

3 GOOD HEALTH
AND WELL-BEING



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

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9 INDUSTRY, INNOVATION
AND INFRASTRUCTURE



11 SUSTAINABLE CITIES
AND COMMUNITIES



Presentation to the Working Party on Inland Water Transport (SC.3)

Geneva, 3-5 October 2018

TRANSPORT

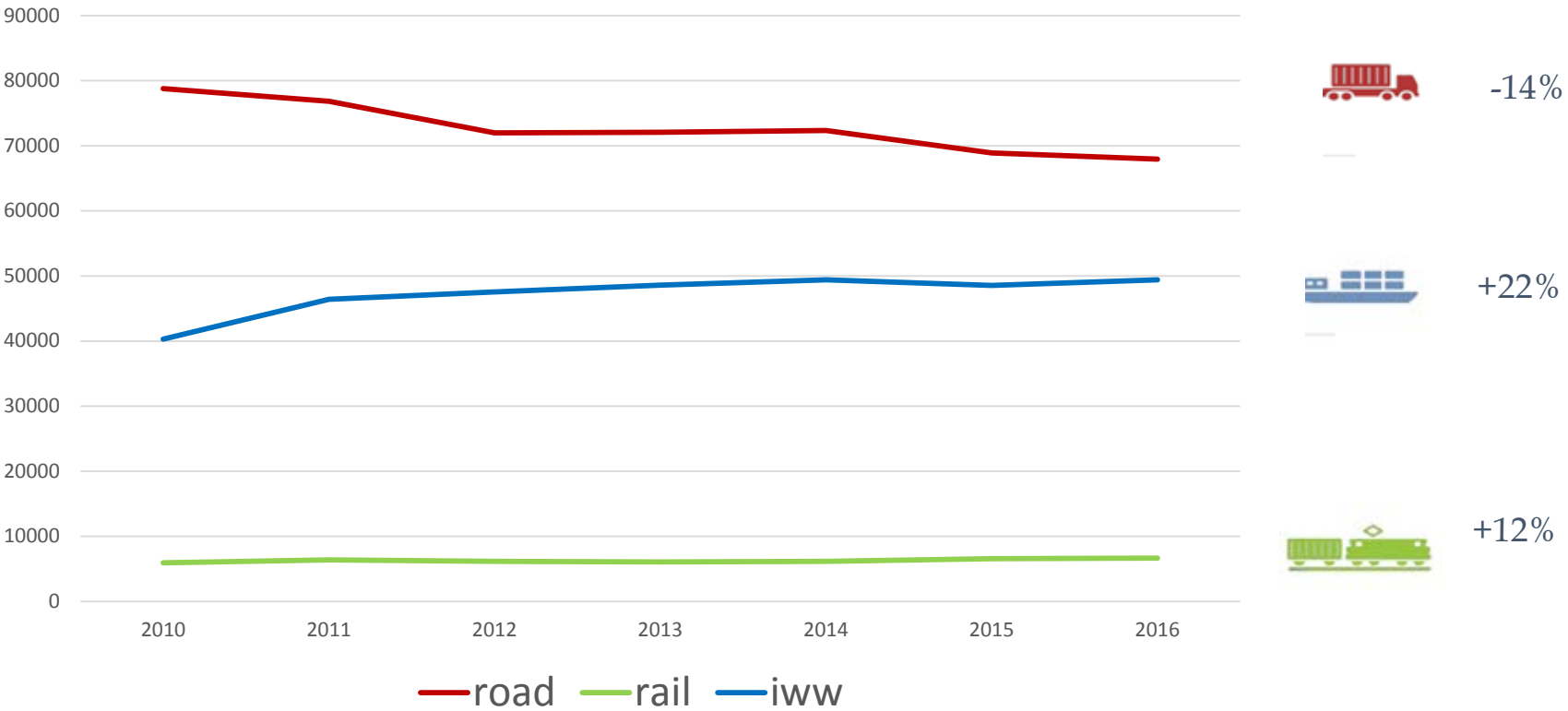


Overview

- Considerations for an E-IWW Census
- WP.6 IWW Statistics workshop
- SDG Data Production: highlighting IWW sustainability versus other modes
- The Glossary for Transport Statistics



