

Basic information	
2005/0150(COD) COD - Ordinary legislative procedure (ex-codecision procedure) Regulation	Procedure completed
Statistics of goods transport by inland waterways Repealed by 2017/0256(COD) Amended by 2013/0226(COD) Subject 3.20.04 Inland waterway transport 3.20.20 Transport statistics	

Key players				
European Parliament	Committee responsible		Rapporteur	Appointed
	TRAN Transport and Tourism		COSTA Paolo (ALDE)	29/08/2005
	Committee for opinion		Rapporteur for opinion	Appointed
	ECON Economic and Monetary Affairs		The committee decided not to give an opinion.	
Council of the European Union	Council configuration		Meetings	Date
	Competitiveness (Internal Market, Industry, Research and Space)		2747	2006-07-24
European Commission	Commission DG		Commissioner	
	Eurostat - European statistics			

Key events			
Date	Event	Reference	Summary
08/08/2005	Legislative proposal published	COM(2005)0366 	Summary
06/09/2005	Committee referral announced in Parliament, 1st reading		
22/11/2005	Vote in committee, 1st reading		Summary
23/11/2005	Committee report tabled for plenary, 1st reading	A6-0333/2005	
17/01/2006	Decision by Parliament, 1st reading	T6-0004/2006	Summary

17/01/2006	Results of vote in Parliament		
24/07/2006	Act adopted by Council after Parliament's 1st reading		
06/09/2006	Final act signed		
06/09/2006	End of procedure in Parliament		
25/09/2006	Final act published in Official Journal		

Technical information	
Procedure reference	2005/0150(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation
Legislative instrument	Regulation
Amendments and repeals	Repealed by 2017/0256(COD) Amended by 2013/0226(COD)
Legal basis	EC Treaty (after Amsterdam) EC 285-p1
Stage reached in procedure	Procedure completed
Committee dossier	TRAN/6/29845

Documentation gateway				
European Parliament				
Document type	Committee	Reference	Date	Summary
Committee report tabled for plenary, 1st reading/single reading		A6-0333/2005	23/11/2005	
Text adopted by Parliament, 1st reading/single reading		T6-0004/2006	17/01/2006	Summary
Council of the EU				
Document type	Reference	Date	Summary	
Draft final act	03603/4/2006	06/09/2006		
European Commission				
Document type	Reference	Date	Summary	
Legislative proposal	COM(2005)0366 	08/08/2005	Summary	
Commission response to text adopted in plenary	SP(2006)0584	09/02/2006		
Follow-up document	COM(2007)0770 	05/12/2007	Summary	
Follow-up document	COM(2010)0064 	01/03/2010	Summary	

Follow-up document	COM(2026)0107 	04/03/2026	
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Additional information		
Source	Document	Date
European Commission	EUR-Lex	

Final act	
Regulation 2006/1365 OJ L 264 25.09.2006, p. 0001-0011	Summary

Statistics of goods transport by inland waterways

2005/0150(COD) - 08/08/2005 - Legislative proposal

PURPOSE : to establish common rules for the production of Community statistics concerning inland waterways transport.

PROPOSED ACT : Regulation of the European Parliament and of the Council.

CONTENT : The promotion of inland waterways transport is an important part of the Common Transport Policy, on the grounds both of economic efficiency and of reducing the energy consumption and the environmental impacts of transport.

The collection of good quality statistics on inland waterways transport is important for the following reasons:

- Development and monitoring of community actions also on quarterly basis to promote inland waterways transport as set out in the white paper.
- Evaluation of impact of investment in inland waterway infrastructure.
- Participation of foreign-owned vessels in national transport matters.
- Harmonisation with other international data collection.
- Reducing the workload for the reporting countries and Eurostat.

Statistics on inland waterways transport are collected under Council Directive 80/1119/EEC, but this act has some shortcomings:

- it covers only freight transport by vessels, whereas Community actions on inland waterways transport also require data on container transport;
- the statistics to be compiled do not correspond to the present needs in this domain;
- significant quality problems have been identified in these statistics;
- there is no provision for adaptation of the Directive via a committee procedure;
- with implementing new IT technologies the workload of reporting Member States could be reduced.

These shortcomings have made it necessary to propose a replacement for the Directive.

