

Comment on Working Paper “Statistics”

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This comment is an amended version of the Draft paper already presented at the Duisburg Workshop of March 16th.

The Working Paper Statistics presented by PLANCO elaborates strategies towards a substantial improvement of statistics in European inland navigation. A striking progress would stem from the harmonisation of inland navigation statistics, which obviously could improve the quality of European studies on inland navigation considerably.

The paper is analytically divided into three chapters, which arise the questions of what should be done (benchmarks), what is the state-of-the-art (current situation) and how do we achieve the benchmarks (recommendations). This clear division is followed by a thematic analysis of eight sub-chapters describing the relevant issues.

Benchmarks: The paper provides convincing arguments where additional indicators or better quality should be introduced. It thus assesses the necessary improvements in IWT statistics and presents them clearly arranged. As far as can be seen the scope of issues seems to be covered sufficiently, though there are a few details which might cause further discussion (see table)

Current Situation: an overview is given on the availability of statistical data in EU-member and some non-member countries. Additionally the data provided by supranational institutions (CCR, CCD, EFIP and others) are evaluated exhaustively. The main shortcomings of inland navigation statistics are assessed well, as is shown the substantial deficit in intermodal statistics. The possibilities of the inclusion of maritime statistics should be addressed too. There are questions according to the findings on the Central and East European statistics (quality, availability, see Annex /2).

Recommendations, Strategy: The paper gives clear Strategy Directions with actions to be met; it also clearly addresses the responsible actors.

Conclusion

The paper obviously reflects the Consultant's deep knowledge of inland navigation and a reasonable approach to improve statistics in inland navigation, with the basic idea to meet the growing demand of the research, economy and transport politics in the field of European inland navigation.

The ambitious improvement of statistics as proposed in the Working Paper could cause more work for the reporting companies. Thus one challenge is to make already gathered information available to statistics and to restrict additional reporting to the important issues.

One of these important challenges would be to build up the statistics on intermodal transports.

Annex: Suggestions on the findings

Thematic issue	Notes
1. Register of inland vessels	<p>p. 3, first sheet: there could be more than operating area; <i>East fleet</i></p> <p>p.3, year of last modification: to obtain information on emissions it should be made clear, that the exchange of motors is recorded in any case as well</p> <p>p. 4, figure 2-1: Danube Market area between Vienna and Budapest incomplete</p> <p>p. 5, third sheet: additional information wishful for ecological impact assessment: age and standards of motor</p>
2. Transport Volumes and Transport Performance	<p>p. 6, modal split: should not only be calculated by regions, but also by <i>relations</i> (transport flows between origin and destination)</p> <p>p.7, Intermodal Transport: intermodal rail statistics also would need such improvement</p> <p>p.8, Table 2.5: hint on NSTR-<i>2-digit</i> missing</p> <p>p.20: contradiction <i>very good way</i> and 2 basic missing information; Austria indeed provides statistics about flag and vessel type, thus has better statistics than Germany (the better situation in Austria is missing in paper)</p> <p>p.21, 2nd line: word <i>even</i> shows problematic attitude towards new member countries</p> <p>p.26: it would be also highly important to know what distances are performed in post-carriage below 50 km</p>
3. Interfaces and Infrastructure	<p>p. 8, number of days of low water conditions: this information is not sufficient to analyse the low water on River Danube, the availability of water depth at a daily or hourly periods should be achieved for certain waterways</p> <p>p.9, definition of area in hectares to be clarified – does this figure include only the area of the transshipment area or industries located in the port as well ?</p>
4. Transport Cost	<p>p.11, liquid cargo vessels: should they not be further divided into chemical – others ?</p> <p>p.22, last line: not <i>solitarily</i> instead of <i>frequently</i> ?</p>
5. Transport Prices	<p>p.22: Tariff information <i>Frachtenspiegel</i> of German journal 'Die Binnenschiffahrt' should be mentioned as one of the only indicative sources on relational prices.</p>
6. Accidents	<p>p. 14: it would be helpful for impact assessment to know, who has been damaged (IW-company, locks, ecology..)</p> <p>p.15: Cause <i>alcohol</i> should not be listed first in table (image!)</p>
7. Working Conditions	<p>p. 16: rough information on wage levels should be surveyed</p>
8. Employees	no additional comment