



**MARKET OBSERVATION  
FOR EUROPEAN INLAND NAVIGATION**

**2006 - I**



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## Foreword

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

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

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



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## General introduction

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

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

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

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

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





## Chapter 1 – Analysis of demand for transport

### A. General economic evolution

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

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

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

(source: Eurostat)

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

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

(source: CEMT except for 2005 figures for Belgium – CCNR estimate – and for the Grand Duchy of Luxembourg)

For Poland, the figures only cover national transport by inland waterway and by road

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

## C. Evolution of inland waterway transport

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

(Summary table)

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

NB: Transit included in international traffic

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

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

NS : not significant

NK : not known

## Syntetic table describing the exchanges between the countries

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

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

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

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

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

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

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

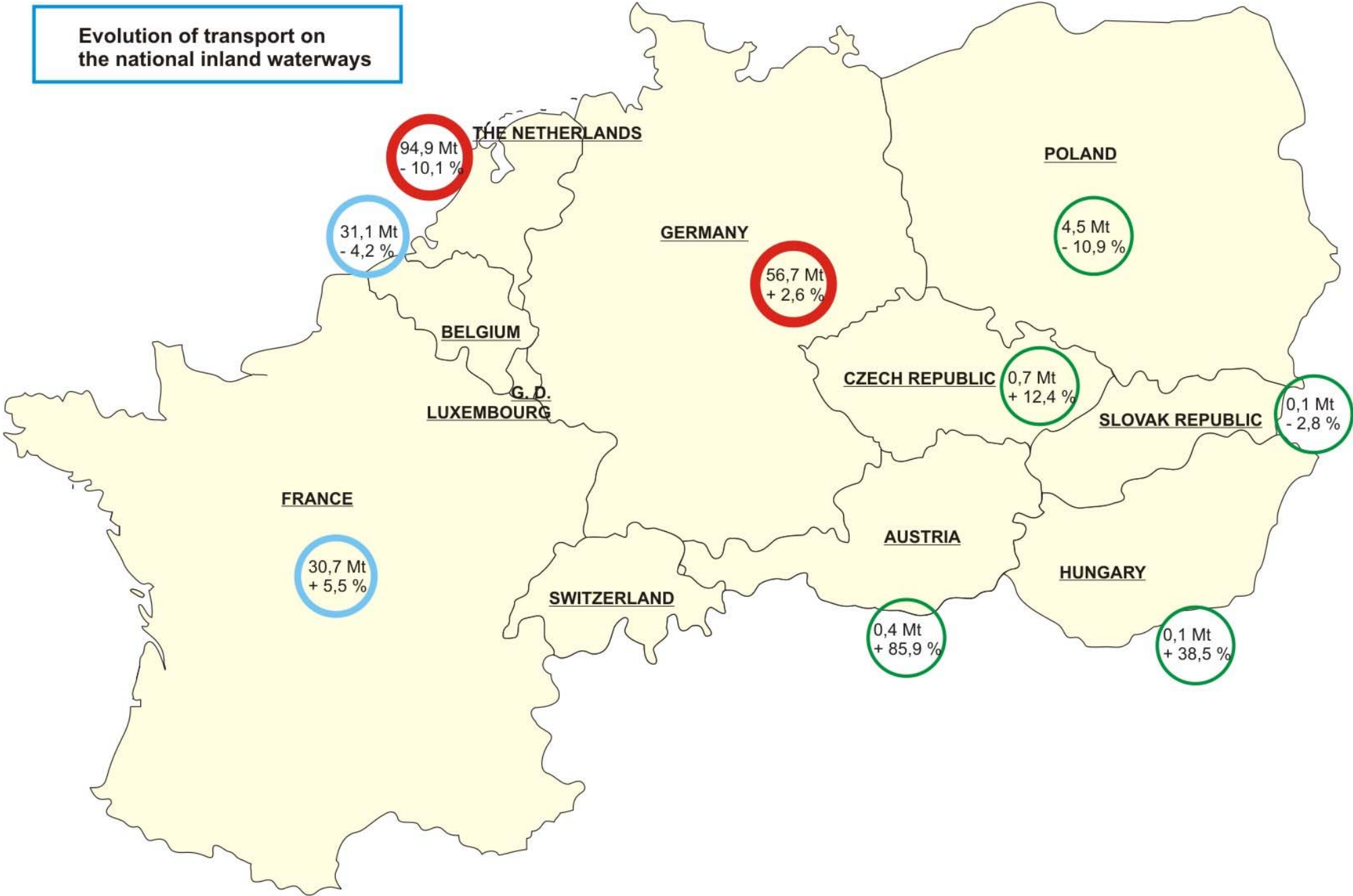
All these transport routes are represented in the table below by arrows; the size and colour of the arrows indicate the comparative scale of the volumes transported on these routes. The table also shows the rate of the evolution of the volumes transported on these routes between 2004 and 2005.