The proposal sets out to define a set of common rules for inland waterways transport statistics together with a set of annexes specifying a set of statistical tables. The rules cover definitions, provisions for data collection, transmission and dissemination, and a committee procedure for the adoption of implementing measures and for later adaptation of the Regulation. They also include provisions for maintaining the quality of the statistics, for evaluation and for reporting to the European Parliament and the Council. Furthermore, the Regulation includes provisions relating to the coverage of inland waterways transport by the Regulation.

The data to be collected are specified in Annexes A-E (Article 4). The proposal includes the following main differences compared to the data collection specified under Council Directive 80/1119/EEC:

- the periods of observation are quarters and years and no monthly data is requested to reduce the burden on the Member States;

- a new set of Community statistics on container transport by inland waterways collected quarterly and annually;
- the data on the transport by type of good follow the NST 2000 classification of goods;
- a simplified classification of the type of vessels;
- a new field of information to separate loaded and empty vessels and containers;
- the identification of the regions of loading and unloading is requested according to the NUTS2 classification;
- a reduced data collection for those Member States where there is no international or transit inland waterways transport but where the total volume of goods transported annually by inland waterways as national transport exceeds one million tonnes.

Statistics of goods transport by inland waterways

2005/0150(COD) - 06/09/2006 - Final act

PURPOSE: to introduce new statistics on goods transported by inland waterways. To repeal previous legislation on this subject (Council Directive 80/1119/EEC).

LEGISLATIVE ACT: Regulation 1365/2006/EC of the European Parliament and of the Council on statistics of goods transport by inland waterways and repealing Council Directive 80/1119/EEC.

CONTENT: the purpose of this Regulation is to establish common rules for the production of Community statistics concerning inland waterways transport.

Inland waterways are an important part of the Community's transport network. For economic and energy consumption reasons inland waterways transport is one of the objectives set out in the EU's common transport policy. In order to monitor the development and use of inland waterways in the EU, however, the Commission must have recourse to common statistics. This task was previously done through Directive 80/1119/EEC on "statistical returns in respect of carriage of goods by inland waterways". Given that the provisions in this Directive no longer correspond to present day needs this new Regulation has been approved and the old Directive repealed.

The Regulation has been framed in such a way so that all modes of transport should be collected according to common concepts and standards. To realise this objective Council Regulation 322/97/EC on Community Statistics will act as a reference framework for provisions laid down by the Regulation.

More specifically, the Regulation states:

- The Member States must transmit data relating to inland waterways transport in their territories to Eurostat.
- Member States with a total volume of goods transported annually by inland waterways exceeding 1 million tonnes will need to provide the information according to the data set out in Annex to this Regulation.
- The first period of observation will begin on 1 January 2007.
- Data transmission should take place as soon as possible and no later than five months after the end of the observation period.
- Eurostat will develop the methodological requirements and criteria designed to ensure the quality of data produced. Similarly, Eurostat will be responsible for assessing the quality of the data transmitted.
- The Commission will prepare a report on the implementation of this Regulation by 15 October 2009.

ENTRY INTO FORCE: 15 October 2006.

TRANSITIONAL PROVISIONS: For the statistical year 2006, Member States will continue to supply data in accordance with the old regime – i.e. Directive 80/119/EEC, which will be repealed and be replaced with effect as from 1 January 2007.

Statistics of goods transport by inland waterways

2005/0150(COD) - 17/01/2006 - Text adopted by Parliament, 1st reading/single reading

The European Parliament adopted a resolution drafted by Paolo **COSTA** (ADLE, IT), making some slight amendments to the Commission proposal, inter alia:

- a new recital states that inland waterways transport is not present in all Member States and, therefore, the scope of the Regulation is limited to those Member States where this mode of transport exists;
- a further recital states that Council Regulation 322/97/EC on Community Statistics provides a reference framework for the provisions laid down by the Regulation; and

- "nationality of the vessel" means the country in which the inland waterway vessel is registered.

Statistics of goods transport by inland waterways

2005/0150(COD) - 05/12/2007 - Follow-up document

The European Commission has presented its first activity report on the implementation of the NAIADES programme. The NAIADES programme, covering the period 2006 to 2013, was set up to promote the use of inland waterway transport and focuses on five strategic areas:

- Improving market conditions.
- Modernising the fleet.
- Developing human capital.
- Strengthening the image of inland waterways.
- Amending the infrastructure.

Both Council and Parliament have endorsed this programme, as has industry. This Communication is the first progress report analysing both the programmes' implementation and achievements thus far. It gives an outline of the financial support offered within the context of the action programme and reports on organisational developments.

