

## THE CCNR PUBLISHES ITS MARKET INSIGHT/SPRING 2018

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The new quarterly report on European inland navigation, drafted by the Central Commission for the Navigation of the Rhine (CCNR) in partnership with the European Commission, has just been published. The Spring 2018 Market Insight provides a wealth of information on the situation of inland navigation at the beginning of 2018. Below is the executive summary of the report while the full report can be downloaded in PDF format in Dutch, English, French or German from <http://www.ccr-zkr.org/13020800-en.html> or viewed directly online at: [www.inland-navigation-market.org](http://www.inland-navigation-market.org).

### EXECUTIVE SUMMARY

In the 3rd quarter of 2017, inland waterway transport in Europe benefited from positive economic and environmental conditions. Economic activity progressed more substantially than was expected one year ago. Environmental conditions, such as water levels on rivers, greatly improved compared to the 3rd quarter 2016.

On the Rhine, transport performance was 1.5 % higher than in Q3 2016. In large inland navigation countries such as Germany (+3 %), the Netherlands (+1 %), or Belgium (+14 %), transport performance increased at an equally high rate or even more significantly. In all of these countries (and also on the Rhine) containers were the cargo with the highest growth rates.

As far as the Rhine is concerned, the strong growth of container transport (+12.5 %) was mainly due to special circumstances. Rail traffic along the Rhine axis was interrupted for seven weeks in August and September 2017, and the Rhine proved its free capacities, taking over more containers during this period. Certain ports, similarly to the Swiss Rhine ports, benefited particularly from this situation. Parts of the additional traffic remained on the Rhine after the railway lines were re-opened.

On the Danube, traffic results were rather mixed. The upper Danube countries showed an increase (Austria +15 %, Slovakia +17 %, Hungary +12 %), while the lower Danube countries did not reach the transport performance of Q3 2016. A worsening of harvest results in 2017 in the Danube region was the main explanation for this situation.

The market insight report also presents findings regarding inland ports with biomass traffic, a segment that is perfectly suited to inland waterway transport. Biomass involves long distance transport chains and uses inland ports as the main transshipment areas, as well as for the transformation of biomass into other products (oils, foodstuff, etc.). The increasing trend towards renewable energies can help to create a growing activity for ports specializing in this sector.

**We wish you an enjoyable read!**

### 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. 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.

### 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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