country, EU15, EU25, EU27_2007, EU28, EU27_2020
TRA_COV	National, International loaded, International unloaded, International, Transit, Total
VESSEL	Vessel types, Total
UNIT	Thousand Tonnes, Million TKM

Table 66: iww_go_anave - Transport by nationality of vessel

Dimensions	Content
TIME	Years (from 1982)
GEO	Reporting country, EU15, EU25, EU27_2007, EU28, EU27_2020

TRA_COV	National, International loaded, International unloaded, International, Transit, Total
NATVESSR	Nationalities of vessel, Total
UNIT	Thousand Tonnes, Million TKM

Table 67: iww_go_atyvefl - Transport by type of vessel (country/regional flows)

Dimensions	Content
TIME	Years (from 1982)
GEO	Reporting country
C_UNLOAD	Unloading region (NUTS0, NUTS1 and NUTS2 level)
C_LOAD	Loading region (NUTS0, NUTS1 and NUTS2 level)
VESSEL	Vessel types, Total
UNIT	Thousand Tonnes, Million TKM

Table 68: iww_go_anavefl - Transport by nationality of vessel (country/regional flows from 2007)

Dimensions	Content
TIME	Years (from 2007)
GEO	Reporting country
C_UNLOAD	Unloading region (NUTS0, NUTS1 and NUTS2 level)
C_LOAD	Loading region (NUTS0, NUTS1 and NUTS2 level)
NATVESSR	Nationalities of vessel, Total
UNIT	Thousand Tonnes, Million TKM

Table 69: iww_go_anavef06 - Transport by nationality of vessel (country/regional flows 1982-2006)

Dimensions	Content
TIME	Years (from 1982 to 2006)
GEO	Reporting country
C_UNLOAD	Unloading region (NUTS0, NUTS1 and NUTS2 level)
C_LOAD	Loading region (NUTS0, NUTS1 and NUTS2 level)
NATVESSR	Nationalities of vessel, Total
UNIT	Thousand Tonnes, Million TKM

Table 70: iww_go_actygo - Container transport by type of good (from 2007 with NST2007)

Dimensions	Content
TIME	Years (from 2007)
GEO	Reporting country, EU15, EU25, EU27_2007, EU28, EU27_2020
TRA_COV	National, International loaded, International unloaded, International, Transit, Total
NST07	Type of goods (NST2007, 2 digits), Total
UNIT	Thousand Tonnes, Million TKM, TEU, Thousand TEUs

Table 71: iww_go_actygo07 - Container transport by type of good (in 2007 with NST/R)

Dimensions	Content
TIME	2007

GEO	Reporting country, EU15, EU25, EU27_2007, EU28, EU27_2020
TRA_COV	National, International loaded, International unloaded, International, Transit, Total
NSTR24	Type of goods (NST/R, groups 01 to 24), Total
UNIT	Thousand Tonnes, Million TKM, TEU, Thousand TEUs

Table 72: iww_go_acsize - Container transport by size of container

Dimensions	Content
TIME	Years (from 2007)
GEO	Reporting country, EU15, EU25, EU27_2007, EU28, EU27_2020
TRA_COV	National, International loaded, International unloaded, International, Transit, Total
LOADSTAT	Loaded, Empty, Total
CARGO	Size of containers, Total
UNIT	Thousand Tonnes, Million TKM, TEU, Thousand TEUs

Table 73: iww_go_actygofl - Container transport by type of good (country/regional flows from 2007)

Dimensions	Content
TIME	Years (from 2007)
GEO	Reporting country
NST07	Type of goods (NST2007, 2 and 3 digits), Total
C_UNLOAD	Unloading region (NUTS0, NUTS1 and NUTS2 level)
C_LOAD	Loading region (NUTS0, NUTS1 and NUTS2 level)
UNIT	Thousand Tonnes, Million TKM, TEU, Thousand TEUs

Table 74: iww_go_actygof07 - Container transport by type of good (country/regional flows in 2007)

Dimensions	Content
TIME	2007
GEO	Reporting country
NSTR24	Type of goods (NST/R, groups 01 to 24), Total
C_UNLOAD	Unloading region (NUTS0, NUTS1 and NUTS2 level)
C_LOAD	Loading region (NUTS0, NUTS1 and NUTS2 level)
UNIT	Thousand Tonnes, Million TKM, TEU, Thousand TEUs

Table 75: iww_go_aport - Goods loaded and unloaded in ports for inland waterways transport

Dimensions	Content
TIME	Years (from 2014)
PORT_IWW	Ports
TRA_MEAS	Freight loaded, Freight unloaded, Total
UNIT	Tonnes

Table 76: iww_go_adago - Transport of dangerous goods

Dimensions	Content
TIME	Years (from 2007)

GEO	Reporting country
TRA_COV	National, International, Transit, Total
DANG_GDS	Type of dangerous goods (ADN), Total
UNIT	Thousand Tonnes, Million TKM

Table 77: iww_tf_vetf - Vessel traffic

Dimensions	Content
TIME	Years (from 2007)
GEO	Reporting country
TRA_COV	National, International, Transit, Total
LOADSTAT	Loaded, Empty, Total
UNIT	Vessel movements, Thousand VKM

Quarterly data

Table 78: iww_go_qnave - Transport by nationality of vessel

Dimensions	Content
TIME	Years and quarters (from 1982Q1)
GEO	Reporting country, EU15, EU25, EU27_2007, EU28, EU27_2020
TRA_COV	National, International loaded, International unloaded, International, Transit, Total
NATVESSR	Nationalities of vessel, Total
UNIT	Thousand Tonnes, Million TKM