Implementation of the programme:

Since the adoption of NAIADES, four legislative acts have been approved concerning:

- technical requirements for inland waterway vessels (this creates harmonised modern requirements for inland waterway vessels covering the entire EU waterway network);
- raising the financial rate for priority projects and for RIS projects from 10 -20% and for cross-border sections up to 30%;
- the "Marco Polo II" programmes, which will continue to promote shifting modes of transport from road to other forms; and
- statistical returns in respect of carriage of goods by inland waterways.

As well as the adoption of these legislative acts, the Commission has sought to improve market conditions by, *inter alia*, producing a "Funding Handbook" the purpose of which is to list an inventory of European national and regional aid schemes. This should be of particular use to SMEs which characterise the market for inland waterways. In terms of modernising the fleet the Commission has presented proposals relating to the transport of dangerous goods (including by inland waterways) as well as proposing a reduction in the maximum permissible sulphur content of gas oils. The Commission has asked the "Central Commission for Navigation on the Rhine" (CCNR) to create a market observation instrument. Further, the Commission is hoping to establish a network of promotion centres for inland waterway transport as a way in which to improve the image of inland waterways. As far as the provision of adequate infrastructure is concerned, Mrs Karla Peijs has been appointed European coordinator with a brief to facilitate the realisation of the inland waterway priority axis Rhine/Meuse-Main-Danube and the Seine-Scheldt link. In 2007 three Regulations were adopted in relation to the River Information Services (RIS). These refer to technical guidelines for the planning, implementation and operational use of RIS; on technical specifications relating to vessel tracing systems (Inland AIS) and notices to skippers.

As for the Member States, all are actively engaged in inland waterway transport policy. Indeed one Member State has adapted a comprehensive national action programme entailing some forty measures. Other Member States are encouraging the modernisation of their fleets by offering tax-free reinvestment schemes and financial aid. Aid is given to those wishing to improve both the economic and environmental performance of their fleet such as grants for cleaner engines, more efficient propulsion techniques, new hull constructions etc. From an industrial point of view, a constructive dialogue with the social partners has emerged within the context of the NAIADES programme. Headway has been made on two major issues: sector-specific working arrangements and professional qualification requirements.

Financial support programmes:

A continuous stream of investment into logistics, fleet modernisation, human resources and the marketing of inland waters is needed. Whilst primary responsibility for this rests with industry, the NAIADES action programme acts as an incentive to further encourage investment in this sector. Within this context, the Council has asked the Commission to submit a proposal for a "European Inland Waterway Transport Innovation Fund". The European Parliament, in a Resolution on NAIADES, supported this initiative and specified that any such fund should be a key instrument of the NAIADES Action Programme. The Commission has undertaken exploratory work on the development of such a fund, in close cooperation with experts.

Any future programme of an "Innovation Fund" would target IWT carriers and operators. Industry will be encouraged:

- to establish new market and transport services in the inland waterway transport sector;
- to modernise the fleet with a view to improved safety, efficiency and higher environmental standards;
- to train and to educate those working in the inland waterway sector; and
- to improve the image of the sector with targeted public relations campaigns.

The programme would run from 2009 to 2013. Financial support for inland waterway services would also be available, in parallel, with the Marco Polo programme for improvements under TEN-T; the Cohesion policy and the RT&D framework programme. Funding for this new instrument could derive from the existing "Inland Waterway Reserve Fund" created under Regulation (EC) 718/1999 though to use it would require the creation of a new legal instrument. The report estimates that the reserve fund amounts to approximately EUR 40 million in today's figures.

Modernising the organisational structure:

The Commission has undertaken an impact assessment regarding the future modernisation of the inland waterways structure in which four options were considered. This study concluded that, even though the current framework may have its shortcomings, no clear advantage would be gained should a new legislative system be adopted. Thus, the report concludes, it is preferable to continue operations under the existing institutional framework and to improve, modernise and coordinate working methods wherever possible. The Commission does not propose the creation of additional structures to the existing institutional framework. For strategic policy developments the European Commission will continue to play a coordinating role.

