



Harmonised Methodology

Presentation of the work achieved by the Eurostat Task Force on passenger transport by Inland Waterways and results of pilot studies

IWW Transport Statistics

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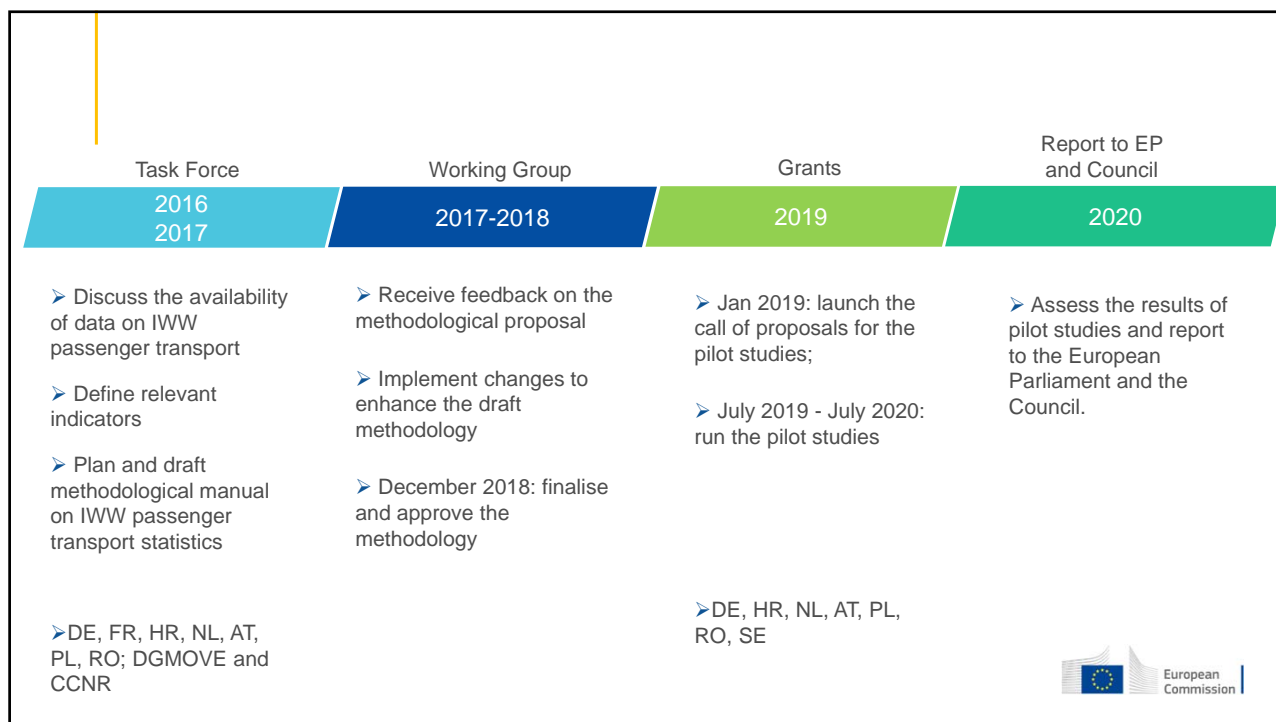
Background

- **Regulation (EC) 1365/2006** on IWW freight transport statistics was amended by **Regulation (EU) 2016/1954**, followed by a recast **Regulation (EU) 2018/974**; The new Regulation was adopted on 26 October 2016, entered into force on 8 December 2016
- Article 5 **Regulation (EU) 2018/974** requires the Commission and MSs to investigate the development of IWW passenger transport statistics in three steps:
 - develop the methodology, by Dec 2018
 - launch voluntary pilot studies, by Dec 2019
 - submit a report to the EP and the Council on the results of the pilot studies, by Dec 2020
- If appropriate, the Commission shall submit a legislative proposal to amend the current Regulation regarding the collection of IWW passenger transport statistics.