Existing Modal Split Data (Tonne-km Netherlands)

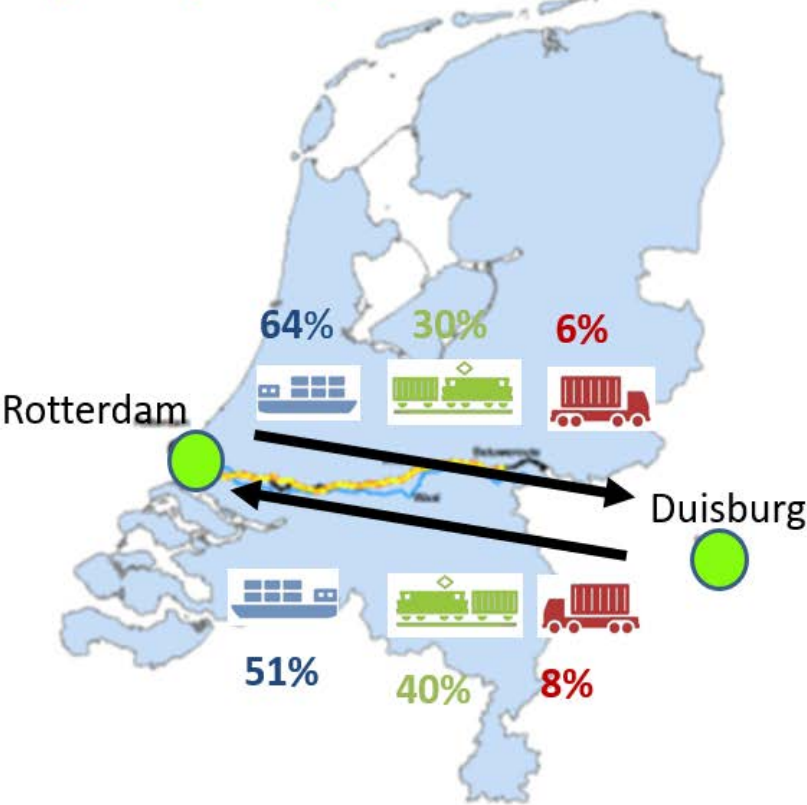


UNECE has good IWW data for cross-modal comparisons at the national level. But what about specific corridors?