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

**Evolution of the inland navigation transport flows**



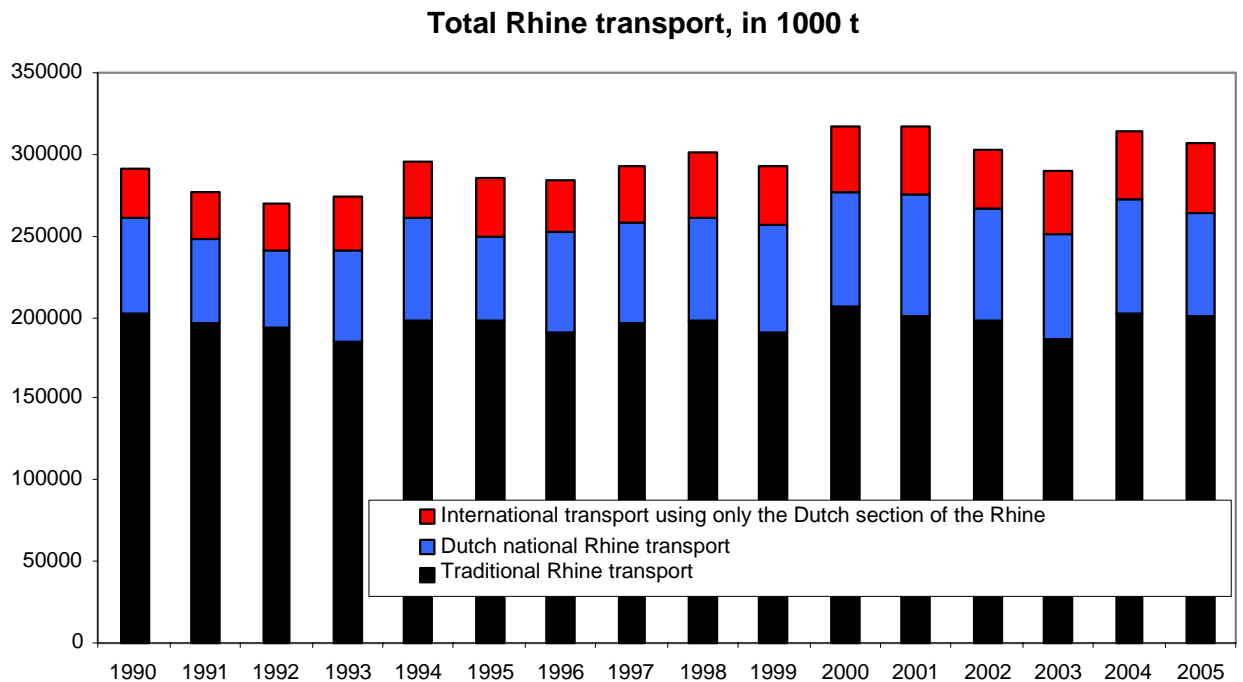
**Evolution of transport on the national inland waterways**