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IWW accident statistics – current situation

Availability and reporting of accident statistics

- Thirteen countries collect data on accidents; all of them collect number of accidents and nine collect number of injured people.
- Currently, less than ten EU Member States (among them BG, CZ, HR, HU, AT, PO, RO, SK) report inland waterways accidents to Eurostat, on a voluntary basis



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Availability of IWW accident data in Member States

(1) Member State	(2) Reply to Eurostat questionnaire	(3) Accident data available	(4) Number of Accidents	(5) Number of injured persons	(6) Survey
AT	positive	negative	positive	positive	negative
BE	positive	negative	positive	positive	negative
BG	positive	negative	positive	positive	negative
CY	n.a.	n.a.	n.a.	n.a.	n.a.
CZ	positive	negative	positive	positive	negative
DE	positive	negative	positive	positive	negative
DK	n.a.	n.a.	n.a.	n.a.	n.a.
EE	positive	negative	positive	positive	negative
EL	n.a.	n.a.	n.a.	n.a.	n.a.
ES	n.a.	n.a.	n.a.	n.a.	n.a.
FI	positive	negative	positive	positive	negative
FR	positive	negative	positive	positive	negative
HR	positive	negative	positive	positive	negative
HU	positive	negative	positive	positive	negative
IE	positive	negative	positive	positive	negative
IT	positive	negative	positive	positive	negative
LT	positive	negative	positive	positive	negative
LU	positive	negative	positive	positive	negative
LV	n.a.	n.a.	n.a.	n.a.	n.a.
MT	n.a.	n.a.	n.a.	n.a.	n.a.
NL	positive	negative	positive	positive	negative
PL	positive	negative	positive	positive	negative
PT	positive	negative	positive	positive	negative
RO	positive	negative	positive	positive	negative
SE	positive	negative	positive	positive	negative
SI	n.a.	n.a.	n.a.	n.a.	n.a.
SK	positive	negative	positive	positive	negative
UK	positive	negative	positive	positive	negative

Legend
■ positive
■ negative
■ n.a.



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Number of accidents by IWW-total

TIME		2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
GEO (Codes)	GEO (Labels)										
BG	Bulgaria	3	0	5	4	0	1	:	:	:	:
CZ	Czechia	7	9	3	7	6	12	20	11	21	12
HR	Croatia	3	1	2	2	1	2	3	0	0	0
HU	Hungary	38	13	21	4	5	6	20	18	32	18
AT	Austria	19	14	12	25	19	28	12	14	:	:
PL	Poland	9	5	5	12	10	8	4	6	4	5
RO	Romania	32	34	80	81	41	75	53	56	:	:
SK	Slovakia	16	9	5	9	:	:	:	:	:	:
FI	Finland	:	:	:	:	:	:	:	:	:	1

Special value ":" not available

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Number of accidents by IWW- involving dangerous goods

TIME		2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
GEO (Codes)	GEO (Labels)										
BG	Bulgaria	0	0	0	1	0	0	:	:	:	:
CZ	Czechia	0	0	0	0	0	0	0	0	0	0
HR	Croatia	0	0	0	0	0	0	0	0	0	0
HU	Hungary	0	0	2	1	0	1	2	1	1	1
AT	Austria	2	1	0	1	0	0	0	0	:	:
PL	Poland	0	0	0	0	0	0	0	0	0	0
RO	Romania	0	1	4	0	0	2	0	0	:	:
SK	Slovakia	0	1	2	0	:	:	:	:	:	:
FI	Finland	:	:	:	:	:	:	:	:	:	0

Special value ":" not available

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Pilot studies IWW accident statistics – variables, dimensions, datasets

- Eurostat started to draft methodology in collaboration with members of the Task force and a group of experts:

Inland waterways transport: draft methodology for the development of passenger and accident statistics

-definitions, variables, dimensions...what do we want to collect and how

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Methodology for IWW accident statistics – definitions

Definitions for IWW accidents

Based on:

- input from the Task Force on IWW passenger transport and accident statistics
- the 2017 edition of the Annual Overview of Marine Casualties and Incidents, published by the European Maritime Safety Agency (EMSA)
- the EUROSTAT-ITF-UNECE Glossary for Transport Statistics, 4th edition
- some of the definitions used in rail and road accident statistics



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Example:

Person seriously injured

- Any person injured and hospitalised for a period of **more than 24 hours (based on definitions used in rail and road accident statistics)** or **more than 72 hours (based on definitions in the EUROSTAT-ITF-UNECE Glossary for Transport Statistics and maritime accident statistics)**.