Rotterdam Duisburg TEN-T Corridor Example

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

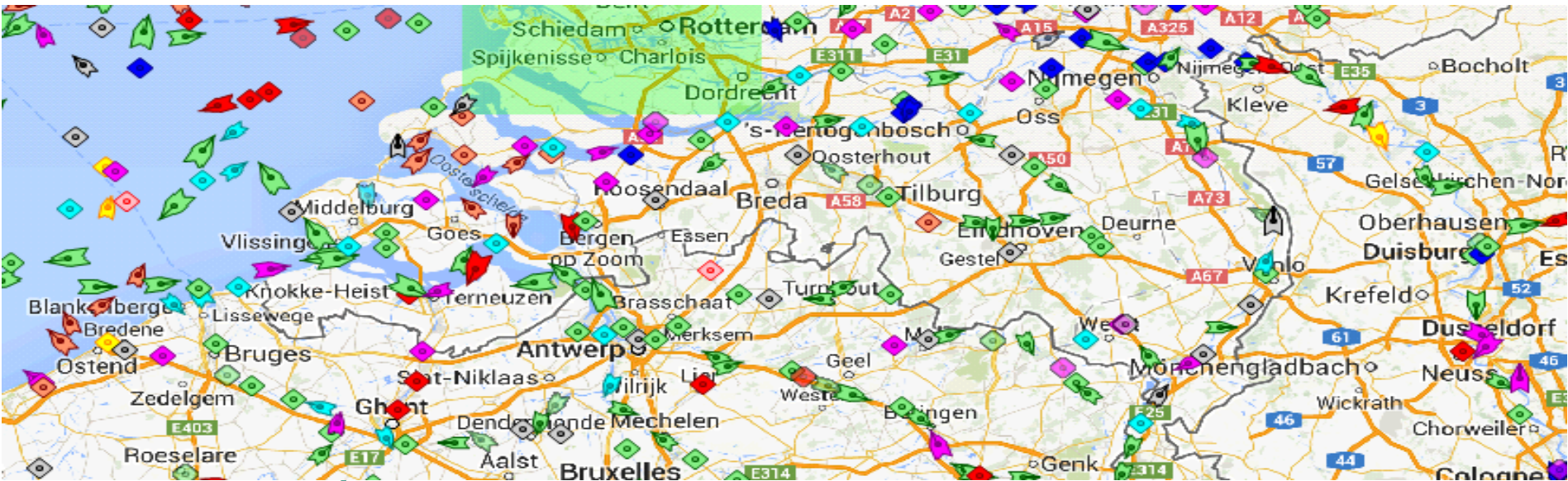


From Statistics Netherlands



Main Messages from WP.6 Workshop

- Increased usage of AIS and ship tracking to produce statistics rather than paper surveys
- Cargo identification (containers versus bulk, or more detailed) remains a challenge, but adds a lot of value
- Difficulties in tracking foreign vessels with paper surveys
- A big majority of participants thought producing tonne-km and tonnes carried was the biggest ongoing IWW priority (*Passenger statistics could add value too*)

