

DANUBE COMMISSION

DANUBE NAVIGATION STATISTICS for 2011 – 2012

The following are statistics on key indicators of the Danube navigation in 2011 - 2012. The tables list abbreviations of the Member States of the Danube Commission:

| | |
|----|-----------------------------------|
| UA | Ukraine |
| MD | Republic of Moldova |
| RO | Romania |
| BG | Republic of Bulgaria |
| RS | Republic of Serbia |
| HR | Republic of Croatia |
| HU | Hungary (Republic of Hungary)* |
| SK | Slovak Republic |
| AT | Republic of Austria |
| DE | Federal Republic of Germany |
| RU | Russian Federation |

*Before 1 January 2012

1. AVAILABLE DANUBE FLEET AND ITS COMPOSITION BY COUNTRIES AND BY MAIN TYPES OF VESSELS

in 2011–2012

(based on statistical data forms ST-1 – ST-3; DSO-1)

| | Year | UA | MD (2008) | RO | BG (2010) | RS | HR | HU (2011=2010) | SK | AT | DE | Total |
|--|-------------|----------------|---------------|----------------|---------------|---------------|--------------|-------------------|---------------|----|----|----------------|
| <i>Motorized vessels</i> | 2012 | 41 | 17 | 103 | 30 | 97 | 12 | 72 | 20 | * | * | 392 |
| | 2011 | 76 | 17 | 106 | 30 | 97 | 13 | 80 | 31 | * | * | 450 |
| | % | 53,9 | 100 | 97,2 | 100 | 100 | 92,3 | 90,0 | 64,5 | * | * | 87,1 |
| Number of units | 2012 | 66 920 | 3 000 | 53 539 | 18 651 | 37 929 | 7 355 | * | 11 709 | * | * | 199 103 |
| | 2011 | 99 012 | 3 000 | 52 016 | 18 651 | 37 929 | 7 538 | * | 13 908 | * | * | 232 054 |
| | % | 67,6 | 100 | 102,9 | 100 | 100 | 97,6 | | 84,2 | * | * | 85,8 |
| Total power of motorized vessels (kW) | 2012 | 91 205 | 18 281 | 109 957 | 34 077 | 88 066 | 9 280 | * | 23 424 | * | * | 374 290 |
| | 2011 | 159 966 | 18 281 | 106 790 | 34 077 | 88 066 | 9 660 | * | 24 132 | * | * | 440 972 |
| | % | 57,0 | 100 | 103,0 | 100 | 100 | 96,1 | | 97,1 | * | * | 84,9 |
| Total carrying capacity of motorized vessels (t) | 2012 | 9 | 10 | 64 | 13 | 94 | 31 | 72 | 2 | * | * | 295 |
| | 2011 | 15 | 10 | 68 | 13 | 94 | 32 | 53 | 2 | * | * | 287 |
| | % | 60,0 | 100 | 94,1 | 100 | 100 | 96,9 | 135,8 | 100 | * | * | 102,8 |
| <i>Tugs</i> | 2012 | 6 728 | 8 977 | 22 059 | 6 116 | 24 768 | 8 834 | * | 915 | * | * | 78 397 |
| | 2011 | 13 926 | 8 977 | 24 112 | 6 116 | 24 768 | 8 922 | * | 915 | * | * | 87 736 |
| | % | 48,3 | 100 | 91,5 | 100 | 100 | 99,0 | | 100 | * | * | 89,4 |
| Number of units | 2012 | 6 728 | 8 977 | 22 059 | 6 116 | 24 768 | 8 834 | * | 915 | * | * | 78 397 |
| | 2011 | 13 926 | 8 977 | 24 112 | 6 116 | 24 768 | 8 922 | * | 915 | * | * | 87 736 |
| | % | 48,3 | 100 | 91,5 | 100 | 100 | 99,0 | | 100 | * | * | 89,4 |
| Total power of tugs (kW) | 2012 | 6 728 | 8 977 | 22 059 | 6 116 | 24 768 | 8 834 | * | 915 | * | * | 78 397 |
| | 2011 | 13 926 | 8 977 | 24 112 | 6 116 | 24 768 | 8 922 | * | 915 | * | * | 87 736 |
| | % | 48,3 | 100 | 91,5 | 100 | 100 | 99,0 | | 100 | * | * | 89,4 |

| | Year | UA | MD (2008) | RO | BG (2010) | RS | HR | HU (2011=2010) | SK | AT | DE | Total | |
|---|-----------------------------------|---------|--------------|-----------|--------------|---------|--------|-------------------|---------|-----|----|-----------|-------|
| <i>Pusher vessels</i> Number of units | 2012 | 73 | 1 | 163 | 38 | 65 | 10 | 23 | 37 | * | * | 410 | |
| | 2011 | 73 | 1 | 166 | 38 | 65 | 10 | 26 | 38 | * | * | 417 | |
| | % | 100 | 100 | 98,2 | 100 | 100 | 100 | 88,5 | 97,4 | * | * | 98,3 | |
| Total power of pusher vessels (kW) | 2012 | 112 483 | 1 500 | 172 781 | 36 723 | 55 388 | 5 205 | * | 36 916 | * | * | 420 996 | |
| | 2011 | 11 2602 | 1 500 | 183 990 | 36 723 | 55 388 | 5 205 | * | 37 668 | * | * | 433 076 | |
| | % | 99,9 | 100 | 93,9 | 100 | 100 | 100 | | 98,0 | * | * | 97,2 | |
| <i>Towed barges</i> Number of units | 2012 | 78 | 26 | 391 | 44 | 228 | 72 | 11 | 11 | * | * | 861 | |
| | 2011 | 80 | 26 | 381 | 44 | 228 | 71 | 13 | 11 | * | * | 854 | |
| | % | 97,5 | 100 | 102,6 | 100 | 100 | 101,4 | 84,6 | 100 | * | * | 100,8 | |
| Total carrying capacity of towed barges (t) | 2012 | 125 362 | 24 653 | 238 074 | 47 122 | 294 001 | 40 056 | * | 6 747 | * | * | 776 015 | |
| | 2011 | 128 762 | 24 653 | 255 186 | 47 122 | 294 001 | 38 937 | * | 6 747 | * | * | 795 408 | |
| | % | 97,4 | 100 | 93,3 | 100 | 100 | 102,9 | | 100 | * | * | 97,6 | |
| <i>Pushed barges</i> Number of units | 2012 | 335 | * | 740 | 122 | 180 | 50 | 274 | 133 | * | * | 1834 | |
| | 2011 | 406 | * | 716 | 122 | 180 | 50 | 291 | 133 | * | * | 1898 | |
| | % | 82,5 | | 103,4 | 100 | 100 | 100 | 94,2 | 100 | * | * | 96,6 | |
| Total carrying capacity of pushed barges (t) | 2012 | 486 491 | * | 1 231 674 | 202 861 | 169 101 | 47 500 | * | 217 489 | * | * | 2 355 116 | |
| | 2011 | 624 193 | * | 1 194 484 | 202 861 | 169 101 | 47 500 | * | 217 498 | * | * | 2 455 637 | |
| | % | 77,9 | | 103,1 | 100 | 100 | 100 | | 100 | | | 95,9 | |
| TOTAL | Total number of vessels (unit) | 2012 | 536 | 54 | 1461 | 247 | 664 | 175 | 452 | 203 | * | * | 3 792 |

| | Year | UA | MD (2008) | RO | BG (2010) | RS | HR | HU (2011=2010) | SK | AT | DE | Total | |
|--|---|------|----------------|---------------|------------------|----------------|----------------|-------------------|------|----------------|----|-------|-----------------|
| | 2011 | 650 | 54 | 1437 | 247 | 664 | 176 | 463 | 215 | * | * | 3 906 | |
| | % | 82,5 | 100 | 101,7 | 100 | 100 | 99,4 | 97,6 | 94,4 | * | * | 97,1 | |
| | Total power of fleet (kW) | 2012 | 186 131 | 13 477 | 248 379 | 61 490 | 118 085 | 21 394 | * | 49 540 | * | * | 698 496 |
| | | 2011 | 225 540 | 13 477 | 260 118 | 61 490 | 118 085 | 21 665 | * | 52 491 | * | * | 752 866 |
| | | % | 82,5 | 100 | 95,5 | 100 | 100 | 98,7 | | 94,4 | * | * | 92,8 |
| | Total carrying capacity of fleet (t) | 2012 | 703 058 | 42 934 | 1 579 705 | 284 060 | 551 168 | 96 836 | * | 247 660 | * | * | 3 505421 |
| | | 2011 | 912 921 | 42 934 | 1 556 460 | 284 060 | 551 168 | 96 097 | * | 248 377 | * | * | 3 692 017 |
| | | % | 77,0 | 100 | 101,5 | 100 | 100 | 100,8 | * | 99,7 | * | * | 94,9 |

* not available or magnitude "0".