## 1) Traffic on the Rhine route

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



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

## 2) Traffic on the Rhine-Danube route

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

### ***In Germany:***

#### **- On the Main**

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

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

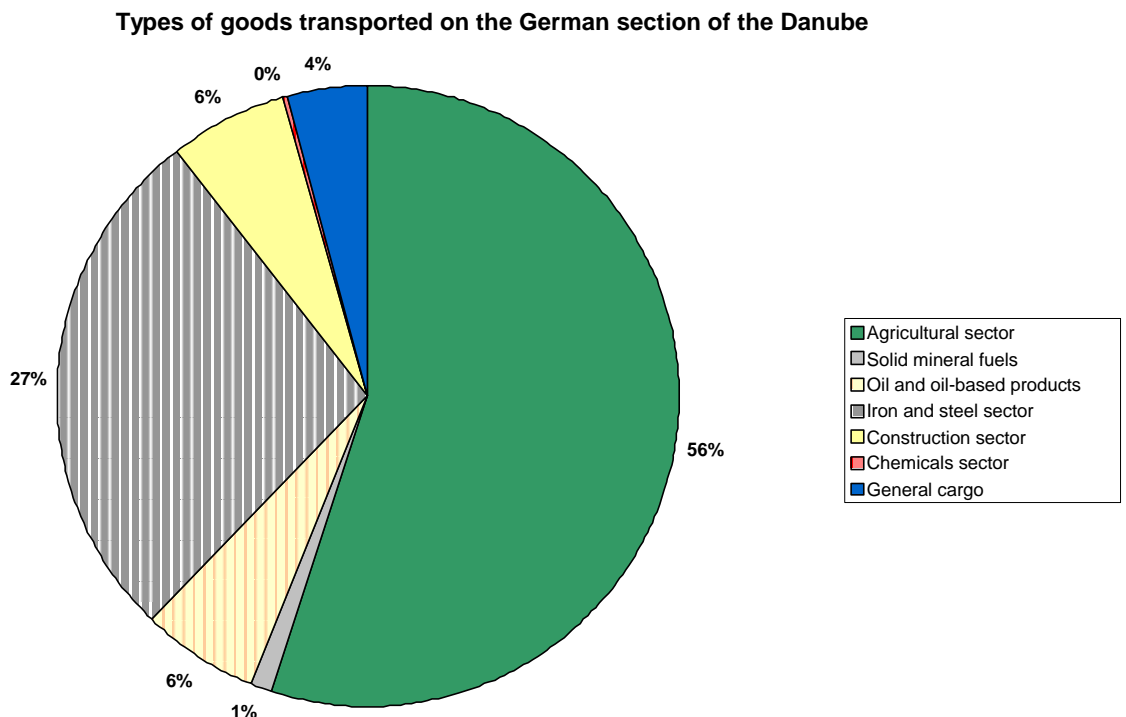
#### - On the Main-Danube Canal

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

#### - On the German section of the Danube

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

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



#### - On the Austrian section of the Danube

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

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

### - On the Hungarian section of the Danube

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

### 3) Traffic on the north/south route

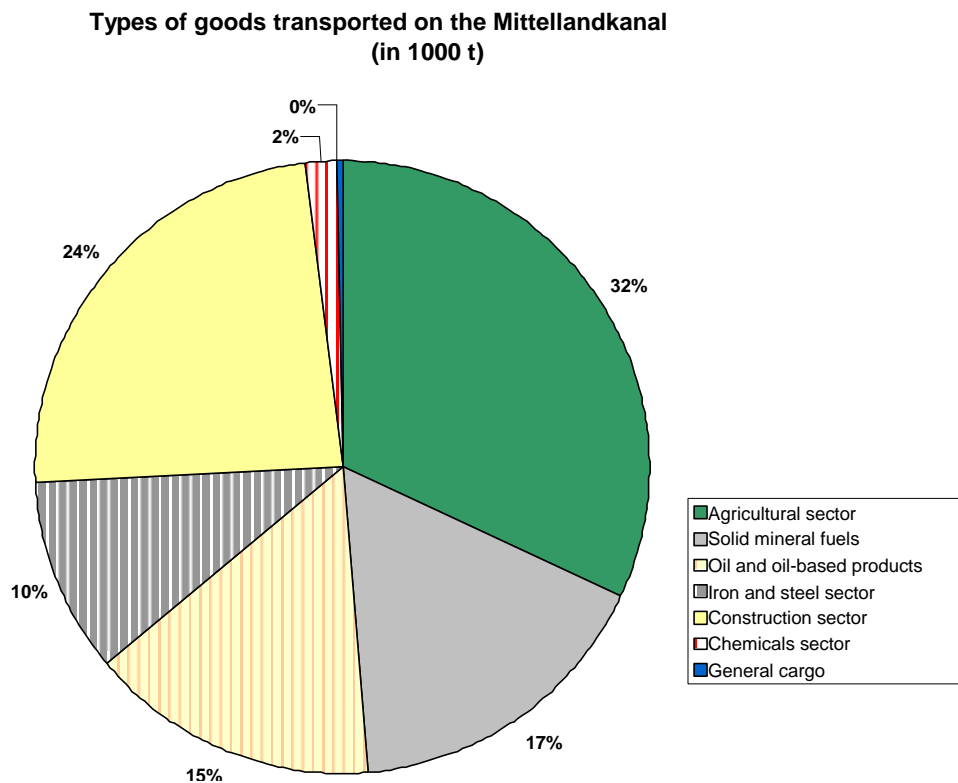
North/south traffic comprising exchanges between France and Belgium or the Netherlands has, on the whole, stagnated somewhat during the year. Only the transport of containerised products made progress on these routes. Transport volume nevertheless progressed by 6.7% between Belgium and the Netherlands;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

### 4) Traffic on the east/west route

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

### The Mittellandkanal

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



### **The Elbe**

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

## **5) Traffic on the French inland waterways network**

### **The Seine**

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

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

### **The Rhône**

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

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

## **D) Evolution of transshipments in sea ports**

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

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

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

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

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

(Source: Port of Rotterdam)

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

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

(Source: Port of Rotterdam)

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

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

(Source: Port of Rotterdam)