Table 79: iww_go_qcnave - Container transport by nationality of vessel

Dimensions	Content
TIME	Years and quarters (from 2007Q1)
GEO	Reporting country, EU15, EU25, EU27_2007, EU28, EU27_2020
TRA_COV	National, International loaded, International unloaded, International, Transit, Total
NATVESSR	Nationalities of vessel, Total
LOADSTAT	Loaded, Empty, Total
UNIT	Thousand Tonnes, Million TKM, TEU, Thousand TEUs

- **Inland waterways – accidents**

Table 80: iww_ac_nbac - Number of accidents

Dimensions	Content
TIME	Years (from 1995)
GEO	Reporting country
ACCIDENT	Accidents involving transport of dangerous goods, Total
UNIT	Number

The metadata are disseminated together with the data tables in the dissemination database through the following link:

http://ec.europa.eu/eurostat/web/transport/data/database.

3.1.2. Statistics explained articles

Statistics Explained is an official Eurostat website presenting all statistical topics in an easily understandable way. Together, the articles make up everyone's encyclopaedia of European statistics, completed by a statistical glossary clarifying all terms used and by numerous links to further information and the very latest data and metadata, a portal for occasional and regular users alike.

Four articles presenting inland waterway statistics are currently available online:

- Inland waterways freight transport – quarterly and annual data
- Inland waterway transport statistics by product category
- Inland waterways – statistics on container transport
- Inland waterways – Regional data

3.2. Procedures of calculations and aggregations used in the dissemination process

In the frame of the data dissemination process Eurostat has to calculate aggregates like the total volume of national transport for each country or the total volume of intra-EU transport. These calculations required the problem of double counting to be solved. The calculations are different for tonnes, TEU and tonne-km and TEU-km for the national, international and transit level for individual countries and the EU. Calculations are based on the territorial principle i.e. that only transport registered on the territory of the reporting country should be recorded by each individual country for each type of transport. EU aggregates only include data recorded by EU countries and will only be calculated if data for all countries are available.

Data for the following aggregates can be found on the online dissemination database: EU15, EU25, EU27_2007, EU28 and EU27_2020.

The calculations are done in the following way:

Table 81: Calculations and aggregations used in the dissemination process at country level

NATIONAL	Addition of all TONNES/TKM/TEU/TEU-km reported by the country when the loading country and the unloading country are the same as the reporting country.
INTERNATIONAL - LOADED	Addition of all TONNES/TKM/TEU/TEU-km reported by the country when the loading country is equal to the reporting country and the unloading country is different from the reporting country.
INTERNATIONAL - UNLOADED	Addition of all TONNES/TKM/TEU/TEU-km reported by the country when the unloading country is equal to the reporting country and the loading country is different from the reporting country.
INTERNATIONAL	Addition of all TONNES/TKM/TEU/TEU-km reported by the country when the loading country is equal to the reporting country and the unloading country is different from the reporting country and when the loading country is different from the reporting country and the unloading country is equal to the reporting country.
TRANSIT	Addition of all TONNES/TKM/TEU/TEU-km reported by the country when both the loading country and the unloading country are different from the reporting country.
TOTAL	National + International + transit

Table 82: Calculations and aggregations used in the dissemination process at

AT EU LEVEL

NATIONAL	Addition of the National of the EU countries for TONNES/TKM/TEU/TEU-km
INTERNATIONAL - LOADED	Addition of the International - loaded of the EU countries for TONNES/TKM/TEU/TEU-km
INTERNATIONAL - UNLOADED	Addition of the International - unloaded of the EU countries for TONNES/TKM/TEU/TEU-km
INTERNATIONAL	**Tonnes and TEU**: addition of all TONNES/TEU reported by the EU countries, for which the unloading country is equal to the reporting country and the loading country is different from the reporting country and for which the unloading country is not a reporting country and the loading country is equal to the reporting country. **TKM and TEU-Km**: addition of the international of the EU countries
TRANSIT	**Tonnes and TEU**: not calculated **TKM and TEU-Km**: addition of the transit of the EU countries
TOTAL	**Tonnes and TEU**: national + international (as calculated for the EU aggregate) **TKM and TEU-km**: national + international + transit (as calculated for the EU aggregate)

Table 83: Summary of the calculations and aggregations used in the dissemination process

SUMMARY TABLE

Level	Value	National	International – loaded	International – unloaded	International	Transit	Total
Country	Tonnes TEU	All tonnes/TEU	All tonnes/TEU	All tonnes/TEU	All tonnes/TEU	All Tonnes/TEU	National + International + Transit
	TKM TEU-km	All TKM/TEU-km	All TKM/TEU-km	All TKM/TEU-km	All TKM/TEU-km	All TKM/TEU-km	National + International + Transit
EU	Tonnes TEU	Addition of the National Totals of the EU countries	Addition of the International – loaded of the EU countries	Addition of the International – unloaded of the EU countries	All tonnes for which (unloading country=reporting country) + (unloading country is not a reporting country)	Not to be calculated	National + International (as calculated for the EU aggregate)
	TKM TEU-km	Addition of the National Totals of the EU countries	Addition of the International – loaded of the EU countries	Addition of the International – unloaded of the EU countries	Addition of International Total of EU countries	Addition of Transit Total of EU countries	National + International + Transit (as calculated for the EU aggregate)