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Methodology for IWW accident statistics – variables, dimensions

Variables

- Number of accidents
- Number of people killed or injured

Dimensions

- Degree of seriousness of the accident
- Type of accident
- Type of vessel
- Cause of accident
- Involvement of dangerous goods
- Seriousness of injury
- Type of person injured



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Methodology for IWW accident statistics – datasets

Datasets proposed

Annual data on:

- 1. Number of accidents by degree of seriousness, type of accident and type of vessel*
- 2. Number of accidents by degree of seriousness, cause of accident and involvement of dangerous goods;*
- 3. Number of people killed or injured by seriousness of injury and type of person injured*



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Dataset D1: Number of accidents by degree of seriousness, type of accident and type of vessel

Elements	Coding detail	Nomenclature	Unit
Table	2-alpha	D1	
Reporting country	2-alpha	NUTS0 (national code)	
Year	4-digit	YYYY	
Degree of seriousness	1-digit	1 = Very serious accident 2 = Serious accident 3 = Other	
Type of accident	1-digit	1 = Collision with any type of water vessel 2 = Collision with a fixed object 3 = Grounding/stranding 4 = Fire/explosion 5 = Water ingress 6 = Capsizing of the vessel 7 = Other 8 = Unknown	
Type of vessel	1-digit	1 = Freight vessel 2 = Passenger vessel 3 = Recreational vessel 4 = Other	
Number of accidents			# of accidents



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Number of accidents by degree of seriousness, type of accident and vessel(s) involved (2019 data)

Very serious accident

Type of accident	Reporting countries				
	AT	NL(*)	PL	RO	SE
Collision with any type of water vessel				1	10
Collision with a fixed object	1				0
Grounding/stranding					10
Fire/explosion					7
Water ingress					0
Capsizing of the vessel					0
Other				1	29
Unknown					0
Total number of passengers	1		0	2	56
Vessels involved	Reporting countries				
	AT	NL(*)	PL	RO	SE
Freight vessel	1			1	14
Passenger vessel					28
Freight vessels					0
Passenger vessels					0
Freight and passenger vessels				1	1
Other					12
Unknown					1
Total number of passengers	1		0	2	56

(*) Confidential data

Serious accident

Type of accident	Reporting countries				
	AT	NL(*)	PL	RO	SE
Collision with any type of water vessel	1		2	1	16
Collision with a fixed object	3			1	9
Grounding/stranding	2			1	24
Fire/explosion				2	1
Water ingress			3	2	0
Capsizing of the vessel				1	0
Other				1	76
Unknown					3
Total number of passengers	6		5	9	129
Vessels involved	Reporting countries				
	AT	NL(*)	PL	RO	SE
Freight vessel	3		3	2	34
Passenger vessel	2				66
Freight vessels				1	2
Passenger vessels			2		8
Freight and passenger vessels	1				0
Other				6	17
Unknown					2
Total number of passengers	6		5	9	129

(*) Confidential data



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Dataset D2: Number of accidents by degree of seriousness, cause of accident and involvement of dangerous goods

Elements	Coding detail	Nomenclature	Unit
Table	2-alpha	D2	
Reporting country	2-alpha	NUTS0 (national code)	
Year	4-digit	YYYY	
Degree of seriousness	1-digit	1 = Very serious accident 2 = Serious accident 3 = Other	
Cause of accident	1-digit	1 = Human error 2 = Technical problem 3 = Weather/water conditions 4 = Other 5 = Unknown	
Involvement of dangerous goods	1-digit	1 = Dangerous goods transported 2 = Dangerous goods released 3 = Unknown	
Number of accidents			# of accidents