2. COMPOSITION OF THE DANUBE FLEET BY COUNTRIES in 2012

(DRY BULK CARGO AND LIQUID BULK CARGO VESSELS; TUGS AND PUSHER VESSELS)

1. Dry bulk cargo vessels

| Country | Dry bulk cargo vessels | | | | | | Total | | |
|----------------------------|--------------------------|-----------------------|----------------|--------------------------|-----------------------|------------|--------------------------|-----------------------|----------------|
| | Motorized | | | Barges | | | Number of vessels (unit) | Carrying capacity (t) | Power (kW) |
| | Number of vessels (unit) | Carrying capacity (t) | Power (kW) | Number of vessels (unit) | Carrying capacity (t) | Power (kW) | | | |
| Ukraine | 38 | 95 099 | 65 432 | 391 | 581 377 | | 429 | 676 476 | 65 432 |
| Republic of Moldova (2008) | 8 | 15 917 | .. | 26 | 24 653 | | 34 | 40 570 | 0 |
| Romania | 90 | 91 643 | 53 539 | 1 051 | 1 417 918 | | 1 141 | 1 509 561 | 53 539 |
| Bulgaria (2010) | 26 | 31 135 | 17 067 | 161 | 243 719 | | 187 | 274 854 | 17 067 |
| Serbia | 97 | 88 066 | 37 929 | 262 | 82 390 | | 359 | 170 456 | 37 929 |
| Croatia | 7 | 4 688 | 3 266 | 101 | 64 433 | | 108 | 69 121 | 3 266 |
| Hungary | 72 | .. | .. | 283 | .. | | 355 | .. | .. |
| Slovakia | 17 | 19 240 | 11 709 | 116 | 182 327 | | 133 | 201 567 | 11 709 |
| Austria | .. | .. | .. | .. | .. | | .. | .. | .. |
| Germany | .. | .. | .. | .. | .. | | .. | .. | .. |
| Total | 355 | 345 788 | 188 942 | 2 391 | 2 596 817 | | 2 746 | 2 942 605 | 188 942 |

2. Liquid bulk cargo vessels

| Country | Liquid bulk cargo vessels | | | | | | Total | | |
|----------------------------|---------------------------|-----------------------|------------|--------------------------|-----------------------|------------|--------------------------|-----------------------|------------|
| | Motorized | | | Barges | | | Number of vessels (unit) | Carrying capacity (t) | Power (kW) |
| | Number of vessels (unit) | Carrying capacity (t) | Power (kW) | Number of vessels (unit) | Carrying capacity (t) | Power (kW) | | | |
| Ukraine | 3 | 3 130 | 1 488 | 22 | 30476 | | 25 | 33 606 | 1 488 |
| Republic of Moldova (2008) | 5 | 4 199 | .. | 0 | 0 | | 5 | 4 199 | 0 |
| Romania | 13 | 18 314 | 7 959 | 80 | 51 830 | | 93 | 70 144 | 7 959 |
| Bulgaria (2010) | 4 | 2 942 | 1 584 | 5 | 6 264 | | 9 | 9 206 | 1 584 |
| Serbia | 0 | 0 | 2 142 | 146 | 111 496 | | 146 | 111 496 | 2 142 |
| Croatia | 5 | 4 592 | 4 272 | 21 | 23 073 | | 26 | 27 665 | 4 272 |
| Hungary | 0 | .. | .. | 2 | .. | | 2 | 0 | 0 |
| Slovakia | 3 | 4184 | 1 945 | 30 | 43 867 | | 33 | 48 051 | 1 945 |
| Austria | .. | .. | .. | .. | .. | | .. | .. | .. |
| Germany | .. | .. | .. | .. | .. | | .. | .. | .. |
| Total | 33 | 37 361 | 19 390 | 306 | 267 006 | | 339 | 304 367 | 19 390 |

3. Tugs and pusher vessels

| Country | Tugs | | Pusher vessels * | | Total | |
|----------------------------|--------------------------|---------------|--------------------------|----------------|--------------------------|----------------|
| | Number of vessels (unit) | Power (kW) | Number of vessels (unit) | Power (kW) | Number of vessels (unit) | Power (kW) |
| Ukraine | 9 | 6 728 | 73 | 112 483 | 82 | 119 211 |
| Republic of Moldova (2008) | 10 | 8 977 | 1 | 1 500 | 11 | 10 477 |
| Romania | 64 | 22 059 | 163 | 172 781 | 227 | 194 840 |
| Bulgaria (2010) | 13 | 6 116 | 38 | 36 723 | 51 | 42839 |
| Serbia | 94 | 24 768 | 65 | 55 388 | 159 | 80 156 |
| Croatia | 31 | 8 834 | 10 | 5 205 | 41 | 14 039 |
| Hungary | 49 | .. | 23 | .. | 72 | .. |
| Slovakia | 2 | 915 | 37 | 36 916 | 39 | 37 831 |
| Austria | .. | .. | .. | .. | .. | .. |
| Germany | .. | .. | .. | .. | .. | .. |
| Total | 272 | 78 397 | 410 | 420 996 | 682 | 499 393 |

* Including pusher tugs

**3. OVERALL DATA ON QUANTITY OF GOODS LEFT, ENTERED, CARRIED WITHIN NATIONAL TERRITORIES AND IN TRANSIT ON THE DANUBE in 2001-2012
BY COUNTRIES**

(based on statistical data forms ST-5 and DSO-1)