ANNEXES

- **Annex I**: Regulation (EU) 2018/974 of the European Parliament and of the Council of 4 July 2018 on statistics of goods transport by inland waterways (codification)
- **Annex II**: NST 2007 – Full goods nomenclature
- **Annex III**: UNECE Recommendation 21

ANNEX I:
REGULATION (EU) 2018/974

REGULATION (EU) 2018/974 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

of 4 July 2018

on statistics of goods transport by inland waterways

(codification)

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on the Functioning of the European Union, and in particular Article 338(1) thereof,

Having regard to the proposal from the European Commission,

After transmission of the draft legislative act to the national parliaments,

Acting in accordance with the ordinary legislative procedure ([1]),

Whereas:

(1) Regulation (EC) No 1365/2006 of the European Parliament and of the Council ([2]) has been substantially amended several times ([3]). In the interests of clarity and rationality, that Regulation should be codified.

(2) Inland waterways are an important part of the Union's transport networks and the promotion of inland waterways transport is one of the objectives of the common transport policy, both for reasons of economic efficiency and in order to reduce energy consumption and the environmental impact of transport.

(3) The Commission needs statistics concerning the transport of goods by inland waterways in order to monitor and develop the common transport policy, as well as the transport elements of policies on the regions and on trans-European networks.

(4) European statistics on all modes of transport should be collected according to common concepts and standards, with the aim of achieving the fullest practicable comparability between transport modes.

(5) Inland waterways transport does not occur in all Member States and, therefore, the effect of this Regulation is limited to those Member States where this mode of transport exists.

(6) Regulation (EC) No 223/2009 of the European Parliament and of the Council ([4]) provides a reference framework for the provisions laid down by this Regulation.

(7) In order to take into account economic and technical trends and changes in definitions adopted at international level, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of amending this Regulation to raise the threshold above 1 000 000 tonnes for statistical coverage of inland waterways transport, to adapt definitions or provide for new ones, as well as to adapt the Annexes to this Regulation to reflect changes in coding and nomenclature at international level or in the relevant Union legislative acts. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making ([5]). In particular, in order to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.

([1]) Position of the European Parliament of 29 May 2018 (not yet published in the Official Journal) and Decision of the Council of 18 June 2018.

([2]) Regulation (EC) No 1365/2006 of the European Parliament and of the Council of 6 September 2006 on statistics of goods transport by inland waterways and repealing Council Directive 80/1119/EEC (OJ L 264, 25.9.2006, p. 1).

([3]) See Annex VII.

([4]) Regulation (EC) No 223/2009 of the European Parliament and of the Council of 11 March 2009 on European statistics and repealing Regulation (EC, Euratom) No 1101/2008 of the European Parliament and of the Council on the transmission of data subject to statistical confidentiality to the Statistical Office of the European Communities, Council Regulation (EC) No 322/97 on Community Statistics, and Council Decision 89/382/EEC, Euratom establishing a Committee on the Statistical Programmes of the European Communities (OJ L 87, 31.3.2009, p. 164).

([5]) OJ L 123, 12.5.2016, p. 1.

(8) The Commission should ensure that those delegated acts do not impose a significant additional burden on the Member States or on the respondents.

(9) In order to ensure uniform conditions for the implementation of this Regulation, implementing powers should be conferred on the Commission so as to enable it to adopt arrangements for transmitting data, including data interchange standards, for the dissemination of results by the Commission (Eurostat) and also to develop and to publish methodological requirements and criteria designed to ensure the quality of the data produced. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council ([1]).

(10) It is necessary for the Commission to arrange for pilot studies to be conducted on the availability of statistical data relating to passenger transport by inland waterways, including by cross border transport services. The Union should contribute to the cost of carrying out those pilot studies. Such contributions should take the form of grants awarded to the national statistical institutes and other national authorities referred to in Article 5 of Regulation (EC) No 223/2009, in accordance with Regulation (EU, Euratom) No 966/2012 of the European Parliament and of the Council ([2]).

(11) Since the objective of this Regulation, namely the creation of common statistical standards that permit the production of harmonised data, cannot be sufficiently achieved by the Member States but can rather, by reason of the scale of that creation, be better achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality, as set out in that Article, this Regulation does not go beyond what is necessary in order to achieve that objective,

HAVE ADOPTED THIS REGULATION:

Article 1

Subject matter

This Regulation establishes common rules for the production of European statistics concerning inland waterways transport.

Article 2

Scope

1. Member States shall transmit data relating to inland waterways transport on their national territory to the Commission (Eurostat).

2. Member States in which the total volume of goods transported annually by inland waterways as national, international or transit transport exceeds 1 000 000 tonnes shall supply the data referred to in Article 4(1).

3. By way of derogation from paragraph 2, Member States which do not have international or transit inland waterways transport but in which the total volume of goods transported annually by inland waterways as national transport exceeds 1 000 000 tonnes shall supply only the data required under Article 4(2).

4. This Regulation shall not apply to:

(a) the carriage of goods by vessels of less than 50 deadweight tonnes;

(b) vessels used principally for the carriage of passengers;

(c) vessels used for ferrying purposes;

(d) vessels used solely for non-commercial purposes by port administrations and public authorities;

([1]) Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).

([2]) Regulation (EU, Euratom) No 966/2012 of the European Parliament and of the Council of 25 October 2012 on the financial rules applicable to the general budget of the Union and repealing Council Regulation (EC, Euratom) No 1605/2002 (OJ L 298, 26.10.2012, p. 1).