Conclusions:

The report concludes by noting that in spite of the fact that NAIADES has only been operational for a year and a half the inland waterway infrastructure has already been strengthened. The Commission remains committed to the completion of the programme and fully intends to maintain momentum. Thus, within the coming years the following will be prioritised:

- **Funding:** completion of the “Funding Handbook” and the possible compilation of “State aid guidelines”.
- **The human factor:** a cluster of actions will focus on the human factor including specific working time arrangements; defining professional qualification requirements at an EU level; the harmonisation of minimum manning requirements; and the development of a uniform boat master’s certificate.
- **Improvements to the infrastructure:** in addition to the implementation of the RIS, an indicative development plan to improve and maintain inland waterways and ports will be elaborated. This exercise will take account of environmental issues and it will build upon the ongoing dialogue between the international navigation and protection commission for the Rhine and the Danube.
- **Organisational support:** to help support implementation of NAIADES, the Commission will look for support from all interested parties; from the Member States; from the river commissions and from industry. This could take the form of an “IWT think tank”. Calls for proposals under the RTD 7th framework programme could also help facilitate this initiative by, for example, supporting actions designed specifically to target inland waterway transport.

Statistics of goods transport by inland waterways

2005/0150(COD) - 01/03/2010 - Follow-up document

The Commission presents a report on [experience acquired in the application of Regulation \(EC\) No 1365/2006 on statistics of goods transport by inland waterways](#). This report outlines the background, objectives and policy context of the legislation. It then discusses issues linked to its implementation and describes the main results achieved. The final section presents conclusions and possible future developments.

The Regulation was designed to provide the Commission, other EU institutions, national governments and the general public with comparable, reliable, harmonised, regular and comprehensive statistical data on the carriage of goods by inland waterways in the European Union. Transport by inland waterways plays an important relevant role (about 5 to 6 % in tonne-km) in inland goods transport in Europe. Community inland waterways statistics are used when framing, monitoring and evaluating EU transport policies, as well as EU policies on other topics such as the functioning of the internal market. Collecting data also helps to promote transport by inland waterways and to integrate it in the intermodal logistics chain.

Regulation 1365/2006 applies directly and in its entirety to all Member States. It does not have to be transposed into national legislation.

Under the requirements of the Regulation, 13 Member States (BE, BG, CZ, DE, FR, LU, HU, NL, AT, PL, RO, SK and UK) are obliged to provide data. Although not required by the Regulation, three Member States (FI, IT and LT) provide data on a voluntary basis. Furthermore six Member States (BE, BG, CZ, LU, HU and RO) also supply optional data (vessel traffic, transport of dangerous goods and number of accidents) on a voluntary basis. For reference year 2008 Croatia (candidate country) provided all data requested by the Regulation and, on a voluntary basis, data on transport of dangerous goods.

The report shows that the Regulation led to an increase in detailed information on European freight transport by inland waterways and improved data quality and timeliness. Member States have made efforts to meet the requirements of the Regulation and most are providing all requested data by the deadlines specified.

The experience gained and the results obtained with the implementation of Regulation 1365/2006 can be considered, in general, as positive:

- the adoption of the Regulation, the work done and the resources allocated to setting up the structures needed at both national and Eurostat level, have permitted rapid production of comparable and high-quality results;
- data provision in the two subsequent years has improved, although there are still outstanding problems, particularly regarding the comparability, completeness and timeliness of the datasets delivered;
- most of the issues linked to the interpretation of the Regulation, data collection, compilation, transmission and validation have been addressed. The Regulation has led to greater availability of information on the sector and a reduction in the burden for reporting countries;
- regarding the use of the data, the results obtained have an immediate application for policy-making, particularly for the development, implementation and monitoring of inland waterways transport policies at national and EU level;
- data dissemination through various public means has helped to give visibility to the whole process and to provide a return on the investment of resources in it.

In the short term (one to two years), efforts should be concentrated on the following issues:

- further improvement of data quality for certain elements. Reporting countries need to make additional efforts to reduce the differences highlighted by the mirror checks and to improve the provision of transit transport data. Results can be obtained in this field with improved collaboration between reporting countries;
- enlargement of the EU to include Croatia. Eurostat will assist this candidate country in complying with the EU legislation on inland waterways transport statistics.

In the long term, and although the Regulation is quite recent, it is already possible to identify some developments:

- the quality of the data collected may benefit from the progressive introduction of a European register for inland waterways vessels and extensive use of River Information Services;
- collection of new or more detailed variables may be considered, depending on the needs of data users and the potential burden on respondents. Two points of particular interest are: further extension of data provision on 'transport of dangerous goods' and the collection of a more detailed level of data on 'type of goods' (NST 2007 classification);

extension of the geographical coverage of statistics, possibly due to future EU enlargements and voluntary involvement of non-EU countries and/or international organisations through cooperation agreements.