In thous. tonnes

| Transport modes | | | Quantity of goods transported | | | | | | | | | | |
|--|----|--------------------------|-------------------------------|-----------------|----------------------|----------------|-----------------|--------------|-------------------|----------------|----------------------------|----------------|-----------------|
| | | | UA | MD | RO | BG (2010) | RS ¹ | HR | HU (2011=2010) | SK | AT | DE | Total |
| Goods left national Danube ports for the Danube ports of other countries | 1* | 2001 | 3 951,5 | .. ² | 140,0 | 303,5 | 342,0 | 88,6 | 3432,0 | 1 164,2 | 1 258,0 | 7 777,1 | 18 114,9 |
| | | 2005 | 8 312,2 | - | 1 941,0 | 320,0 | 1 179,0 | 773,0 | 1 454,0 | 1 059,0 | 1 031,0 | 9 070,0 | 25 140,2 |
| | | 2008 | 8 390,0 | - | 2 023,0 ³ | 904,0 | 1 324,0 | 318,0 | 1 372,0 | 980,0 | 2 167,0 | 6 972,0 | 24 450,0 |
| | | 2010 | 7 039,0 | .. | 2 715,0 | 580,0 | 2 161,0 | 156,0 | 1 590,0 | 4 252,0 | 1 668,0 | 6 741,0 | 26 902,0 |
| | | 2011 | 5 252,0 | .. | 2 630,0 | 580,0 | 1 842,0 | 120,0 | 1 590,0 | 2 996,0 | 1 165,0 ⁴ | 5 644,0 | 21 078,0 |
| | | 2012 | 3 286,0 | | 2 020,0 | 580,0 | 3 283,0 | 256,0 | 1 310,0 | 2 756,0 | 1 242,0⁴ | 6 065,0 | 20 798,0 |
| | | 2012 to 2011 in % | 62,6 | - | 76,8 | 100 | 178,2 | 213,3 | 82,4 | 92,0 | 106,6 | 107,5 | 95,3 |
| Goods entered national Danube ports from the Danube ports of other countries | 2* | 2001 | 215,1 | .. | 367,0 | 2 153,6 | 2 472,0 | 167,0 | 1429,0 | 91,2 | 5 607,0 | .. | 12 501,9 |
| | | 2005 | 389,4 | 32,8 | 3 375,0 | 3 034,0 | 3 579,0 | 479,0 | 719,0 | 23,0 | 4 259,0 | .. | 15 890,2 |
| | | 2008 | 266,0 | 159,0 | 5 405,0 | 2 673,0 | 3 986,0 | 421,0 | 840,0 | 182,0 | 5 731,0 | .. | 19 663,0 |
| | | 2010 | 242,0 | .. | 4 292,0 | 1 046,0 | 3 523,0 | 214,0 | 739,0 | 158,0 | 6 199,0 | .. | 16 413,0 |
| | | 2011 | 84,0 | .. | 2 447,0 | 1 046,0 | 2 977,0 | 208,0 | 739,0 | 225,0 | 4 648,0 ⁴ | .. | 12 447,0 |
| | | 2012 | 37,0 | | 2 363,0 | 1 046,0 | 1 846,0 | 340,0 | 504,0 | 168,0 | 4 490,0⁴ | .. | 10 794,0 |
| | | 2012 to 2011 in % | 44,0 | | 96,6 | 100 | 62,0 | 121,0 | 68,2 | 74,7 | 96,6 | - | 86,7 |
| Goods carried between the Danube ports within national territory | 3 | 2001 | 547,9 | .. | 7 652,0 | 949,5 | 2 284,0 | 223,4 | .. | - | 1 206,0 | .. | 12 862,8 |
| | | 2005 | 55,8 | - | 13 197,0 | 1 741,0 | 4 399,0 | 14,0 | 908,0 | 101,0 | 356,0 | .. | 20 771,8 |
| | | 2008 | 138,0 | - | 5 166,0 | 1 392,0 | 3 688,0 | - | 75,0 | 84,0 | 502,0 | .. | 11 045,0 |
| | | 2010 | - | - | 635,0 | 390,0 | - | 1,0 | 30,0 | 71,0 | 456,0 | .. | 1 583,0 |
| | | 2011 | 6,0 | - | 945,0 | 390,0 | 1 199,0 | 0,0 | 30,0 | 58,0 | 565,0 | .. | 3 193,0 |
| | | 2012 | 11,0 | - | 439,0 | 390,0 | 1 076,0 | 0,0 | 32,0 | 38,0 | 1 239,0 | .. | 3 225,0 |
| | | 2012 to 2011 in % | 183,3 | - | 46,5 | 100,0 | 89,7 | .. | 106,7 | 65,5 | 219,3 | .. | 101,0 |
| TOTAL carried between the Danube ports | 4 | 2001 | 4 714,5 | .. | 8 159,0 | 3 406,6 | 5 098,0 | 479,0 | 4 861,0 | 1 255,4 | 8 071,0 | 7 777,1 | 43 821,6 |
| | | 2005 | 8 758,4 | 32,8 | 18 513,0 | 5 095,0 | 9 157,0 | 1 266,0 | 3 081,0 | 1 183,0 | 5 646,0 | 9 070,0 | 61 802,2 |
| | | 2008 | 8 794,0 | 159,0 | 12 594,0 | 4 969,0 | 8 998,0 | 739,0 | 2 288,0 | 1 246,0 | 8 400,0 | 6 972,0 | 55 159,0 |
| | | 2010 | 7 281,0 | .. | 7 642,0 | 2 016,0 | 5 684,0 | 371,0 | 2 359,0 | 4 481,0 | 8 323,0 | 6 741,0 | 44 898,0 |
| | | 2011 | 5 342,0 | .. | 6 022,0 | 2 016,0 | 6 018,0 | 401,0 | 2 359,0 | 3 279,0 | 6 378,0 | 5 644,0 | 37 459,0 |
| | | 2012 | 3 334,0 | .. | 4 822,0 | 2 016,0 | 6 205,0 | 596,0 | 1 846,0 | 2 962,0 | 6 971,0 | 6 065,0 | 34 817,0 |
| | | 2012 to 2011 in % | 62,4 | - | 80,1 | 100 | 103,1 | 148,6 | 78,3 | 90,3 | 109,3 | 107,5 | 92,9 |

| Transport modes | | | Quantity of goods transported | | | | | | | | | | |
|--|---|----------------------|-------------------------------|----|---------|--------------|-----------------|----|-------------------|-------|---------|----|----------|
| | | | UA | MD | RO | BG (2010) | RS ¹ | HR | HU (2011=2010) | SK | AT | DE | Total |
| Goods left national Danube ports for the Danube ports of other countries situated outside the Danube | 5 | 2001 | 1 250,8 | .. | 7 506,0 | - | - | - | - | - | - | .. | 8 756,8 |
| | | 2005 | 994,4 | - | 1 069,0 | 4,0 | - | - | 2 035,0 | 212,0 | 623,0 | .. | 4 937,4 |
| | | 2008 | 801,0 | - | 1 765,0 | 34,0 | - | - | 1 722,0 | 105,0 | - | .. | 4 427,0 |
| | | 2010 | 823,0 | - | - | 100,0 | - | - | 2 864,0 | - | - | .. | 3 787,0 |
| | | 2011 | 1 005,0 | - | - | 100,0 | - | - | 2 864,0 | - | 382,0 | .. | 4 351,0 |
| | | 2012 | 613,0 | - | -0 | 100,0 | - | - | 2 504,0 | - | 383,0 | .. | 3 600,0 |
| | | 2012 to 2011 in % | 61,0 | - | - | 100 | - | - | 87,4 | - | 100,3 | .. | 82,7 |
| Goods entered national Danube ports from the ports of other countries situated outside the Danube | 6 | 2001 | 702,4 | .. | 145,0 | - | - | - | - | - | - | .. | 847,4 |
| | | 2005 | 543,3 | - | 19,0 | 30,0 | - | - | 815,0 | 5,0 | 1 811,0 | .. | 3 223,3 |
| | | 2008 | 944,0 | - | 1 497,0 | 15,0 | - | - | 954,0 | 5,0 | - | .. | 3 415,0 |
| | | 2010 | 102,0 | - | - | 7,0 | - | - | 1 081,0 | - | - | .. | 1 190,0 |
| | | 2011 | 174,0 | - | - | 7,0 | - | - | 1081,0 | - | 916,0 | .. | 2 178,0 |
| | | 2012 | 64,0 | - | - | 7,0 | - | - | 761,0 | - | 948,0 | .. | 1 780,0 |
| | | 2012 to 2011 in % | 36,8 | - | - | 100 | - | - | 70,4 | - | 103,5 | - | 81,7 |
| Goods carried within national territory between Danube ports and ports situated outside the Danube | 7 | 2001 | 242,9 | - | - | - | - | - | - | - | - | .. | 242,9 |
| | | 2005 | 231,5 | - | - | - | - | - | - | - | - | .. | 231,5 |
| | | 2008 | 48,0 | - | - | - | - | - | - | - | - | .. | 48,0 |
| | | 2010 | 189,0 | - | 6 894,0 | - | - | - | - | - | - | .. | 7 083,0 |
| | | 2011 | 14,0 | - | 6 733,0 | - | - | - | - | - | - | .. | 6 747,0 |
| | | 2012 | 16,0 | - | 6 323,0 | - | - | - | - | - | - | .. | 6 339,0 |
| | | 2012 to 2011 in % | 114,3 | - | 93,9 | - | - | - | - | - | - | - | 94,0 |
| TOTAL carried between the Danube ports and ports situated outside the Danube | 8 | 2001 | 2 196,1 | .. | 7 651,0 | - | - | - | - | 105,0 | - | .. | 9 952,1 |
| | | 2005 | 1 769,2 | - | 1 088,0 | 34,0 | - | - | 2 850,0 | 217,0 | 2 434,0 | .. | 8 392,2 |
| | | 2008 | 1 793,0 | - | 3 262,0 | 49,0 | - | - | 2 676,0 | 110,0 | - | .. | 7 890,0 |
| | | 2010 | 1 114,0 | - | 6 894,0 | 107,0 | - | - | 3 945,0 | - | - | .. | 12 060,0 |
| | | 2011 | 1 193,0 | - | 6 733,0 | 107,0 | - | - | 3 945,0 | - | 1 298,0 | .. | 13 276,0 |
| | | 2012 | 693,0 | - | 6 323,0 | 107,0 | - | - | 3 265,0 | - | 1 331,0 | .. | 11 719,0 |
| | | 2012 to 2011 in % | 58,1 | - | 93,9 | 100 | - | - | 82,8 | - | 102,5 | - | 88,3 |