(e) vessels used solely for bunkering or storage;

(f) vessels not used for the carriage of goods such as fishery vessels, dredgers, floating workshops, houseboats and pleasure craft.

5. The Commission is empowered to adopt delegated acts in accordance with Article 10 concerning the amendment of paragraph 2 of this Article in order to raise the threshold for statistical coverage of inland waterways transport referred to therein so as to take economic and technical trends into account.

When exercising that power, the Commission shall ensure that the delegated acts do not impose a significant additional burden on the Member States or on the respondents. Furthermore, the Commission shall duly justify the statistical actions for which those delegated acts provide, using, where appropriate, a cost-effectiveness analysis, including an assessment of the burden on respondents and of the production costs as referred to in Article 14(3)(c) of Regulation (EC) No 223/2009.

Article 3

Definitions

For the purposes of this Regulation, the following definitions shall apply:

(a) 'navigable inland waterway' means a watercourse, not part of the sea, which by natural or man-made features is suitable for navigation, primarily by inland waterway vessels;

(b) 'inland waterway vessel' means a floating craft designed for the carriage of goods or public transport of passengers which navigates predominantly in navigable inland waterways or in waters within, or closely adjacent to sheltered waters or areas where port regulations apply;

(c) 'nationality of the vessel' means the country where the vessel is registered;

(d) 'inland waterways transport' means any movement of goods and/or passengers using inland waterways vessels which is undertaken wholly or partly in navigable inland waterways;

(e) 'national inland waterways transport' means inland waterways transport between two ports of a national territory irrespective of the nationality of the vessel;

(f) 'international inland waterways transport' means inland waterways transport between two ports located in different national territories;

(g) 'transit inland waterways transport' means inland waterways transport through a national territory between two ports both located in another national territory or national territories provided that in the total journey within the national territory there is no transshipment;

(h) 'inland waterways traffic' means any movement of a vessel on a given navigable inland waterway.

The Commission is empowered to adopt delegated acts in accordance with Article 10 concerning the amendment of the first paragraph of this Article to adapt the definitions contained therein or to provide for new ones in order to take relevant definitions amended or adopted at international level into account.

When exercising that power, the Commission shall ensure that the delegated acts do not impose a significant additional burden on the Member States or on the respondents. Furthermore, the Commission shall duly justify the statistical actions for which those delegated acts provide, using, where appropriate, a cost-effectiveness analysis, including an assessment of the burden on respondents and of the production costs as referred to in Article 14(3)(c) of Regulation (EC) No 223/2009.

Article 4

Data collection

1. Data shall be collected in accordance with the tables set out in Annexes I to IV.

2. In the case referred to in Article 2(3), data shall be collected in accordance with the table set out in Annex V.

3. For the purposes of this Regulation, goods shall be classified in accordance with Annex VI.

4. The Commission is empowered to adopt delegated acts in accordance with Article 10 concerning the amendment of the Annexes to reflect changes in coding and nomenclature at international level or in the relevant Union legislative acts.

When exercising that power, the Commission shall ensure that the delegated acts do not impose a significant additional burden on the Member States or on the respondents. Furthermore, the Commission shall duly justify the statistical actions for which those delegated acts provide, using, where appropriate, a cost-effectiveness analysis, including an assessment of the burden on respondents and of the production costs as referred to in Article 14(3)(c) of Regulation (EC) No 223/2009.

Article 5

Pilot studies

1. By 8 December 2018, the Commission, in cooperation with the Member States, shall develop the appropriate methodology for compiling statistics on passenger transport by inland waterways, including by cross-border transport services.

2. By 8 December 2019, the Commission shall launch voluntary pilot studies to be carried out by Member States that provide data within the scope of this Regulation on the availability of statistical data relating to passenger transport by inland waterways, including by cross-border transport services. Those pilot studies shall aim to assess the feasibility of those new data collections, the costs of the related data collections and the statistical quality implied.

3. By 8 December 2020, the Commission shall submit a report to the European Parliament and to the Council on the results of such pilot studies. Depending on the results of that report, and within a reasonable period, the Commission shall submit, if appropriate, a legislative proposal to the European Parliament and to the Council to amend this Regulation with regard to statistics on passenger transport by inland waterways, including by cross-border transport services.

4. The general budget of the Union shall, where appropriate and taking into account the Union's added value, contribute to the financing of those pilot studies.

Article 6

Transmission of data

1. The transmission of data shall take place as soon as possible and no later than five months after the end of the relevant period of observation.

2. The Commission shall adopt implementing acts laying down the arrangements for transmitting data to the Commission (Eurostat), including data interchange standards. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 11(2).

Article 7

Dissemination

European statistics based on the data referred to in Article 4 shall be disseminated with a frequency similar to that laid down for the transmission of data by the Member States.

The Commission shall adopt implementing acts laying down the arrangements for disseminating results. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 11(2).

Article 8

Quality of data

1. The Commission shall adopt implementing acts laying down the methodological requirements and criteria designed to ensure the quality of the data produced. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 11(2).

2. Member States shall take all measures necessary to ensure the quality of the data transmitted.

3. The Commission (Eurostat) shall assess the quality of the data transmitted. Member States shall supply the Commission (Eurostat) with a report containing such information and data as it may request in order to verify the quality of the data transmitted.