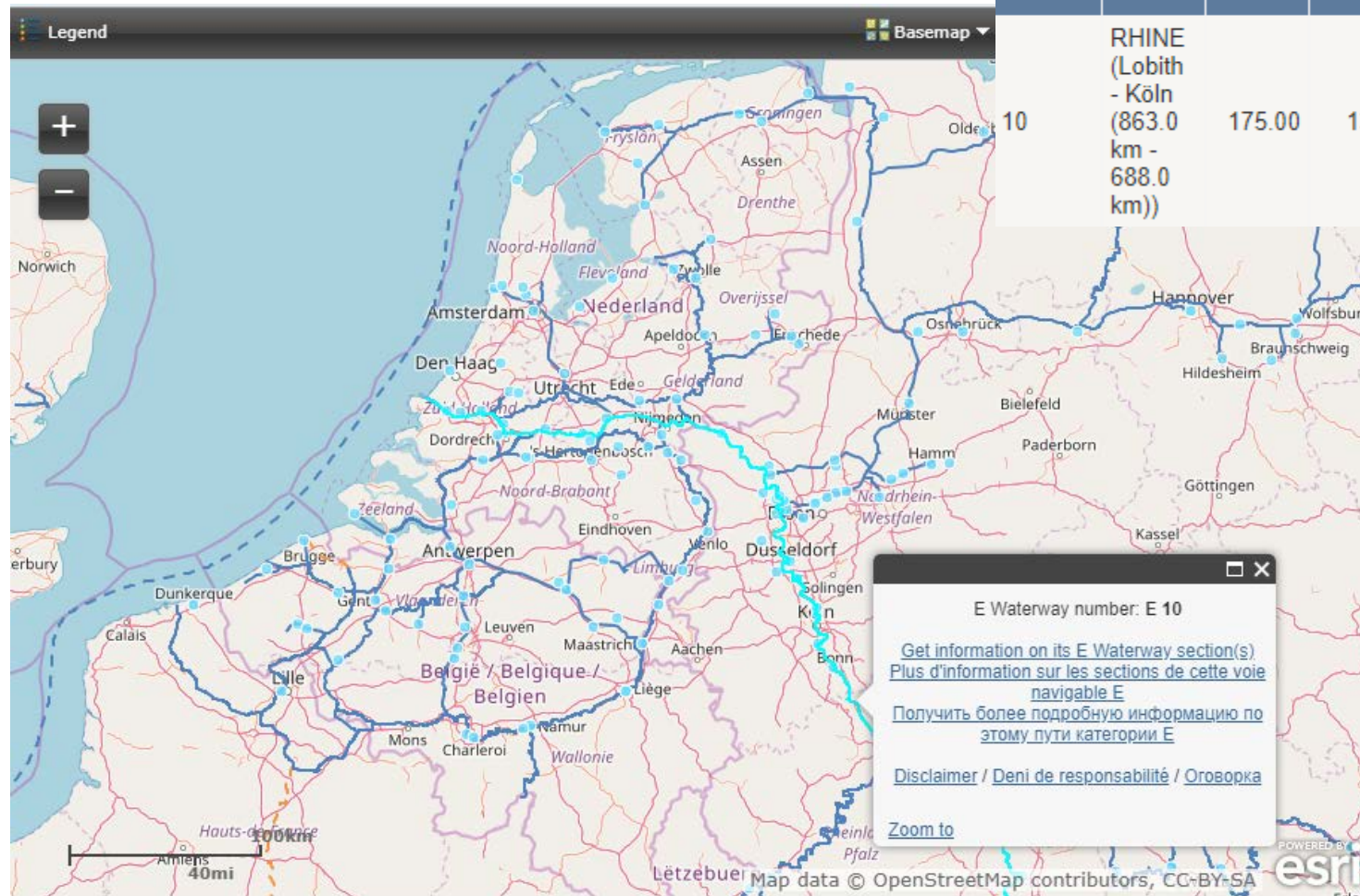


A Note on an E-IWW Census

Existing data from the Blue Book

(<https://apps.unece.org/AGN/1Default.aspx>)

Number	Section name	Section length (Km)	Vessels length (P)	Vessels width (P)	Convoys length (P)	Convoys width (P)
10	RHINE (Lobith - Köln (863.0 km - 688.0 km))	175.00	135.0	22.80	269.5	22.90



A Note on an E-IWW Census

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



An E-IWW Census

- See example of E-Road census map at unece.org/trans/main/wp6/e-roads_maps.html.



WP.6 on SDGs



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- Read our transport data SDG papers at https://www.unece.org/trans/main/wp6/sdg_papers.html

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

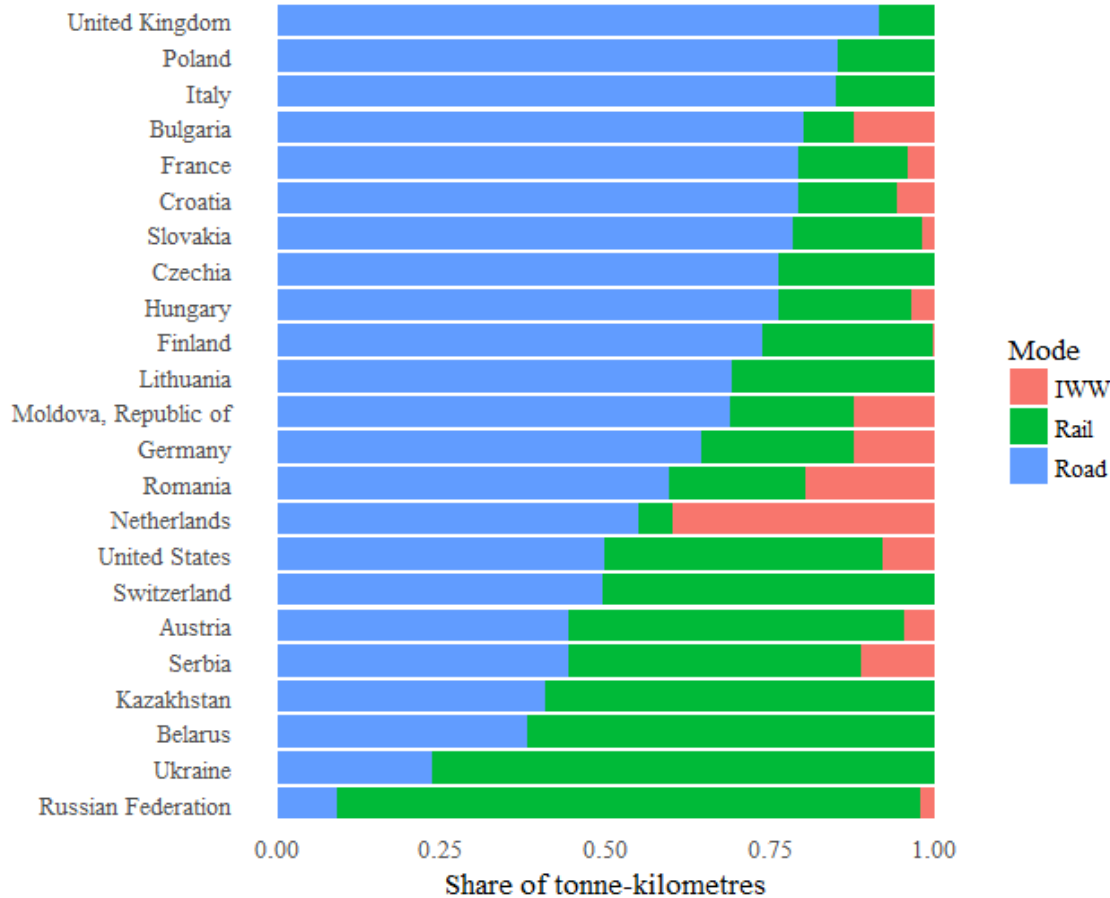
- Montenegro October 2017 (Western Balkans + Moldova)
- Kazakhstan October 2017 (SPECA)
- Slovenia November 2017 (Danube Region)
- Georgia February 2018 (Georgia and Albania)
- Greece May 2018 (Mediterranean countries)