| Transport modes | | | Quantity of goods transported | | | | | | | | | | | |
|--|----------------------|--------------------------|-------------------------------|-------------|-----------------|----------------|-----------------|--------------|-------------------|----------------|-----------------|----------------------------|-----------------|----------|
| | | | UA | MD | RO | BG (2010) | RS ¹ | HR | HU (2011=2010) | SK | AT | DE | Total | |
| Goods carried in transit on the Danube within national section: | a) upstream | a) 2001 | - | .. | - | 13,6 | 1 219,0 | - | 1 268,0 | 74,9 | 2 211,0 | .. | 4 786,5 | |
| | | a) 2005 | - | - | 429,0 | - | 2 105,0 | - | 2 535,0 | 97,0 | 925,0 | .. | 6 091,0 | |
| | | a) 2008 | 178,0 | - | 533,0 | - | 4 195,0 | - | 2 963,0 | 277,0 | 2 194,0 | .. | 10 340,0 | |
| | | a) 2010 | - | - | - | - | 2 661,0 | - | 2 653,0 | „ | 2 293,0 | .. | 7 607,0 | |
| | | a) 2011 | - | - | - | - | 2 321,0 | - | 2 653,0 | „ | 1,858.0 | .. | 6,832.0 | |
| | | a) 2012 | - | - | - | - | 2 474,0 | - | 2 123,0 | - | 2 000,0 | .. | 6 597,0 | |
| | | 2012 to 2011 in % | - | - | - | - | 106,6 | - | 80,0 | - | 107,6 | .. | 96,6 | |
| | b) downstream | b)2001 | - | .. | - | 42,1 | 1 099,0 | - | 434,0 | 107,0 | 1 352,0 | .. | 3 034,1 | |
| | | b)2005 | - | - | 853,0 | - | 2 293,0 | - | 801,0 | 29,0 | 334,0 | .. | 4 310,0 | |
| | | b)2008 | 6,0 | - | 1 977,0 | - | 2 155,0 | - | 903,0 | 79,0 | 615,0 | .. | 5 735,0 | |
| | | b)2010 | 0,0 | - | - | - | 2 304,0 | - | 996,0 | „ | 434,0 | .. | 3 734,0 | |
| | | b)2011 | - | - | - | - | 1 009,0 | - | 996,0 | „ | 409,0 | .. | 2 414,0 | |
| | | b)2012 | - | - | - | - | 1 853,0 | - | 901,0 | - | 412,0 | .. | 3 166,0 | |
| | | 2012 to 2011 in % | - | - | - | - | 183,6 | - | 90,5 | - | 100,7 | .. | 131,2 | |
| TOTAL carried in transit | 10 | 2001 | - | .. | - | 55,7 | 2 318,0 | - | 1 702,0 | 181,9 | 3 564,0 | .. | 7 821,6 | |
| | | 2005 | - | - | 1 282,0 | - | 4 398,0 | - | 3 336,0 | 126,0 | 1 259,0 | .. | 10 401,0 | |
| | | 2008 | 184,0 | - | 2 510,0 | - | 6 350,0 | - | 3 866,0 | 356,0 | 2 809,0 | .. | 16 075,0 | |
| | | 2010 | - | - | - | - | 4 965,0 | - | 3 649,0 | 5 | 622,0- | 2 727,0 | .. | 16 963,0 |
| | | 2011 | - | - | - | - | 3 330,0 | - | 3 649,0 | 4 932,0 | 2 267,0 | .. | 14 178,0 | |
| | | 2012 | - | - | - | - | 4 327,0 | - | 3 024,0 | 5 280,0 | 2 412,0 | .. | 15 043,0 | |
| | | 2012 to 2011 in % | - | - | - | - | 129,9 | - | 82,9 | 107,1 | 106,4 | .. | 106,1 | |
| TOTAL carried on the Danube | 4+8+10 | 2001 | 6 910,6 | .. | 15 810,0 | 3 462,3 | 7 416,0 | 479,0 | 6 563,0 | 1 542,3 | 11 634,0 | 7 777,1 | 61 594,3 | |
| | | 2005 | 10 527,6 | 32,8 | 20 883,0 | 5 129,0 | 13 555,0 | 1 266,0 | 9 267,0 | 1 526,0 | 9 339,0 | 9 070,0 | 80 595,4 | |
| | | 2008 | 10 771,0 | 159,0 | 18 366,0 | 5 018,0 | 15 348,0 | 739,0 | 8 830,0 | 1 712,0 | 11 209,0 | 6 972,0 ⁵ | 79 124,0 | |
| | | 2010 | 8 395,0 | - | 14 536,0 | 2 123,0 | 10 649,0 | 371,0 | 9 953,0 | 103,0 | 11 050,0 | 6 741,0 ⁵ | 73 921,0 | |
| | | 2011 | 6 535,0 | - | 12 755,0 | 2 123,0 | 9 348,0 | 400,1 | 9 953,0 | 8 211,0 | 9 943,0 | 5 644,0 ⁵ | 64 913,0 | |
| | | 2012 | 4 027,0 | - | 11 145,0 | 2 123,0 | 10 532,0 | 596,0 | 8 135,0 | 8 242,0 | 10 714,0 | 6 065,0⁵ | 61 579,0 | |
| | | 2012 to 2011 in % | 61,6 | - | 87,4 | 100,0 | 112,7 | 148,6 | 81,7 | 100,4 | 107,8 | 107,5 | 97,7 | |
| 2012 to 2001 in % | 58,3 | - | 70,9 | 61,3 | 142,0 | 124,4 | 124,0 | 534,5 | 92,1 | 78,0 | 100,0 | | | |

* Except for goods in transit.

¹ Before 05/06/2006 – Serbia and Montenegro, before 04/02/2003 – Federal Republic of Yugoslavia.

² (..) or (-) – not available or magnitude "0".

³ Hereinafter for Romania - in 2008 data for 2007 have been used.

⁴ Including transport in/from all German ports.

⁵-WSV.de — Verkehrsbericht, 2008-2012.

4. VOLUME OF GOODS TRANSPORTED ON THE DANUBE in 2011-2012

In thous. tonnes

| Countries | Left countries by the Danube | | | Transported within national territories by the Danube | | | TOTAL | | |
|---|--|-----------------|--------------|---|----------------|--------------|-----------------|-----------------|--------------|
| | 2012 | 2011 | in % to 2011 | 2012 | 2011 | in % to 2011 | 2012 | 2011 | in % to 2011 |
| Ukraine | 3 899,0 | 6 257,0 | 62,3 | 27,0 | 21,0 | 128,6 | 3 926,0 | 6 278,0 | 62,5 |
| Republic of Moldova | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Romania | 2 020,0 | 2 630,0 | 76,8 | 6 762,0 | 7 678,0 | 88,1 | 8 782,0 | 1 308,0 | 85,2 |
| Bulgaria * | 680,0 | 680,0 | 100,0 | 390,0 | 390,0 | 100,0 | 1 070,0 | 1 070,0 | 100,0 |
| Serbia | 3 283,0 | 1 842,0 | 178,2 | 1 076,0 | 1 199,0 | 89,7 | 4 359,0 | 3 041,0 | 143,3 |
| Croatia | 256,0 | 120,0 | 213,3 | 0,0 | 1,0 | 0,0 | 256,0 | 121,0 | 211,6 |
| Hungary | 3 814,0 | 4 454,0* | 85,6 | 32,0 | 30,0* | 106,7 | 3 846,0 | 4 484,0* | 85,8 |
| Slovakia | 2 756,0 | 2 996,0 | 92,0 | 38,0 | 58,0 | 65,5 | 2 794,0 | 3 054,0 | 91,5 |
| Austria | 1 622,0 | 1 546,0 | 104,9 | 1 239,0 | 565,0 | 219,3 | 2 861,0 | 2 111,0 | 135,5 |
| Germany | 6 065,0 | 5 644,0 | 107,5 | .. | .. | .. | 6 065,0 | 5 644,0 | 107,5 |
| Total | 25 035,0 | 26 169,0 | 95,7 | 9 562,0 | 9 942,0 | 96,2 | 33 959,0 | 36 111,0 | 94,0 |
| <u>Arrived on the Danube:</u> | through the Sulina Canal from the sea | | | | | | 328,0 | 582,0 | 56,4 |
| | through the Kiliya arm from the sea | | | | | | 792,0 | 1 137,0 | 69,7 |
| | through the Danube-Black Sea Canal from the sea and from Canal ports | | | | | | 13 721,0 | 11 615,0 | 118,1 |
| | through the Main-Danube Canal from the Main and from Canal ports | | | | | | 2 365,0 | 2 229,0 | 106,1 |
| Total volume of goods transported on the Danube per year | | | | | | | 51 165,0 | 51 674,0 | 99,0 |

* Data for 2010.