### Rotterdam

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

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

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

### Antwerp

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

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

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

### **Amsterdam**

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

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

### **Le Havre**

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

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

### **Dunkirk**

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

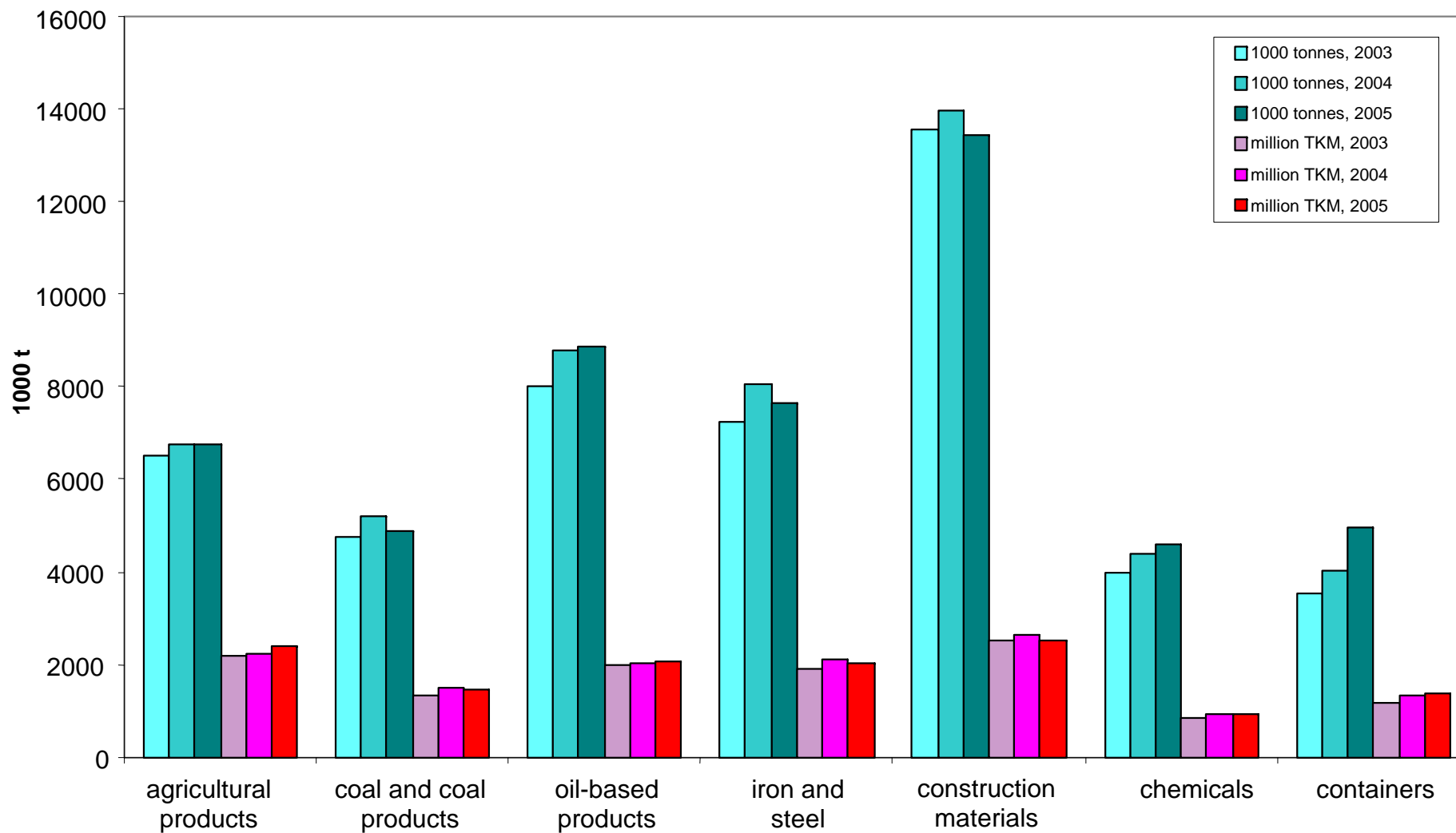
### **Hamburg**

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

### **Bremen**

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

Evolution of the volume of goods transported in Europe





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

### 1) Agricultural products

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

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

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

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

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

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

### 2) Coal and coal products

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

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

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

(source : Verein der deutschen Kohlenimporteure)

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

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

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

### 3) Oil and oil-based products

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

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

(source : Mineralölwirtschaftsverbandt)

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

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

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

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

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

### 4) Iron and steel products

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

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

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

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

(source : *International iron and steel institute*)