Details at [unece.org/trans/transport-and-the-sustainable-development-goals.html](https://www.unece.org/trans/transport-and-the-sustainable-development-goals.html)

- Data production for SDG indicators, in particular 9.1.2.



Goods, tonne-km modal split



Assisting countries to Monitor the Sustainable Development Goals: Tonne-Kilometres



Key messages

- Understanding how goods are transported within and between countries is crucial for transport planning, transport access and environmental policy reasons. **Consistent and reliable tonne-kilometre (tkm) statistics for all modes of inland transport are thus necessary to implement evidence-based policies.**
- Countries report important differences on their modal choice for freight transport, though **road transport remains the dominant mode for inland freight transport in many ECE countries.**
- Reported rail and inland waterway tkm are substantial in some countries and network usage statistics highlight where non-road inland transport usage could increase in many others.
- These statistics feed directly to measuring **the Sustainable Development Goals, in particular Goal 9, on resilient infrastructure, and specifically indicator 9.1.2 (passenger and freight volumes, by mode of transport).**
- Activity data can be combined with economic, infrastructure and other datasets to derive further conclusions on the importance of different modes of transport given the size of a country's economy, land area and level of infrastructure development.

Summary

Combined with energy statistics, the tonne-km can provide insights into SDG 7.3 (energy intensity).

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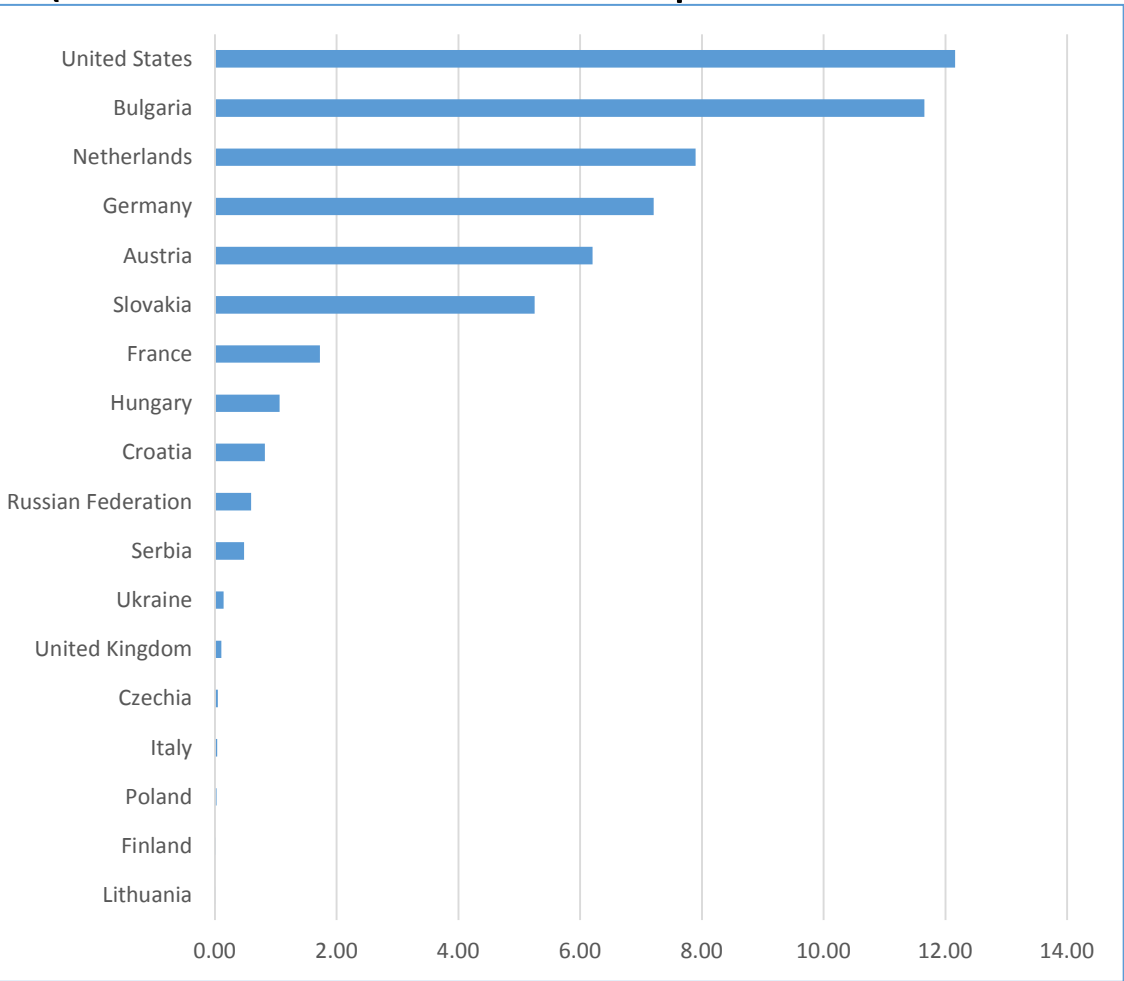
7 AFFORDABLE AND CLEAN ENERGY