5. MAIN PORTS ON THE DANUBE
with cargo turnover more than 1 mln. t
(2011-2012)

in thous.t

| Ports | 2011 | 2012 |
|--------------------------|-------------|----------------|
| Izmail | 4 873,0 | 2 872,5 |
| Reni | 1 600,0 | 1 061,8 |
| Galați | 4 984,0 | 3 987,0 |
| Brăila | 3 075,0 | 2 166,0 |
| Tulcea | 2 342,0 | 2 220,0 |
| Russe (2010) | 1 007,0 | 1 007,0 |
| Prahovo | .. | 1 140,0 |
| Novi Sad | * | 1 545,0 |
| Pančevo | * | 1 103,0 |
| Smederevo | 2 196,0 | 764,0 |
| Dunaújváros | 1 462,0** | 1 053,0 |
| Budapest | 1 215,0** | 789,0 |
| Bratislava | 3 004,0 | 2 677,0 |
| Vienna | 1 067,0 | 1 218,0 |
| Linz | 4 563,0 | 5 309,0 |
| Regensburg (2010) | 1 642,0 | 1 642,0 |

* Cargo turnover of ports Pančevo, Belgrad and Novi Sad in 2011 – ca. 1 mln.t

** 2010

6. CARGO TURNOVER OF THE DANUBE PORTS in 2011-2012

in thous.tonnes

| Countries | Loaded | | | Unloaded | | | Total cargo turnover | | |
|---------------------|-----------------|-----------------|--------------|-----------------|-----------------|--------------|----------------------|-----------------|--------------|
| | 2012 | 2011 | in % to 2011 | 2012 | 2011 | in % to 2011 | 2012 | 2011 | in % to 2011 |
| Ukraine | 3 902,0 | 6 275,0 | 62,2 | 125,0 | 261,0 | 47,9 | 4 027,0 | 6 536,0 | 61,6 |
| Republic of Moldova | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Romania | 5 160,0 | 6 834,0 | 75,5 | 5 985,0 | 5 921,0 | 101,1 | 11 145,0 | 12 755,0 | 87,4 |
| Bulgaria* | 364,0 | 364,0 | 100,0 | 1 737,0 | 1 737,0 | 100,0 | 2 101,0 | 2 101,0 | 100,0 |
| Serbia | 4 776,0 | 3 415,0 | 139,9 | 2 620,0 | 4 553,0 | 57,5 | 7 396,0 | 7 968,0 | 92,8 |
| Croatia | 256,0 | 120,0 | 213,3 | 340,0 | 281,0 | 121,0 | 596,0 | 401,0 | 148,6 |
| Hungary | 3 845,0 | 4 484,0* | 85,7 | 1 265,0 | 1 819,0* | 69,5 | 5 110,0 | 6 303,0* | 81,1 |
| Slovakia | 2 794,0 | 3 054,0 | 91,5 | 206,0 | 283,0 | 72,8 | 3 000,0 | 3 337,0 | 89,9 |
| Austria | 1 624,0 | 1 546,0 | 105,0 | 5 439,0 | 5 564,0 | 97,8 | 7 063,0 | 7 110,0 | 99,3 |
| Germany** | .. | .. | .. | .. | .. | .. | 2 512,0 | 2 512,0 | 100,0 |
| TOTAL | 22 721,0 | 26 092,0 | 87,1 | 17 717,0 | 20 419,0 | 86,8 | 42 950,0 | 49 023,0 | 87,6 |

* Data for 2010

** Data on cargo turnover of Regensburg, Kelheim and Passau ports for 2010 from *via donau* (see <http://www.danubeports.info>).

CARGO TURNOVER OF THE DANUBE PORTS in 2011 -2012

(accordingly to Goods Nomenclature)

Goods Nomenclature NST-2007 ¹

| | | | | |
|----|--|--|----|--|
| 01 | Products of agriculture, hunting, forestry and fishing | | 11 | Machinery and equipment not elsewhere classified (n.e.c.); products of ICT and precision instruments |
| 02 | Coal and lignite; crude petroleum and natural gas | | 12 | Transport equipment |
| 03 | Metal ores, peat and other mining and quarrying products | | 13 | Furniture, other manufactured goods n.e.c. |
| 04 | Food products, beverages and tobacco | | 14 | Secondary raw materials, wastes |
| 05 | Textile, leather and their products | | 15 | Mail, parcels |
| 06 | Wood, paper, pulp and publishing products | | 16 | Equipment utilized in transport of goods |
| 07 | Coke and refined petroleum products | | 17 | Goods moved and non-market goods, baggage and motor vehicles being moved for repair |
| 08 | Chemicals, rubber, plastic and nuclear fuel | | 18 | Grouped goods |
| 09 | Other non-metallic mineral products | | 19 | Unidentifiable goods |
| 10 | Basic metals, fabricated metal products | | 20 | Other goods n.e.c. |

¹ Decision of the 71st session of the Danube Commission on Economic and Statistical Issues (Dok. DK/TAG 71/10), of December 10, 2008, stipulates transition of NST/R to new Standard Goods Nomenclature NST-200, to be used for drafting statistics publications for 2008. By the Decision of the 79th session of the Danube Commission on Technical Issues of December 18, 2012 (Dok. DK/TAG/79/11) draft of the shorthand notations at a double-digit level of Nomenclature NST 2007 (Dok. DK/TAG/79/10), to be used for collecting statistics within the Danube Commission, has been endorsed.

CARGO TURNOVER OF ALL DANUBE PORTS in 2012 -2011 (statistical data form ST-12)

Thous.tonnes

| Nomenclature NST-2007 | | UA ¹ | MD ² (2010) | RO | BG (2010) | RS | HR | HU (2011=2010) | SK | AT | DE ³ (2010) | Total | % |
|-----------------------|------|-----------------|---------------------------|-------|--------------|-------|-----|-------------------|-------|-------|---------------------------|--------|------|
| 01 | 2012 | 378 | * | 953 | 317 | 1 860 | 33 | 2 622 | 148 | 507 | * | 6 818 | 16,9 |
| | 2011 | * | * | 1 455 | 317 | 1 345 | 13 | 2 921 | 114 | 652 | * | 6 817 | 17,1 |
| 02 | 2012 | 1 648 | * | 353 | 723 | 206 | 49 | 548 | 40 | 262 | * | 3 829 | 9,5 |
| | 2011 | * | * | 584 | 723 | 228 | 51 | 697 | 37 | 157 | * | 2 477 | 6,2 |
| 03 | 2012 | 1 340 | * | 3 119 | 116 | 2 683 | 132 | 43 | 1 634 | 3 189 | * | 12 256 | 30,3 |
| | 2011 | * | * | 1 886 | 116 | 4 529 | 44 | 352 | 1 784 | 3 206 | * | 11 917 | 29,8 |
| 04 | 2012 | 6 | * | 14 | 21 | * | 5 | 74 | * | 318 | * | 438 | 1,1 |
| | 2011 | * | * | 33 | 21 | 2 | 33 | 150 | 1 | 328 | * | 568 | 1,4 |
| 05 | 2012 | * | * | 33 | * | * | * | * | * | * | * | 33 | 0,1 |
| | 2011 | * | * | * | * | * | * | * | * | * | * | 0 | 0,0 |
| 06 | 2012 | 4 | * | 181 | 17 | 5 | * | 5 | * | 16 | * | 228 | 0,6 |
| | 2011 | | | 114 | 17 | 7 | * | 3 | * | 6 | * | 147 | 0,4 |
| 07 | 2012 | 121 | | 242 | 388 | 1 071 | 12 | 1 032 | 632 | 1 462 | * | 4 960 | 12,3 |
| | 2011 | | * | 411 | 388 | 1 008 | 11 | 1 385 | 776 | 1 417 | * | 5 396 | 13,5 |
| 08 | 2012 | 266 | * | 201 | 65 | 508 | 247 | 297 | 334 | 745 | * | 2 663 | 6,6 |

| Nomenclature NST-2007 | | UA ¹ | MD ² (2010) | RO | BG (2010) | RS | HR | HU (2011=2010) | SK | AT | DE ³ (2010) | Total | % |
|--------------------------|------|-----------------|---------------------------|-------|--------------|-----|-----|-------------------|-----|-----|---------------------------|-------|------|
| | 2011 | * | * | * | 65 | 357 | 185 | 299 | 285 | 754 | * | 1 945 | 4,9 |
| 09 | 2012 | 38 | | * | 65 | 55 | 30 | 25 | 108 | 7 | * | 328 | 0,8 |
| | 2011 | * | * | 6 870 | 65 | 57 | 13 | 19 | 133 | 37 | * | 7 194 | 18,0 |
| 10 | 2012 | 212 | * | 1 215 | 91 | 380 | 84 | 337 | 7 | 477 | * | 2 803 | 6,9 |
| | 2011 | | | 1 386 | 91 | 362 | 50 | 315 | 109 | 512 | * | 2825 | 7,1 |
| 11 | 2012 | 0 | * | 3 | 30 | 9 | 4 | 8 | 35 | 27 | * | 116 | 0,3 |
| | 2011 | * | * | * | 30 | 4 | 1 | 15 | 36 | 2 | * | 88 | 0,2 |
| 12 | 2012 | * | * | * | * | 2 | * | 19 | 39 | 1 | * | 61 | 0,2 |
| | 2011 | | * | * | * | 3 | * | 23 | 16 | 0 | * | 42 | 0,1 |
| 13 | 2012 | * | * | * | 1 | 16 | * | * | * | * | * | 17 | 0,0 |
| | 2011 | * | * | * | 1 | 46 | * | * | * | * | * | 47 | 0,1 |
| 14 | 2012 | * | * | 274 | * | 590 | * | 36 | 21 | 4 | * | 925 | 2,3 |
| | 2011 | * | * | * | * | 8 | * | 89 | 29 | 4 | * | 130 | 0,3 |
| 15 | 2012 | * | * | * | * | * | * | * | * | * | * | 0 | 0,0 |
| | 2011 | * | * | * | * | * | * | * | * | * | * | 0 | |
| 16 | 2012 | * | * | * | * | * | * | 4 | * | 5 | * | 9 | 0,0 |
| | 2011 | * | * | * | * | * | * | 4 | 1 | 3 | * | 8 | 0,0 |

