

## THE CCNR PUBLISHES ITS MARKET INSIGHT/FALL 2016 : [www.inland-navigation-market.org](http://www.inland-navigation-market.org)

Ref: CC/CP (16)07

The new quarterly report on European inland navigation, written by the Central Commission for the Navigation of the Rhine (CCNR) in partnership with the European Commission, is distinct from the annual Market Observation report published in June.

Shorter, placing greater emphasis on graphical content and concentrating on developments in European inland navigation market key indicators, the fall 2016 Market Insight provides a raft of information on the situation in which inland navigation finds itself at the beginning of 2016.

Although Germany and the Netherlands still represent more than 70% of European Union transport performance, the Danube countries' weight has increased over the past 10 years, from 9% to 16%.

All the Rhine countries have been impacted by the low water phenomenon at the end of 2015. The beginning of 2016 marks a general recovery in waterway transport activity but transport performance has still not attained the level of the first quarter of 2015. For all that, the first quarter 2016 fall in the Netherlands is only 1% and the volume transported by waterway in the second quarter has already surpassed 2015 levels. Moreover, a number of segments have experienced a more rapid upturn in activity such as, for example, the carriage of chemical products, which grew by 14% in the first quarter of 2016 in the Netherlands.

The development in the Danube countries at the beginning of 2016 is influenced by other factors. If the increase in the carriage of iron ore has enabled Austria to see its river transport performance increase by 12%, poor harvests in 2015 heavily impacted the transport of agricultural produce in early 2016. A similar phenomenon should also affect the Rhine countries in 2016.

Generally speaking, during the start to a year characterised by the recovery in river transport, the container transport and liquid bulk transport segments are those that have experienced the most dynamic growth with a greater than 10% rebound in Germany and the Netherlands compared with the end of 2015. And the growth in these transport segments should continue, with indicators encouraging greater optimism than for dry bulk transport.

More detailed access to the transport performance figures for the beginning of 2016 is available online on the [www.inland-navigation-market.org](http://www.inland-navigation-market.org) website. A hard copy of this quarterly report can be sent by contacting the CCNR Secretariat: [ccnr@ccr-zkr.org](mailto:ccnr@ccr-zkr.org).

### ABOUT THE MARKET OBSERVATION AND MARKET INSIGHT

The market observation and market insight are respectively annual and quarterly publications by the CCNR dealing with the European inland navigation market. Free of charge, these analyses of the economic situation aim to assist strategic decision making in this sector in Europe, by both the profession and firms as well as in terms of transport policy and within administrative authorities. Given the inherent risks with which the transport industry is confronted, it has proved to be important to keep a permanent track of economic performance and its structural and cyclical trends. The gathering and analysis of this data by the CCNR has been co-financed by the European Commission since 2005. This fruitful collaboration has enabled the CCNR to extend this activity, which historically it has been carrying on for almost two centuries, beyond the Rhine region to cover all Europe's navigable waterways, subject to the availability of reliable data supporting these analyses.

### ABOUT THE CCNR

The Central Commission for the Navigation of the Rhine (CCNR) is an international organisation that exercises an essential regulatory role in the navigation of the Rhine. It is active in the technical, legal, economic and environmental fields. In all its areas of action, its work is guided by the efficiency of transport on the Rhine, safety, social considerations, and respect for the environment. Many of the Central Commission's activities now reach beyond the Rhine and are directly concerned with European navigable waterways more generally. The Central Commission works closely with the European Commission as well as with the other river commissions and international organisations.



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