TRANSPORT



Inland Waterway Network use (million tonne-km per km of network)



Assisting countries to Monitor the Sustainable Development Goals: Tonne-Kilometres



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Summary

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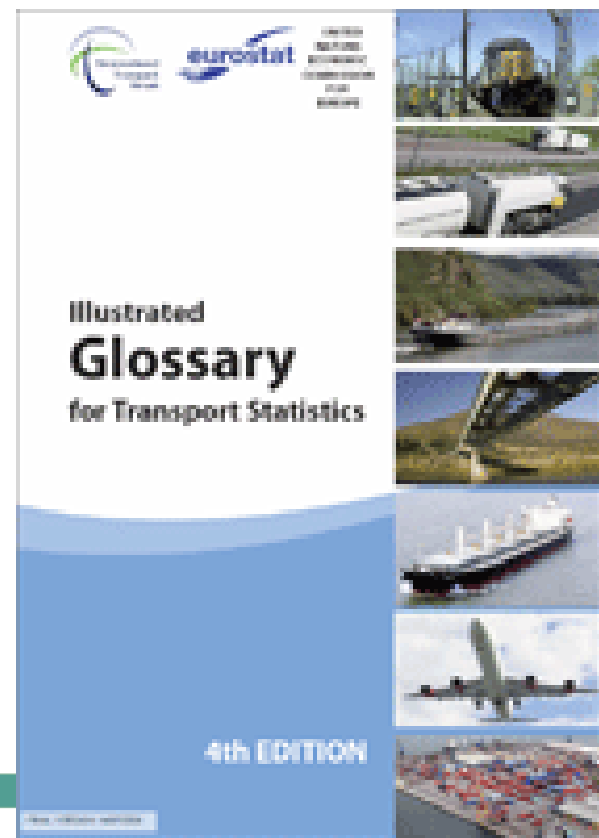
11 SUSTAINABLE CITIES AND COMMUNITIES



Shifting trucks to barges will improve air quality, particularly in cities, and should lead to road safety improvements

Transport Statistics Glossary Updates

- 5th edition moving towards finalization after extensive input from member States and international organizations, including CCNR.
- Inland Waterway changes:
 - additions for passenger transport based on Eurostat's ongoing work: definitions of cruise, ferry, water taxi, cruise excursion, passenger port, urban water transport etc.
 - Simplification of pushed, towed and pushed-towed terminology
 - Terms for IWW accidents streamlined as much as possible with Maritime transport



Conclusions

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

Questions or Comments? Thank you!

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