| Nomenclature NST-2007 | | UA ¹ | MD ² (2010) | RO | BG (2010) | RS | HR | HU (2011=2010) | SK | AT | DE ³ (2010) | Total | % |
|-----------------------|------|--------------------|---------------------------|--------|--------------|-------|-------|-------------------|-------|-------|---------------------------|---------------------|------|
| 17 | 2012 | * | * | * | * | 1 | * | * | * | 2 | * | 3 | |
| | 2011 | * | * | * | * | * | * | * | * | * | * | 0 | |
| 18 | 2012 | * | * | * | * | * | * | * | * | * | * | 0 | |
| | 2011 | * | * | * | * | * | * | * | * | * | * | 0 | 0,0 |
| 19 | 2012 | * | * | 4 534 | 23 | 8 | * | * | * | 42 | * | 4 607 | 11,1 |
| | 2011 | * | * | * | 23 | 2 | * | * | * | 29 | * | 54 | 0,1 |
| 20 | 2012 | 13 | | 23 | 244 | 2 | * | 61 | 2 | * | * | 345 | 0,9 |
| | 2011 | * | * | 16 | 244 | 10 | * | 32 | 16 | * | * | 318 | 0,8 |
| TOTAL | 2012 | 4 027 | 371,0 ² | 11 145 | 2 101 | 7 396 | 596 | 5 111 | 3 000 | 7 062 | 2 512 | 40 438 ⁴ | |
| | 2011 | 6 536 ¹ | 371,0 ² | 12 753 | 2101 | 7 968 | 401 | 6 304 | 3 337 | 7 110 | 2 512 | 49 395 ⁵ | 100 |
| In % to 2011 | | 61,6 | 100 | 87,4 | 100 | 92,8 | 148,6 | 81,1 | 89,9 | 99,3 | 100 | 81,9 | |

* not available or magnitude "0".

¹ Data for 2011 submitted accordingly to NST/R.

² Data for 2010 from the website of port Giurgiulesti (<http://www.gifp.md>).

³ Data on cargo turnover of Regensburg, Kelheim and Passau ports from *via donau* (see <http://www.danubeports.info>).

⁴ Taking into account totals (NST/R) for 2011 from Germany, data for 2010 from the Republic of Moldova.

⁵ Taking into account totals (NST/R) for 2011 from Ukraine and Germany, data for 2010 from the Republic of Moldova.

GOODS NOMENCLATURE NST/R

| | | | | |
|----|--|--|----|---|
| 01 | Cereals | | 13 | Base metal |
| 02 | Potatoes, other fresh and frozen vegetables | | 14 | Cement, lime, construction materials manufactured |
| 03 | Live animals, sugar beet | | 15 | Crude and refined minerals |
| 04 | Wood and cork | | 16 | Natural and man-made fertilizers |
| 05 | Textiles, textile wastes, man-made fiber, other raw materials of vegetable and animal origin | | 17 | Coal and petroleum chemistry raw materials, pitch |
| 06 | Food products and animal feeds | | 18 | Chemical products, except coal and petroleum chemistry raw materials, pitch |
| 07 | Oil seeds, vegetable oils and fats | | 19 | Pulp, waste paper |
| 08 | Solid mineral fuel | | 20 | Transport equipment and vehicles, machinery, assembled and disassembled engines and their details |
| 09 | Crude petroleum | | 21 | Fabricated metal products |
| 10 | Petroleum products | | 22 | Glass, glass products, ceramic products |
| 11 | Iron ores, scrap metal, blast-furnace waste | | 23 | Leather, textiles, garment, other semi products and manufactures |
| 12 | Non-ferrous metal ores and non-ferrous metal waste | | 24 | Other goods |

CARGO TURNOVER IN THE DANUBE PORTS OF UKRAINE in 2010-2011

(Goods Nomenclature NST/R)

| Nomenclature NST/R | 2011 | | 2010 | | 2011 to 2010 in % |
|-------------------------------|----------------|----------|----------------|----------|----------------------------------|
| | thous.t | % | thous.t | % | |
| 01 | 545,0 | 8,3 | 363,0 | 4,3 | 150,1 |
| 02 | * | * | * | * | * |
| 03 | * | * | * | * | * |
| 04 | 2,0 | 0,0 | 4,3 | 0,0 | 50,0 |
| 05 | * | * | * | * | * |
| 06 | 67,0 | 1,0 | 78,0 | 0,9 | 85,9 |
| 07 | 6,0 | 0,1 | 19,5 | 0,2 | 31,6 |
| 08 | 1 654,0 | 25,3 | 1 975,0 | 23,5 | 83,7 |
| 09 | * | * | * | * | * |
| 10 | 511,0 | 7,8 | 593,0 | 7,1 | 86,2 |
| 11 | 2 965,0 | 45,4 | 4 688,5 | 55,8 | 63,2 |
| 12 | * | * | * | * | * |
| 13 | 366,0 | 5,6 | 222,0 | 2,6 | 164,9 |

| | | | | | |
|-------------------------------|----------------|------------|----------------|------------|----------------------------------|
| 14 | 7,0 | 0,1 | 38,0 | 0,5 | 18,4 |
| Nomenclature NST/R | 2011 | | 2010 | | 2011 to 2010 in % |
| | thous.t | % | thous.t | % | |
| 15 | 31,0 | 0,5 | * | * | * |
| 16 | 272,0 | 4,2 | 304,0 | 3,6 | 89,5 |
| 17 | * | * | * | * | * |
| 18 | 32,0 | 0,5 | 4,0 | 0,0 | 800 |
| 19 | 1,0 | 0,0 | 1,0 | 0,0 | 100 |
| 20 | 0,0 | 0,0 | 0,0 | * | * |
| 21 | 46,0 | 0,7 | 55,0 | 0,7 | 83,6 |
| 22 | * | * | * | * | * |
| 23 | * | * | * | * | * |
| 24 | 32,0 | 0,5 | 51,0 | 0,6 | 62,7 |
| Total | 6 536,0 | 100 | 8 396,0 | 100 | 77,8 |

**7. PASSENGER FLEET AND TRANSPORT OF PASSENGERS BY NATIONAL VESSELS ON THE DANUBE
in 2011-2012**

| Indicator | | Year | UA | MD | RO | BG (2010) | RS | HR | HU | SK | AT | DE ¹ | Total |
|--|--|------|-------|----|--------|--------------|----|----|---------------------|-------|----|-----------------|--------|
| Number of passenger vessels in service (units) | | 2012 | 6 | * | 12 | 5 | * | * | 102 ² | 15 | * | 35 | 171 |
| | | 2011 | 6 | * | 8 | 5 | * | * | 102 ² | 15 | * | 32 | 168 |
| including: | Number of passenger recreational crafts without cabins | 2012 | 2 | * | 6 | * | * | * | 102 ² | 14 | * | * | 124 |
| | | 2011 | 2 | * | 6 | * | * | * | 102 ² | 14 | * | * | 124 |
| | Number of passenger cabin vessels with berths | 2012 | 4 | * | 2 | 5 | * | * | * | 1 | * | 35 | 47 |
| | | 2011 | 4 | * | 2 | 5 | * | * | * | 1 | * | 32 | 44 |
| Number of passenger places available in vessels in service (units) | | 2012 | 1 167 | * | 1754 | 822 | * | * | 13 980 ² | 1 504 | * | 11 878 | 31 115 |
| | | 2011 | 1 167 | * | 1 764 | 822 | * | * | 13 980 ² | 1 481 | * | 11 012 | 30 226 |
| including: | Number of seats in passenger vessels without cabins | 2012 | 320 | * | 1 400 | * | * | * | 13 980 ² | 1 454 | * | * | 17 154 |
| | | 2011 | 320 | * | 1 400* | * | * | * | 13 980 ² | 1 431 | * | * | 17 131 |
| | Number of berths in passenger cabin vessels | 2012 | 847 | * | 364 | 822 | * | * | * | 50 | * | * | 2 083 |
| | | 2011 | 847 | * | 364 | 822 | * | * | * | 50 | * | * | 2 083 |