4. For the purposes of this Regulation, the quality criteria to be applied to the data to be transmitted are those referred to in Article 12(1) of Regulation (EC) No 223/2009.

5. The Commission shall adopt implementing acts laying down the detailed arrangements, structure, periodicity and comparability elements for the quality reports. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 11(2).

Article 9

Reports on implementation

By 31 December 2020 and every five years thereafter, the Commission, after consulting the European Statistical System Committee, shall submit a report to the European Parliament and to the Council on the implementation of this Regulation and on future developments.

In that report, the Commission shall take relevant information provided by Member States on potential improvements and on users' needs into account. In particular, that report shall assess:

(a) the benefits accruing to the Union, the Member States and the providers and users of statistical information, of the statistics produced, in relation to their costs;

(b) the quality of the data transmitted and the data collection methods used.

Article 10

Exercise of the delegation

1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.

2. The power to adopt delegated acts referred to in Article 2(5), Article 3 and Article 4(4) shall be conferred on the Commission for a period of five years from 7 December 2016. The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the five-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.

3. The delegation of power referred to in Article 2(5), Article 3 and Article 4(4) may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the *Official Journal of the European Union* or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.

4. Before adopting a delegated act, the Commission shall consult experts designated by each Member State in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making.

5. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.

6. A delegated act adopted pursuant to Article 2(5), Article 3 or Article 4(4) shall enter into force only if no objection has been expressed either by the European Parliament or the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.

Article 11

Committee procedure

1. The Commission shall be assisted by the European Statistical System Committee established by Regulation (EC) No 223/2009. That committee shall be a committee within the meaning of Regulation (EU) No 182/2011.

2. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply.

Article 12

Repeal

Regulation (EC) No 1365/2006 is hereby repealed.

References to the repealed Regulation shall be construed as references to this Regulation and shall be read in accordance with the correlation table in Annex VIII.

Article 13

Entry into force

This Regulation shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Strasbourg, 4 July 2018.

For the European Parliament	*For the Council*
The President	*The President*
A. TAJANI	K. EDTSTADLER

ANNEX I

Table I1.

Goods transport by type of goods (annual data)

Elements	Coding	Nomenclature	Unit
Table	2-alpha	'I1'	
Reporting country	2-letter	NUTS0 (national code)	
Year	4-digit	'yyyy'	
Country/region of loading	4-alpha	NUTS2 ([1])	
Country/region of unloading	4-alpha	NUTS2 ([1])	
Type of transport	1-digit	1 = national 2 = international (except transit) 3 = transit	
Type of goods	2-digit	NST 2007	
Type of packaging	1-digit	1 = goods in containers 2 = goods not in containers and empty containers	
Tonnes transported			tonnes
Tonnes-km			tonnes-km

([1]) When the regional code is unknown or not available, the following codification shall be used:
— 'NUTS0 + ZZ' when the NUTS code exists for the partner country.
— 'ISO code + ZZ' when the NUTS code does not exist for the partner country.
— 'ZZZZ' when the partner country is completely unknown.

ANNEX II

Table II1.

Transport by nationality of the vessel and type of vessel (annual data)

Elements	Coding	Nomenclature	Unit
Table	3-alpha	'II1'	
Reporting country	2-letter	NUTS0 (national code)	
Year	4-digit	'yyyy'	
Country/region of loading	4-alpha	NUTS2 ([1])	
Country/region of unloading	4-alpha	NUTS2 ([1])	
Type of transport	1-digit	1 = national 2 = international (except transit) 3 = transit	
Type of vessel	1-digit	1 = self-propelled barge 2 = barge not self-propelled 3 = self-propelled tanker barge 4 = tanker barge not self-propelled 5 = other goods-carrying vessel 6 = seagoing vessel	
Nationality of vessel	2-letter	NUTS0 (national code) ([2])	
Tonnes transported			tonnes
Tonnes-km			tonnes-km

([1]) When the regional code is unknown or not available, the following codification shall be used:
— 'NUTS0 + ZZ' when the NUTS code exists for the partner country.
— 'ISO code + ZZ' when the NUTS code does not exist for the partner country.
— 'ZZZZ' when the partner country is completely unknown.

([2]) When a NUTS code does not exist for the country of registration of the vessel, the ISO national code shall be reported. Where the nationality of the vessel is unknown, the code to use is 'ZZ'.

Table II2.

Vessel traffic (annual data)

Elements	Coding	Nomenclature	Unit
Table	3-Alpha	'II2'	
Reporting country	2-letter	NUTS0 (national code)	
Year	4-digit	'yyyy'	

Elements	Coding	Nomenclature	Unit
Type of transport	1-digit	1 = national 2 = international (except transit) 3 = transit	
Number of movements of loaded vessels			movements of vessels
Number of movements of empty vessels			movements of vessels
Vessel-km (loaded vessels)			vessel-km
Vessel-km (empty vessels)			vessel-km

NOTE: The provision of Table II2 is optional.

ANNEX III

Table III1.