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Number of accidents by degree of seriousness, cause of accident and involvement of dangerous goods

Very serious accident

Cause of accident	Reporting countries				
	AT	NL(*)	PL	RO	SE
Human error	1		0	2	12
Technical problem			0		18
Weather/water conditions			0		8
Other			0		10
Unknown			0		9
Total number of passengers	1		0	2	57
Involvement of dangerous goods	Reporting countries				
	AT	NL(*)	PL	RO	SE
Dangerous goods transported			0		0
Dangerous goods released			0		0
Unknown			0		28
No dangerous goods involved	1			2	29
Total number of passengers	1		0	2	57

(*) Confidential data

Serious accident

Cause of accident	Reporting countries				
	AT	NL(*)	PL	RO	SE
Human error	3		5	2	18
Technical problem			0	7	61
Weather/water conditions			0		29
Other	1		0		22
Unknown	2		0		4
Total number of passengers	6		5	9	134
Involvement of dangerous goods	Reporting countries				
	AT	NL(*)	PL	RO	SE
Dangerous goods transported			0		7
Dangerous goods released	2		0		0
Unknown			0		58
No dangerous goods involved	4		5	9	69
Total number of passengers	6		5	9	134

(*) Confidential data



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Dataset D3: Number of people killed or injured by seriousness of injury and type of person injured

Elements	Coding detail	Nomenclature	Unit
Table	2-alpha	D3	
Reporting country	2-alpha	NUTS0 (national code)	
Year	4-digit	YYYY	
Seriousness of injury	1-digit	1 = Person killed 2 = Person seriously injured 3 = Person slightly injured	
Status of injured person	1-digit	1 = Passenger 2 = Crew member 3 = Other	
<i>Number of people killed or injured</i>			<i># of people</i>

Is it possible to identify number of people seriously and slightly injured separately?

Accident statistics linked to vessel age and country of registration? Do you see them as important dimensions?



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Number of people killed or injured by seriousness of injury and type of person (2019 data)

Very serious accident

Type of person	Reporting countries				
	AT	NL ^(*)	PL	RO	SE
Passenger			0	1	:
Crew member	1		0	1	:
Other			0		:
Unknown			0		:
Total number of passengers	1		0	2	:

(^(*)) Confidential data

Serious accident

Type of person	Reporting countries				
	AT	NL ^(*)	PL	RO	SE
Passenger			0		:
Crew member			0	2	:
Other			0		:
Unknown		1	0		:
Total number of passengers	1		0	2	:

(^(*)) Confidential data



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Lessons from the pilot studies- Accidents data collection

- Countries have already some way of recording accidents by IWW
 - Germany- accidents currently recorded by river police (on paper); a nationwide database for accidents by IWW is under development
(Accidents evaluation and information system)- HAVARIS- should be completed by the end of 2021
 - Austria- there is internal regulation to enforce recoding of accidents by IWW and reporting obligations for skipper of the ship. However common guidelines for methodology is missing; statistical offices get aggregated data
 - Netherlands- several reporting instances (national police, ILT, harbour institutions, Royal Netherlands Sea Rescue Institution - KNRM, RWS and the Dutch Coast Guard;
- database containing data on accidents- SOS registry
 - Sweden- data on accidents comes from Swedish Transport Agency's Maritime and Aviation Department- database SOS (Maritime Accident System)
 - Romania- accidents reported by Regional Harbour Masters/ registered by Romanian Naval Authority
 - Poland- there is national regulation obliging the authorities in IWW to register all accidents



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Conclusions

- Countries do not find it particularly difficult to collect/report data on accidents by IWW
- The methodological manual designed by Eurostat is a great support for them in redefining their recording/collection system for accidents
- We will rely on their willingness to provide data on accidents by IWW
- A regulation on IWW accident statistics is not foreseen. Eurostat will invest on the revised methodology and the input from the pilot studies to propose some improvements for this data collection to the MS



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