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

## 5) Construction materials

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

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

## 6) Chemicals

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

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

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

*(Source CEFIC)*

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

## 7) Manufactured goods and containers

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

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

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

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

## Chapter 2 – Analysis of offer of transport

### A. Structure of the national fleets

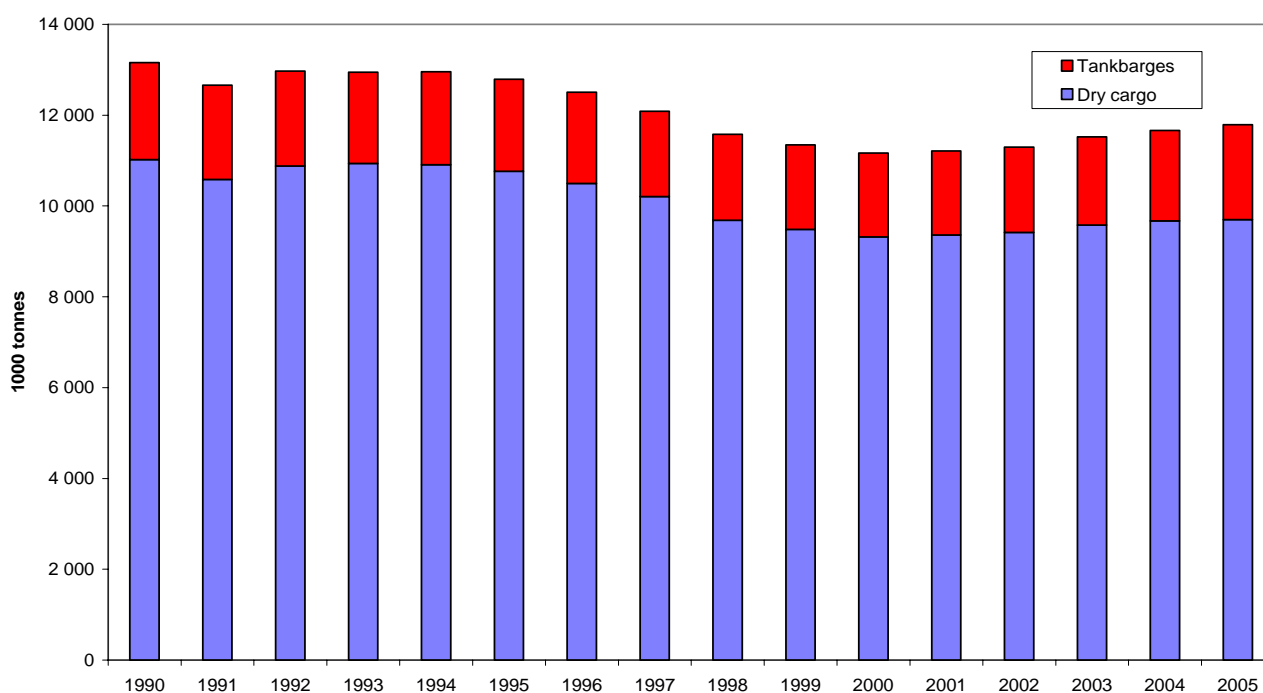
#### *Preliminary remark*

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

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

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

Evolution of the fleet



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

#### Evolution of the situation for dry transport between 2002 and 2005

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

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

#### Evolution of the situation for tanker transport between 2002 and 2005

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

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

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

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

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

Two issues stand out from these evolutions and recent observations.

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

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

## **B. Arrival of new transport capacity on the market**

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

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

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

## Chapter 3 – Navigation conditions

### Water conditions

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

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

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

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

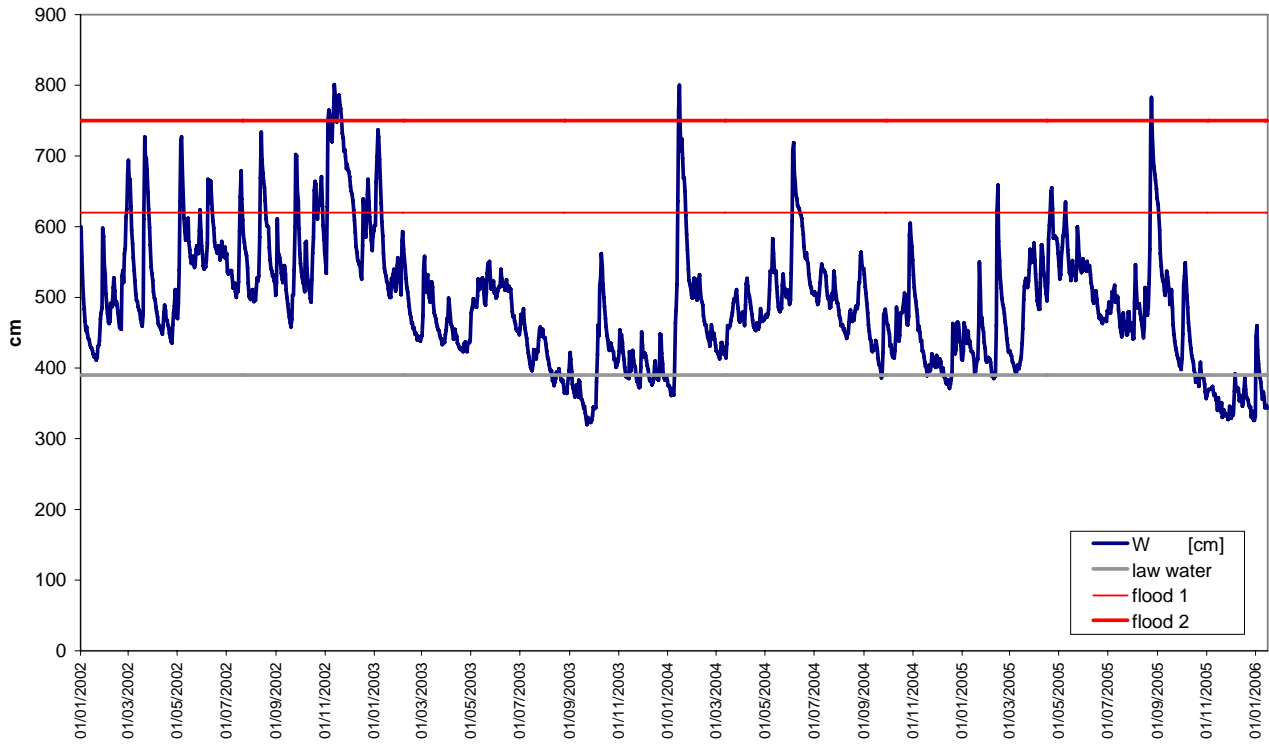
### Overstepping the limits (in days)