Container transport by type of goods (annual data)

Elements	Coding	Nomenclature	Unit
Table	4-alpha	'III1'	
Reporting country	2-letter	NUTS0 (national code)	
Year	4-digit	'yyyy'	
Country/region of loading	4-alpha	NUTS2 ([1])	
Country/region of unloading	4-alpha	NUTS2 ([1])	
Type of transport	1-digit	1 = national 2 = international (except transit) 3 = transit	
Size of containers	1-digit	1 = 20′ freight units 2 = 40′ freight units 3 = freight units > 20′ and < 40′ 4 = freight units > 40′	
Loading status	1-digit	1 = loaded containers 2 = empty containers	
Type of goods	2-digit	NST 2007	
Tonnes transported			tonnes
tonnes-km			tonnes-km
TEU			TEU
TEU-km			TEU-km

([1]) When the regional code is unknown or not available, the following codification shall be used:
— 'NUTS0 + ZZ' when the NUTS code exists for the partner country.
— 'ISO code + ZZ' when the NUTS code does not exist for the partner country.
— 'ZZZZ' when the partner country is completely unknown.

ANNEX IV

Table IV1.

Transport by nationality of vessels (quarterly data)

Elements	Coding	Nomenclature	Unit
Table	3-alpha	'IV1'	
Reporting country	2-letter	NUTS0 (national code)	
Year	4-digit	'yyyy'	
Quarter	2-digit	41 = quarter 1 42 = quarter 2 43 = quarter 3 44 = quarter 4	
Type of transport	1-digit	1 = national 2 = international (except transit) 3 = transit	
Nationality of the vessel	2-letter	NUTS0 (national code) ([1])	
Tonnes transported			tonnes
Tonnes-km			tonnes-km

([1]) When a NUTS code does not exist for the country of registration of the vessel, the ISO national code shall be reported. Where the nationality of the vessel is unknown, the code to use is 'ZZ'.

Table IV2.

Container transport by nationality of vessels (quarterly data)

Elements	Coding	Nomenclature	Unit
Table	3-alpha	'IV2'	
Reporting country	2-letter	NUTS0 (national code)	
Year	4-digit	'yyyy'	
Quarter	2-digit	41 = quarter 1 42 = quarter 2 43 = quarter 3 44 = quarter 4	
Type of transport	1-digit	1 = national 2 = international (except transit) 3 = transit	
Nationality of vessel	2-letter	NUTS0 (national code) ([1])	
Loading status	1-digit	1 = loaded containers 2 = empty containers	

Elements	Coding	Nomenclature	Unit
Tonnes transported			tonnes
Tonnes-km			tonnes-km
TEU			TEU
TEU-km			TEU-km

(1) When a NUTS code does not exist for the country of registration of the vessel, the ISO national code shall be reported. Where the nationality of the vessel is unknown, the code to use is 'ZZ'.

ANNEX V

Table V1.

Goods transport (annual data)

Elements	Coding	Nomenclature	Unit
Table	2-alpha	'V1'	
Reporting country	2-letter	NUTS0 (national code)	
Year	4-digit	'yyyy'	
Type of transport	1-digit	1 = national 2 = international (except transit) 3 = transit	
Type of goods	2-digit	NST 2007	
Tonnes transported			tonnes
Tonnes-km			tonnes-km

ANNEX VI

NST 2007	
Division	Description
01	Products of agriculture, hunting, and forestry; fish and other fishing products
02	Coal and lignite; crude petroleum and natural gas
03	Metal ores and other mining and quarrying products; peat; uranium and thorium
04	Food products, beverages and tobacco
05	Textiles and textile products; leather and leather products
06	Wood and products of wood and cork (except furniture); articles of straw and plaiting materials; pulp, paper and paper products; printed matter and recorded media
07	Coke and refined petroleum products
08	Chemicals, chemical products, and man-made fibres; rubber and plastic products; nuclear fuel
09	Other non-metallic mineral products
10	Basic metals; fabricated metal products, except machinery and equipment
11	Machinery and equipment n.e.c.; office machinery and computers; electrical machinery and apparatus n.e.c.; radio, television and communication equipment and apparatus; medical, precision and optical instruments; watches and clocks
12	Transport equipment
13	Furniture; other manufactured goods n.e.c.
14	Secondary raw materials; municipal wastes and other wastes
15	Mail, parcels
16	Equipment and material utilised in the transport of goods
17	Goods moved in the course of household and office removals; baggage transported separately from passengers; motor vehicles being moved for repair; other non-market goods n.e.c.
18	Grouped goods: a mixture of types of goods which are transported together
19	Unidentifiable goods: goods which for any reason cannot be identified and therefore cannot be assigned to groups 01—16
20	Other goods n.e.c.

ANNEX VII

REPEALED REGULATION WITH LIST OF ITS SUCCESSIVE AMENDMENTS

Regulation (EC) No 1365/2006 of the European Parliament and of the Council (OJ L 264, 25.9.2006, p. 1).	
Commission Regulation (EC) No 425/2007 (OJ L 103, 20.4.2007, p. 26).	Only Article 1
Commission Regulation (EC) No 1304/2007 (OJ L 290, 8.11.2007, p. 14).	Only Article 4
Regulation (EU) 2016/1954 of the European Parliament and of the Council (OJ L 311, 17.11.2016, p. 20).	