| | Year | UA | MD | RO | BG (2010) | RS | HR | HU | SK | AT | DE ¹ | Total |
|--|------|--------|----|-----|--------------|----|----|--------------------|-------|----|-----------------|--------|
| Number of passengers carried (thous. people) within national territory - total | 2012 | 7 | * | 150 | * | * | * | 711 | 88 | * | * | 956 |
| | 2011 | 3 | * | 155 | * | * | * | 285 ³ | 82 | * | * | 525 |
| Number of passengers carried (thous. people) in international transport - total | 2012 | 10 | * | 6 | 21 | * | * | 5 | 32 | * | 530 | 598 |
| | 2011 | 18 | * | 6 | 21 | * | * | 9 ³ | 29 | * | 548 | 625 |
| Number of passenger-kilometers released (thous. passenger – km) within national territory - total | 2012 | 378 | * | * | * | * | * | 11 919 | 1 387 | * | * | 13 684 |
| | 2011 | 145 | * | * | * | * | * | 9 477 ³ | 1 150 | * | * | 10 772 |
| Number of passenger-kilometers released (thous. passenger – km) in international transport - total | 2012 | 24 278 | * | * | 4 568 | * | * | 1584 | 2 727 | * | * | 35 157 |
| | 2011 | 26 206 | * | * | 4 568 | * | * | 2 668 ³ | 1 911 | * | * | 33 353 |

* not available or magnitude "0" (statistical forms ST-14 - ST-15).

¹ WSD Süd— Verkehrsbericht 2012; Verkehrsbericht 2011.

² Data for 2009.

³ Data for 2010.

8. STATISTICS ON INLAND NAVIGATION OF GERMANY, including Danube and Main-Danube Canal ¹

Federal waterways

| | |
|---|---------|
| TOTAL | 7476 km |
| Including: | |
| Rhine with tributaries | 1797 km |
| Including: Main-Danube Canal (at the co nfluence with t he M ain t o the confluence with the Danube) | 171 km |
| Danube (from Kelheim to the Austrian border) | 213 km |

German fleet of inland navigation vessels status 31 December 2012

| Types of vessels | Number | | Carrying capacity in tonnes | |
|-------------------------|--------------|--------------|-----------------------------------|------------------|
| | 2012 | 2011 | 2012 | 2011 |
| motor dry cargo vessels | 912 | 929 | 1 160 299 | 1 171 894 |
| motor tankers | 380 | 402 | 697 592 | 735 475 |
| pushed dry cargo barges | 778 | 786 | 795 618 | 809 936 |
| pushed tank barges | 42 | 44 | 42 676 | 46 972 |
| towed dry cargo barges | 50 | 52 | 31 547 | 33 204 |
| towed tank barges | 12 | 12 | 3 499 | 3 499 |
| TOTAL | 2 174 | 2 225 | 2 731 231 | 2 800 980 |
| bunker vessels | 91 | 94 | 13 757 | 14 438 |
| | | | Engine power in kW | |
| tug boats | 123 | 131 | 27 268 | 28 599 |
| pusher boats | 289 | 288 | 107 998 | 109 555 |
| | | | Number of passenger-places | |
| excursion vessels | 981 | 985 | 229 386 | 228 076 |
| | | | Number of berths | |
| passenger cabin vessels | 58 | 54 | 6 874 | 6 230 |

Source: *Zentrale Binnenschiffsbestandsdatei bei der WSD Südwest, Mainz*

¹ (For more details refer to "FACTS AND FIGURES FOR 2012/2013", Federal Association of the German Inland Navigation - Bundesverband der Deutschen Binnenschifffahrt e.V. – BDB).

Enterprises, employees, economic turnover

| | Number of enterprises engaged in economic activities in inland navigation, status 30 June | | |
|----------------------------|---|-------------|---------------|
| | 2011 | 2010 | 2009 |
| dry cargo fleet | 473 | 501 | 523 |
| tanker fleet | 148 | 148 | 168 |
| tug boats and pusher boats | 42 | 42 | 45 |
| passenger transport | 292 | 302 | 311 |
| TOTAL: | 934* | 970* | 1 023* |

* By double-counting total amount doesn't correspond to the amount for the certain fields.

Carriage of goods by inland water transport

| Share in total transport volumes | 2012 | | 2011 | | 2012-2011 | 2011-2010 |
|--|--------------|--------------|--------------|--------------|-------------|-------------|
| | mln.t | in % | mln.t | in % | in % | in % |
| Products of agriculture and other agriculture-related manufactures | 16,3 | 7,3 | 14,9 | 6,7 | +9,4 | -6,9 |
| Coal and lignite; crude petroleum and natural gas | 34,1 | 15,3 | 33,5 | 15,1 | +1,8 | -2,3 |
| Metal ores and other mining and quarrying products; and other | 55,6 | 24,9 | 59,1 | 26,6 | -5,9 | -1,7 |
| Consumer goods, wood and products of wood | 12,8 | 5,7 | 12,1 | 5,5 | +5,8 | -19,3 |
| Coke and refined petroleum products | 38,0 | 17,0 | 35,8 | 16,1 | +6,1 | -0,3 |
| Chemical products | 26,1 | 11,7 | 25,7 | 11,6 | +1,6 | -0,8 |
| Basic metals; fabricated metal products | 11,2 | 5,0 | 11,9 | 5,4 | -5,9 | +1,7 |
| Machinery and equipment | 2,0 | 0,9 | 1,9 | 0,8 | +5,3 | +11,8 |
| Secondary raw materials; wastes | 12,2 | 5,5 | 11,8 | 5,3 | +3,4 | -11,9 |
| Other products | 14,9 | 6,7 | 15,3 | 6,9 | -2,6 | -1,9 |
| Total | 223,0 | 100,0 | 222,0 | 100,0 | +0,5 | -3,3 |

Transport flows in inland navigation

| | Number of goods transported in mln. t | | | Turnover in bln. t-km | | |
|---|---------------------------------------|--------------|-------------|-----------------------|-------------|-------------|
| | 2012 | 2011 | 12-11 in % | 2012 | 2011 | 12-11 in % |
| domestic transport within Germany | 54,6 | 54,8 | -0,4 | 10,9 | 10,4 | +4,8 |
| cross-border transport | 168,6 | 167,2 | +0,8 | 47,6 | 44,6 | +6,7 |
| <i>including</i> | | | | | | |
| import | 100,0 | 101,6 | -1,6 | 22,2 | 21,5 | +3,3 |
| export | 48,3 | 46,9 | +3,0 | 12,7 | 11,7 | +8,5 |
| transit | 20,3 | 18,7 | +8,6 | 12,7 | 11,4 | +11,4 |
| Total transport volume on German waterways | 223,2 | 222,0 | +0,5 | 58,5 | 55,0 | +6,4 |
| including German vessels | 70,6 | 69,8 | +1,1 | 18,0 | 17,2 | +4,7 |
| in % | 31,6 | 31,4 | +0,2 | 30,8 | 31,3 | -0,5 |

Waterway freight transport, in mln.t¹

| | 2012. | 2011 | 12-11 in % |
|---|-------|-------|------------|
| Rhine basin, including: | 189,4 | 187,4 | +1,1 |
| Upper Rhine | 52,9 | 47,2 | +12,1 |
| Middle Rhine | 80,9 | 73,9 | +9,5 |
| Lower Rhine | 174,4 | 172,2 | +1,3 |
| | | | |
| Mosel | 12,7 | 12,7 | +/-0 |
| Neckar | 7,1 | 6,5 | +9,2 |
| Main | 16,7 | 15,5 | +7,7 |
| Main-Danube Canal | 5,9 | 5,0 | +18,0 |
| Danube (German section) | 6,5 | 6,0 | +8,3 |
| | | | |
| Canals of the Western Germany, including: | 37,7 | 39,3 | -4,1 |
| Rhine-Herne | 11,8 | 12,6 | -6,3 |
| Wesel-Datteln | 18,6 | 19,7 | -5,6 |
| Datteln-Hamm | 6,0 | 6,0 | +/-0 |
| Dortmund-Ems | 18,5 | 19,5 | -5,1 |

| | | | |
|--|------|------|-------|
| Küsten Canal | 4,2 | 4,3 | -2,3 |
| Elbe basin | 16,3 | 16,4 | -0,6 |
| Weser basin | 8,9 | 9,1 | -2,2 |
| German Midland canal, including: | 20,5 | 21,3 | -3,8 |
| Salzgitter branch canal | 2,8 | 2,8 | +/-0 |
| Berlin waterways | 4,2 | 4,5 | -6,7 |
| State of Brandenburg | | | |
| State of Mecklenburg – Western Pomerania | 3,5 | 4,0 | -12,5 |
| | | | |

¹ By double-counting total amount for the certain regions appears to be higher than the German-wide indicators.