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

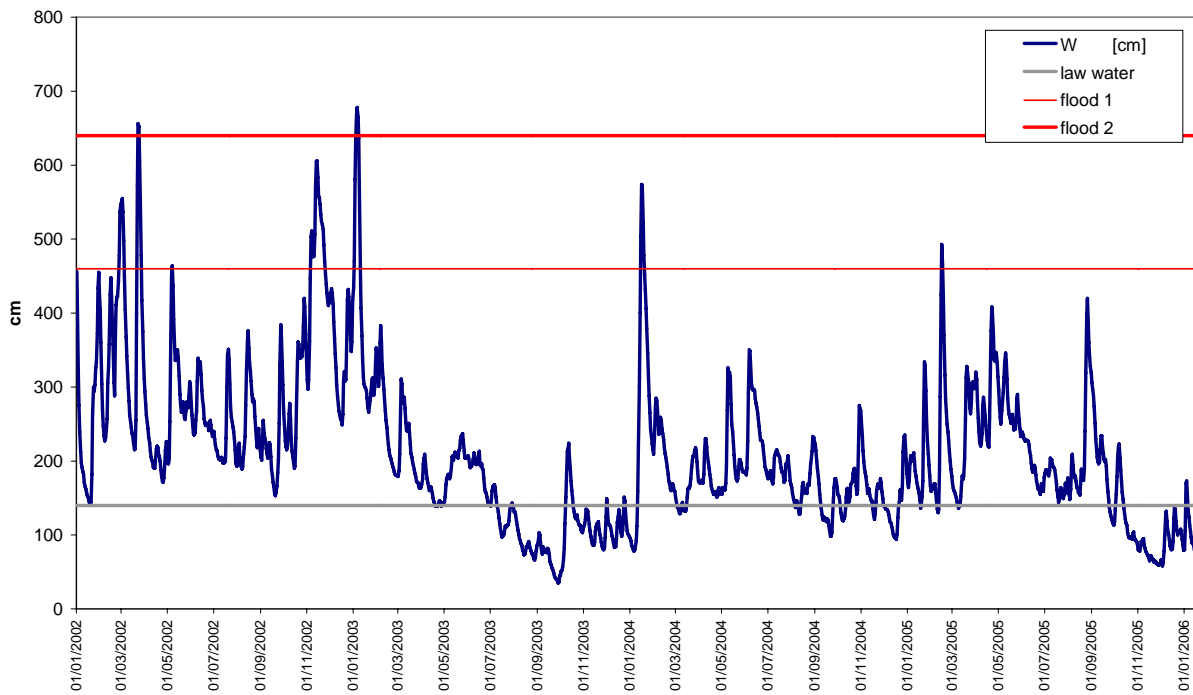


## Water levels

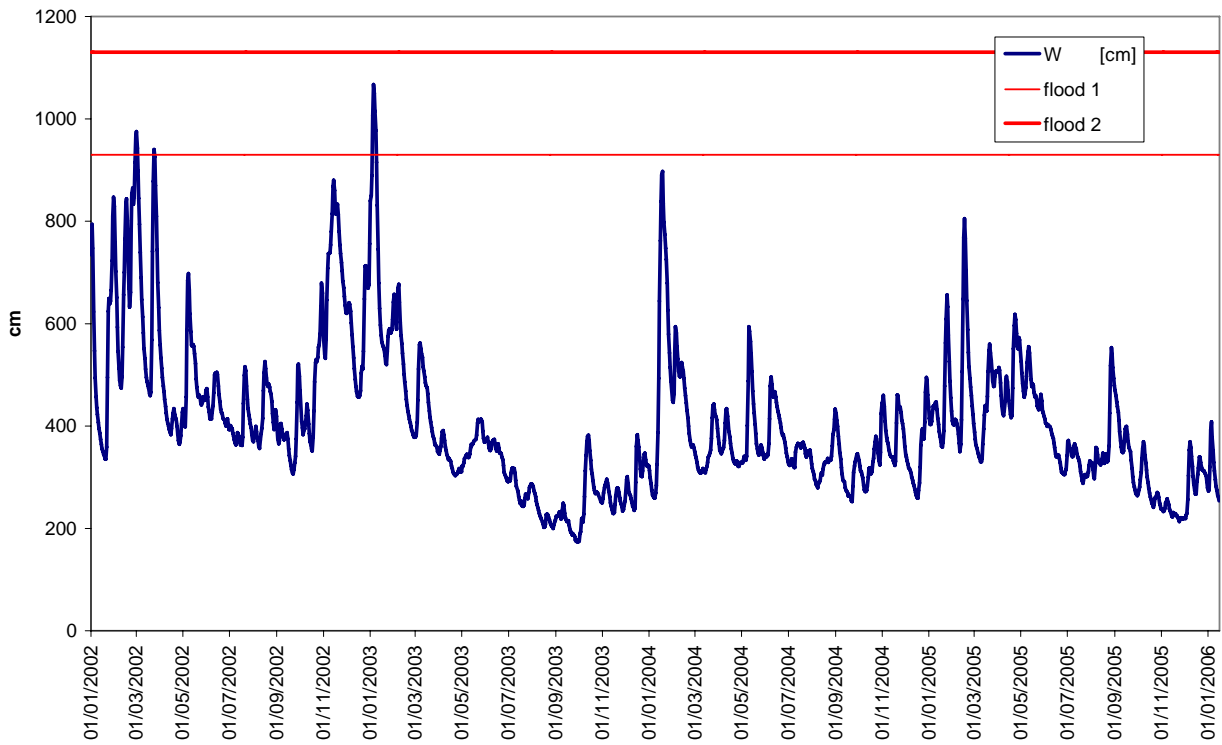
### Water level at Maxau



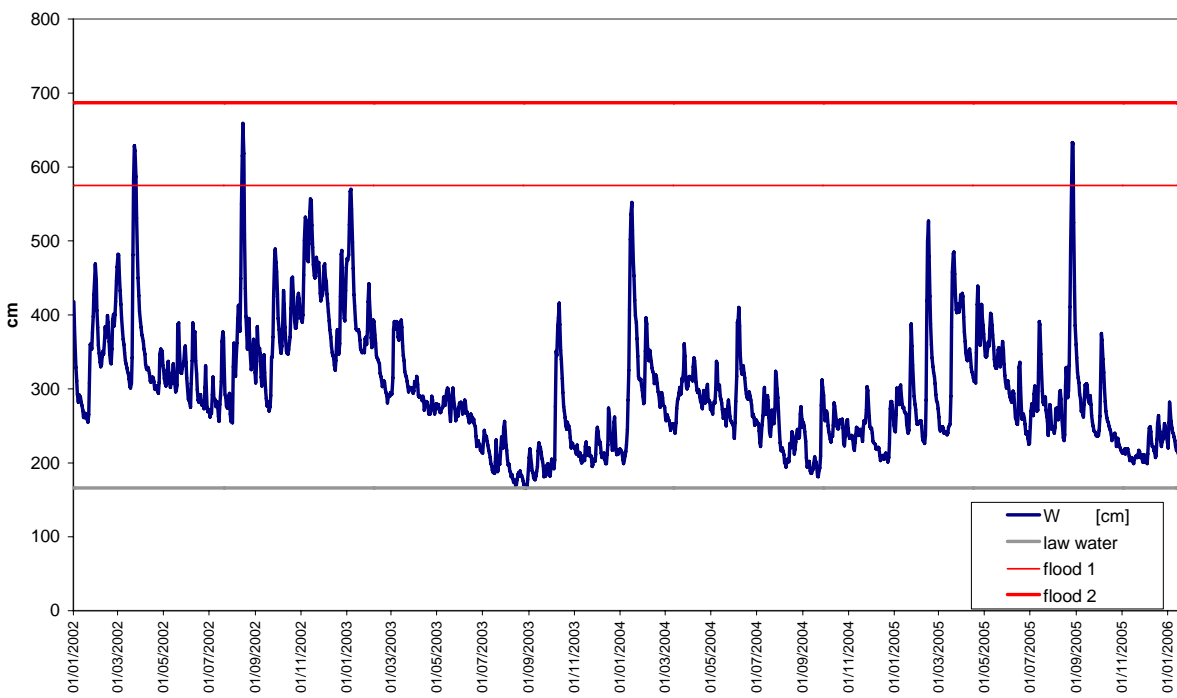
### Water level at Kaub



Water Level at Ruhrort



Water level at Hofkirchen



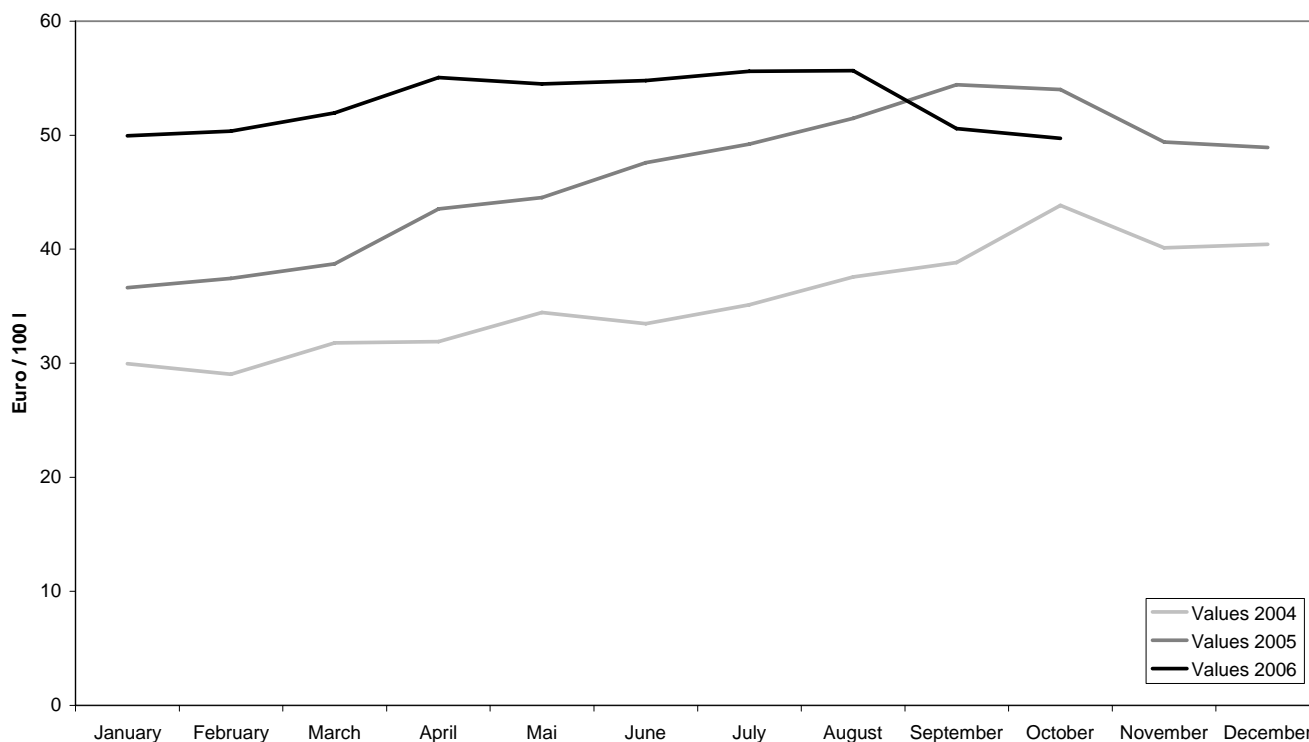
### Reference levels

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

### Evolution of the price of fuel oil

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

### Evolution of the gasoil prices



(sources : CBRB)

## **Conclusions and forecasts**

### ***General economic activity***

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

### ***Activity of inland waterway transport***

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

### ***Sea ports***

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

### ***Container transport***

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

### ***Water conditions***

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

**Market shares**

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

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

**Evolution of the fleets**

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

**Oil prices**

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



## **Appendices**





## Offer of transport capacity

### Methodology

#### Definitions, methods and nomenclature

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(\*) Belgium : estimation

**Table OM2 - INLAND FLEETS AT 31.12.2005  
BY TONNAGE**

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

**Table OM2 - INLAND FLEETS AT 31.12.2005  
BY TONNAGE**

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

**Table OM2 - INLAND FLEETS AT 31.12.2005  
BY TONNAGE**

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



**Table OM2 - INLAND FLEETS AT 31.12.2005  
BY TONNAGE**

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

Table OM3 - INLAND FLEETS AT 31.12.2005

## BY POWER

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

**Table OM3 - INLAND FLEETS AT 31.12.2005  
BY POWER**

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

**Table OM3 - INLAND FLEETS AT 31.12.2005  
BY POWER**

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