ANNEX VIII

Correlation Table

Regulation (EC) No 1365/2006	This Regulation
Articles 1 to 4	Articles 1 to 4
Article 4a	Article 5
Article 5	Article 6
Article 6	Article 7
Article 7	Article 8
Article 8	Article 9
Article 10	Article 11
Article 11	—
—	Article 12
Article 12	Article 13
Annex A	Annex I
Annex B	Annex II
Annex C	Annex III
Annex D	Annex IV
Annex E	Annex V
Annex F	Annex VI
—	Annex VII
—	Annex VIII

ANNEX II: NST 2007 – FULL GOODS NOMENCLATURE

(Group level is provided only for information)

Rev.1 - October 15, 2007

NST 2007

Division	Group	Description	Classification CPA2008
01		**Products of agriculture, hunting, and forestry; fish and other fishing products**	
	01.1	Cereals	01.11.1, 01.11.2, 01.11.3, 01.11.4, 01.12
	01.2	Potatoes	01.13.51
	01.3	Sugar beet	01.13.71
	01.4	Other fresh fruit and vegetables	01.11.6, 01.11.7, 01.13.1, 01.13.2, 01.13.3, 01.13.4, 01.13.52, 01.13.53, 01.13.59, 01.13.8, 01.13.9, 01.14, 01.21, 01.22, 01.23, 01.24, 01.25.1, 01.25.3, 01.25.9, 01.26, 02.30.4
	01.5	Products of forestry and logging	02.10.1, 02.10.3, 02.2, 02.30.1, 02.30.2, 02.30.3
	01.6	Live plants and flowers	01.13.6, 01.13.72, 01.19.2, 01.25.2, 01.30
	01.7	Other substances of vegetable origin	01.11.5, 01.11.8, 01.11.9, 01.15, 01.16, 01.19.1, 01.19.3, 01.27, 01.28, 01.29
	01.8	Live animals	01.41.1, 01.42.1, 01.43, 01.44, 01.45.1, 01.46, 01.47.1, 01.49.1
	01.9	Raw milk from bovine cattle, sheep and goats	01.41.2, 01.45.2
	01.A	Other raw materials of animal origin	01.42.2, 01.45.3, 01.47.2, 01.49.2, 01.49.3
	01.B	Fish and other fishing products	03
02		**Coal and lignite; crude petroleum and natural gas**	
	02.1	Coal and lignite	05
	02.2	Crude petroleum	06.1
	02.3	Natural gas	06.2
03		**Metal ores and other mining and quarrying products; peat; uranium and thorium**	
	03.1	Iron ores	07.1

Division	Group	Description	Classification CPA2008
	03.2	Non-ferrous metal ores (except uranium and thorium ores)	07.29
	03.3	Chemical and (natural) fertilizer minerals	08.91
	03.4	Salt	08.93
	03.5	Stone, sand, gravel, clay, peat and other mining and quarrying products n.e.c.	08.1, 08.92, 08.99
	03.6	Uranium and thorium ores	07.21
04		**Food products, beverages and tobacco**	
	04.1	Meat, raw hides and skins and meat products	10.1
	04.2	Fish and fish products, processed and preserved	10.2
	04.3	Fruit and vegetables, processed and preserved	10.3
	04.4	Animal and vegetable oils and fats	10.4
	04.5	Dairy products and ice cream	10.5
	04.6	Grain mill products, starches, starch products and prepared animal feeds	10.6, 10.9
	04.7	Beverages	11
	04.8	Other food products n.e.c. and tobacco products (except in parcel service or grouped)	10.7, 10.8, 12
	04.9	Various food products and tobacco products in parcel service or grouped	Various in 10, 11 or 12
05		**Textiles and textile products; leather and leather products**	
	05.1	Textiles	13
	05.2	Wearing apparel and articles of fur	14
	05.3	Leather and leather products	15
06		**Wood and products of wood and cork (except furniture); articles of straw and plaiting materials; pulp, paper and paper products; printed matter and recorded media**	
	06.1	Products of wood and cork (except furniture)	16
	06.2	Pulp, paper and paper products	17
	06.3	Printed matter and recorded media	18, 58, 59
07		**Coke and refined petroleum products**	
	07.1	Coke oven products; briquettes, ovoids and similar solid fuels	19.1, 19.20.1
	07.2	Liquid refined petroleum products	19.20.2
	07.3	Gaseous, liquefied or compressed petroleum products	19.20.3
	07.4	Solid or waxy refined petroleum products	19.20.4

Division	Group	Description	Classification CPA2008
08		**Chemicals, chemical products, and man-made fibers; rubber and plastic products ; nuclear fuel**	
	08.1	Basic mineral chemical products	20.11, 20.12, 20.13.2, 20.13.3, 20.13.4, 20.13.5, 20.13.6
	08.2	Basic organic chemical products	20.14
	08.3	Nitrogen compounds and fertilizers (except natural fertilizers)	20.15
	08.4	Basic plastics and synthetic rubber in primary forms	20.16, 20.17
	08.5	Pharmaceuticals and parachemicals including pesticides and other agro-chemical products	20.2, 20.3, 20.4, 20.5, 20.6, 21
	08.6	Rubber or plastic products	22
	08.7	Nuclear fuel	20.13.1
09		**Other non-metallic mineral products**	
	09.1	Glass and glass products, ceramic and porcelain products	23.1, 23.2, 23.3, 23.4
	09.2	Cement, lime and plaster	23.5
	09.3	Other construction materials, manufactures	23.6, 23.7, 23.9
10		**Basic metals; fabricated metal products, except machinery and equipment**	
	10.1	Basic iron and steel and ferro-alloys and products of the first processing of iron and steel (except tubes)	24.1, 24.3
	10.2	Non-ferrous metals and products thereof	24.4
	10.3	Tubes, pipes, hollow profiles and related fittings	24.2, 24.5
	10.4	Structural metal products	25.1
	10.5	Boilers, hardware, weapons and other fabricated metal products	25.2, 25.3, 25.4, 25.7, 25.9
11		**Machinery and equipment n.e.c.; office machinery and computers; electrical machinery and apparatus n.e.c.; radio, television and communication equipment and apparatus; medical, precision and optical instruments; watches and clocks**	
	11.1	Agricultural and forestry machinery	28.3
	11.2	Domestic appliances n.e.c. (White goods)	27.5
	11.3	Office machinery and computers	26.2, 28.23
	11.4	Electric machinery and apparatus n.e.c.	27.1, 27.2, 27.3, 27.4, 27.9
	11.5	Electronic components and emission and transmission appliances	26.1, 26.3
	11.6	Television and radio receivers; sound or video recording or reproducing apparatus and associated goods (Brown goods)	26.4, 26.8
	11.7	Medical, precision and optical instruments, watches and clocks	26.5, 26.6, 26.7, 32.5