Container transport by inland waterway vessels

| Number of containers transported, in thous. TEU * | | | |
|---|--------------|--------------|--------------|
| | 2012 | 2011 | 12-11 in % |
| domestic transport within Germany | 248 | 262 | -5,3 |
| cross-border transport | 1 944 | 1 927 | +0,9 |
| <i>including</i> | | | |
| import | 820 | 839 | -2,3 |
| export | 881 | 858 | +2,7 |
| transit | 243 | 230 | +5,7 |
| Total transport volume on German waterways | 2 192 | 2 189 | +0,1 |
| including German vessels | 352 | 395 | -10,9 |
| in % | 16,1 | 18,0 | -1,9 |

* In Twenty-Foot-Equivalent-Unit.

Container transport in Germany, in 1000 TEU *

| | 2012 | 2011 | 12-11 in % |
|-------------------------------------|--------------|--------------|--------------|
| Rhine, Main, Neckar, Mosel, Saar | 1 748 | 1 769 | -1,2 |
| Canals region ¹ , Ruhr | 145 | 150 | -3,3 |
| Elbe Region ² | 110 | 135 | -18,5 |
| Weser | 192 | 165 | +16,4 |
| Danube and Main-Danube Canal | 3 | 2 | +50,0 |
| TOTAL: | 2 198 | 2 221 | -1,0 |

* In Twenty-Foot-Equivalent-Unit.

² Elbe, ESK, EKK, EHK, UHW, NOK, Saale

¹ RHK, WDK, DHK, DEK, MLK

Comparison of transport modes for long distance routes

| | | train | vessel | truck |
|---|--|--------|--------|----------------------|
| Route length in km ¹ | | 33 723 | 7 476 | 230 700 |
| Transport volume | in mln.t | 366,1 | 223,2 | 1 268,5 ² |
| | share of each transport mode in % ³ | 19,7 | 12,0 | 68,3 |
| Cargo turnover | in bln.tkm | 110,1 | 58,5 | 251,2 ² |
| | share of each transport mode in % ³ | 26,2 | 13,9 | 59,9 ² |
| Cargo volume in t per1 km of route | | 10 856 | 29 856 | 5 498 |
| Average di stances in km f or t he m eans o f transport in Germany ⁴ | | 301 | 262 | 198 |
| Transport of dangerous goods in mln. t per year | | 63,2 | 47,8 | - ⁵ |
| Accident costs, euro/100 tkm ⁶ | | 6,0 | 3,3 | 42,9 |
| Noise costs, euro/100 tkm ⁶ | | 0,84 | 0,00 | 0,79 |
| Energy c onsumption i n bul k freight transport i n MJ/tkm ^{6,7} | | 0,43 | 0,23 | 0,92 |
| Costs related to (CO₂) emissions, euro/100 tkm⁵ | | | | |
| for bulk freight transport ⁷ | | 0,18 | 0,12 | 0,47 |
| for container transport ⁷ | | 0,16 | 0,11 | 0,26 |

¹ Source: Verkehr in Zahlen 2011/2012, DIW.

² Data on carriage by road transport for short distances and in cabotage are not available.

³ Excluding data on carriage by road transport for short distances and within a national territory.

⁴ Own calculations.

⁵ Not available.

⁶ PLANCO Study for 2007.

⁷ By separate ratio.

9. TRANSPORT OF DANGEROUS GOODS ON THE DANUBE for 2010-2012
(in accordance with ADN ¹)

thous.tonnes

| Class | Name | Transport modes | SK | | | RO | |
|-------|---|---|--------|--------|--------|------|-------|
| | | | 2010 | 2011 | 2012 | 2010 | 2012 |
| 1. | Explosive substances and articles (Class 1 ADN) | national transport | | | | | |
| | | international transport (excluding transit) | | | | | |
| | | transit | | | | | |
| | | Total in 20... (in thous. tonnes) | | | | | |
| | | in thous. t/km | | | | | |
| 2. | Gases (Class 2 ADN) | national transport | | | | 0 | 0 |
| | | international transport (excluding transit) | | | | 21 | 10,4 |
| | | transit | | | | 0 | 0 |
| | | Total in 20... (in thous. tonnes) | | | | 21 | 10,4 |
| | | in thous. t/km | | | | .. | .. |
| 3. | Flammable liquids (Class 3ADN) | national transport | 0 | 0 | 0 | 28 | 18,5 |
| | | international transport (excluding transit) | 816 | 748 | 617,3 | 304 | 224,3 |
| | | transit | 21 | 45 | 72,2 | | |
| | | Total in 20... (in thous. tonnes) | 837 | 793 | 689,5 | 332 | 242,8 |
| | | in thous. t/km | 19 225 | 26 235 | 28 441 | | |

¹ Draft "Form and table for data collection on transport of dangerous goods on the Danube in accordance with ADN" (Dok. DK/TAG 73/14) has been approved by the Decision of the 73rd session of the DC of December 15, 2009 (Dok. DK/TAG 73/15). Competent authorities of Member States were recommended to use form for data collection for 2009 on transport of dangerous goods on the Danube beginning January 1, 2010 to provide Secretariat of the Danube Commission with them on voluntary basis.

| Class | Name | Transport modes | SK | | | RO | |
|-------|---|---|------|------|------|------|------|
| | | | 2010 | 2011 | 2012 | 2010 | 2012 |
| 4. | Flammable solids, self-reactive substances and desensitized explosives, substances liable to spontaneous combustion and substances which, in contact with water, emit flammable gases (Classes 4.1, 4.2 and 4.3ADN) | national transport | 0 | | 0 | | |
| | | international transport (excluding transit) | 0 | | 4 | | |
| | | transit | 1 | | 0 | | |
| | | Total in 20... (in thous. tonnes) | 1 | | 4 | | |
| | | in thous. t/km | 208 | | 54 | | |
| 5. | Oxidizing substances and organic peroxides (Classes 5.1 and 5.2 ADN) | national transport | | | | | |
| | | international transport (excluding transit) | | | | | |
| | | transit | | | | | |
| | | Total in 20... (in thous. tonnes) | | | | | |
| | | in thous. t/km | | | | | |
| 6. | Toxic substances and infectious substances (Classes 6.1 and 6.2 ADN) | national transport | 0 | | | | |
| | | international transport (excluding transit) | 2 | | | | |
| | | transit | 0 | | | | |
| | | Total in 20... (in thous. tonnes) | 2 | | | | |
| | | in thous. t/km | 26 | | | | |
| 7. | Radioactive materials (Class 7ADN) | national transport | | | | | |
| | | international transport (excluding transit) | | | | | |
| | | transit | | | | | |
| | | Total in 20... (in thous. tonnes) | | | | | |
| | | in thous. t/km | | | | | |

| Class | Name | Transport modes | SK | | | RO | |
|-------|---|--|---------------|---------------|---------------|-------------|--------------|
| | | | 2010 | 2011 | 2012 | 2010 | 2012 |
| 8. | Corrosive substances (Class 8 ADN) | national transport | | | | | |
| | | international transport (excluding transit) | | | | | |
| | | transit | | | | | |
| | | Total in 20... (in thous. tonnes) | | | | | |
| | | in thous. t/km | | | | | |
| 9. | Miscellaneous dangerous substances and articles (Class 9 AND) | national transport | | | | | |
| | | international transport (excluding transit) | | | | | |
| | | transit | | | | | |
| | | Total in 20... (in thous. tonnes) | | | | | |
| | | in thous. t/km | | | | | |
| | | Total in 20... (in thous. tonnes)² | 840 | 793 | 693,5 | 353 | 253,2 |
| | | in thous. t/km | 19 459 | 26 235 | 28 498 | .. | .. |
| | | | 2010 | 2011 | 2012 | 2010 | 2012 |

² According to the expert assessment transport of dangerous goods on the Danube in Germany may amount to ca. 10% of the total traffic volume in IWT (*Water and Navigation Directorate - South*).