**Table OM3 - INLAND FLEETS AT 31.12.2005**  
**BY POWER**

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

**Table OM4 - INLAND FLEETS AT 31.12.2005  
BY YEAR OF CONSTRUCTION**

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

**Table OM4 - INLAND FLEETS AT 31.12.2005  
BY YEAR OF CONSTRUCTION**

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

**Table OM4 - INLAND FLEETS AT 31.12.2005  
BY YEAR OF CONSTRUCTION**

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



**Table OM4 - INLAND FLEETS AT 31.12.2005  
BY YEAR OF CONSTRUCTION**

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

**Table OM4 - INLAND FLEETS AT 31.12.2005**  
**BY YEAR OF CONSTRUCTION**

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

**Table OM4 - INLAND FLEETS AT 31.12.2005**  
**BY YEAR OF CONSTRUCTION**

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

Table OM5 – NEW CONSTRUCTIONS AT APRIL 2006

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

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

Sources: IVR records

## Demand for transport capacity

### Methodology

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

The traffic observed may be divided into two categories:

- national traffic, and
- international traffic.

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

### Sources of data

**Germany:** Statistisches Bundesamt (Wiesbaden)

**Austria:** Statistik Austria (Vienna)

**Belgium:** Institut National Statistique (INS)

**France:** Voies Navigables de France (VNF)

**G.D. Luxembourg:** Commission de la Moselle, Port of Mertert

**Netherlands:** Centraal Bureau Voor de Statistiek (Heren)

**Switzerland:** Rheinschiffahrtsgesellschaft (Basle)

**Est european and Danube-states :** EUROSTAT

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

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

The statistics for goods transported do not include:

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

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

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

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

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

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

On the whole, the European codes are used.

### **Consideration of traffic by route**

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

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

## Analysis by route

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

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

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



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

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

(\*) :Data about traffic in Belgium for 2005 have been estimated by the Secretariat of the CCR



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

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

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

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

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

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

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

(\*) :Data about traffic in Belgium for 2005 have been estimated by the Secretariat of the CCR

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

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

(\*) estimation for 2005

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

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

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

**Table OM8 - TOTAL TRANSPORT OF GOODS  
ON INLAND WATERWAYS IN THE STATES CONCERNED**

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



**Table OM8 - TOTAL TRANSPORT OF GOODS  
ON INLAND WATERWAYS IN THE STATES CONCERNED**

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

(\*) :Data about traffic in Belgium for 2005 have been estimated by the Secretariat of the CCR

**Table OM8 - TOTAL TRANSPORT OF GOODS  
ON INLAND WATERWAYS IN THE STATES CONCERNED**

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

(\*) estimation for 2005

**Table OM8 - TOTAL TRANSPORT OF GOODS  
ON INLAND WATERWAYS IN THE STATES CONCERNED**

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

(Based on though put in the most important harbours)

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

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

### National container traffic, in TEUs

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

\*