Division	Group	Description	Classification CPA2008
	11.8	Other machines, machine tools and parts	28.1,28.21,28.22, 28.24, 28.25, 28.29, 28.4, 28.9
12		**Transport equipment**	
	12.1	Automobile industry products	29
	12.2	Other transport equipment	30
13		**Furniture; other manufactured goods n.e.c.**	
	13.1	Furniture	31
	13.2	Other manufactured goods	32.1, 32.2, 32.3, 32.4, 32.9
14		**Secondary raw materials; municipal wastes and other wastes**	
	14.1	Household and municipal waste	38.11.31
	14.2	Other waste and secondary raw materials	37.00.20, Others 38.11, 38.12, 38.3
15		**Mail, parcels**	
	15.1	Mail	Not applicable
	15.2	Parcels, small packages	Not applicable
16		**Equipment and material utilized in the transport of goods**	
	16.1	Containers and swap bodies in service, empty	Not applicable
	16.2	Pallets and other packaging in service, empty	Not applicable
17		**Goods moved in the course of household and office removals; baggage and articles accompanying travellers; motor vehicles being moved for repair; other non-market goods n.e.c.**	
	17.1	Household removal	Not applicable
	17.2	Baggage and articles accompanying travellers	Not applicable
	17.3	Vehicles for repair	Not applicable
	17.4	Plant equipment, scaffolding	Not applicable
	17.5	Other non-market goods n.e.c.	Not applicable
18		**Grouped goods: a mixture of types of goods which are transported together**	
	18.0	Grouped goods	Not applicable
19		**Unidentifiable goods: goods which for any reason cannot be identified and therefore cannot be assigned to groups 01-16.**	
	19.1	Unidentifiable goods in containers or swap bodies	Not applicable
	19.2	Other unidentifiable goods	Not applicable
20		**Other goods n.e.c.**	
	20.0	Other goods not elsewhere classified	Not applicable

ANNEX III:
UNECE RECOMMENDATION 21

Codes for Types of Cargo, Packages and Packaging Materials
Cargo Type, One-Digit Code: Descriptions

Code

0

NO CARGO UNIT (LIQUID BULK GOODS): includes i) liquids ii) liquefied gases iii) molten or slurried solids, suitable for continuous mechanical handling for transport by pipeline or loose in a hold, tank or other compartment integral to a means of transport.

1

NO CARGO UNIT (SOLID BULK GOODS): includes i) fine powders ii) granular particles iii) large, lumpy, dry solids, suitable for continuous mechanical handling, for transport by fixed installations (other than pipeline) or loose in a hold or other compartment integral to a means of transport.

2

LARGE FREIGHT CONTAINERS: Goods loaded in/on a freight container 20ft. (6m) or more in external length; includes lift van, swap/swop body, flat, moveable tank or similar articles of transport equipment.

3

OTHER FREIGHT CONTAINERS: Goods loaded in/on a freight container less than 20 ft. (6m) in external length; includes i) rigid Intermediate Bulk Containers (IBCs) ii) aircraft Unit Load Devices (ULDs); excludes i) air mode pallets ii) sea or land mode box-, tank-, post, rack-pallets not exceeding 1.25 m2 deck area.

4

PALLETIZED: Goods loaded on a deck; includes i) disposable one-way pallets ii) sea or land mode box-, tank-, post-, rack-pallets not exceeding 1.25 m2 deck area iii) slip-sheets iv) air mode pallets v) bricks, ingots, etc. suitably assembled for fork-lift truck handling.

5

PRE-SLUNG: Goods (one or more items) supplied with a sling (or slings) or various materials (natural/artificial fibre, steel wire, etc.) and of various designs (loop, ring, cloverleaf, etc.); includes i) "packaged" timber ii) Flexible Intermediate Bulk Containers (FIBCs).

6

MOBILE SELF-PROPELLED UNITS: includes i) road motor vehicles (lorries, buses, cars) and accompanying trailers, semi-trailers, caravans engaged in goods/passenger transport ii) motorised road, agricultural, industrial, etc. vehicles moving in trade iii) live animals "on the hoof" iv) passengers on foot.

7

OTHER MOBILE UNITS: non-self-propelled vehicles and equipment on wheels; includes i) unaccompanied trailers, semi-trailers railwagons, ship-borne barges engaged in goods transport ii) caravans and other road, agricultural, industrial, etc. vehicles iii) ship-borne port-to-port trailers.

8

RESERVED

9

OTHER CARGO TYPES: all cargo not elsewhere enumerated (i.e. the residual types of cargo carried in transport: "break-bulk" or "general" cargo, e.g. boxes, drums, bags, etc. and loose, unpacked items such as pipes, rods, etc.).

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