

## THREE MILLION CONTAINERS ON EUROPEAN RIVERS IN THE YEAR 2000 ?

A detailed review of Inland Water Transport (IWT) Container Traffic in Europe has been published in the 29th February 2000 issue of « Navigation, Ports & Industries », in which it was reminded that, according to one of the scenarios prepared by Rotterdam Port, containers share in global IWT traffic would treble before 2020. It would then be 7 million TEUs, nearly 80Mt of manufactured products, carried on West-European waterways !

Yet, it was also shown that the 2.4 million TEUs calculated by us for 1998 was already equal to the “low” 2010 prognosis announced by Rotterdam only years ago ! 7 million TEUs in 2020 appeared then to be a bare minimum.

The recent trend seems to support this statement.

Although some figures for 1999 remain tentative, and despite the problems brought about by Rhine floods, IWT container traffic probably reached 2.6 million TEUs<sup>1</sup> last year in Western Europe.

### WEST EUROPEAN IWT CONTAINER TRAFFIC

Year	TOTAL RHINE TRAFFIC	TOTAL DELTA TRAFFIC	NON-RHINE FRENCH TRAFFIC	NON-RHINE GERMAN TRAFFIC	GRAND TOTAL WESTERN-EUROPE
1987	327 766	149 000		12 000	488 766
1988	383 641	215 000		30 000	628 641
1989	372 275	269 000		44 673	685 948
1990	446 296	273 000		53 556	772 852
1991	498 227	350 000		59 787	908 014
1992	458 057	404 000		54 967	917 024
1993	546 431	502 500		65 572	1 114 503
1994	607 748	564 000	1 700	72 930	1 246 378
1995	795 454	614 000	10 122	95 454	1 515 030
1996	936 588	735 000	17 733	112 391	1 801 712
1997	1 024 403	955 000	21 323	122 928	2 123 654
1998	1 115 698	1 122 000	21 441	133 884	2 393 023
1999	1 180 201	1 201 000	36 628	141 626	2 559 455

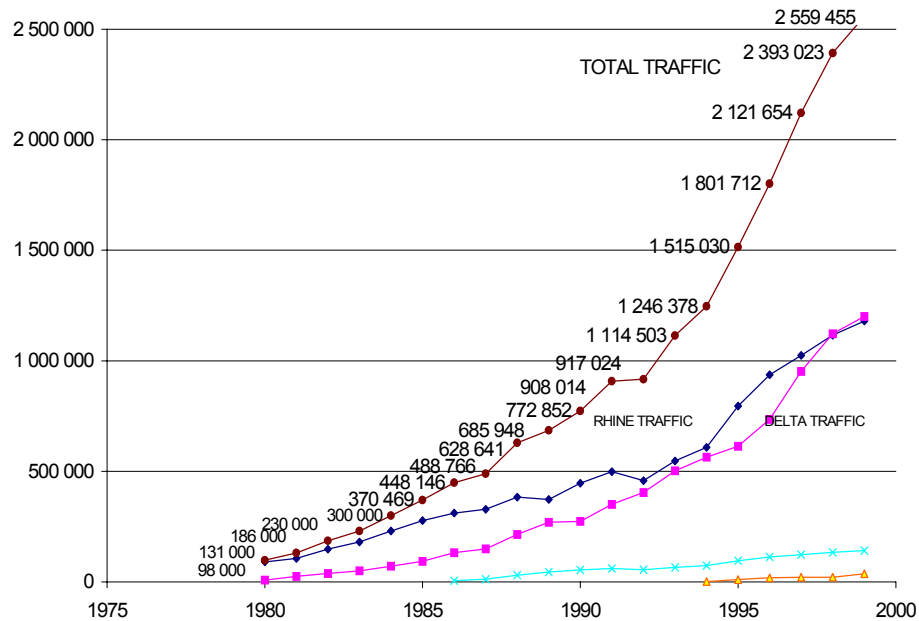
Sources : Rotterdam and Antwerp Ports, Statistisches Bundesamt, VNF and own estimates (tentative figures)

<sup>1</sup> Continental Containers start to be carried on waterways, especially refuse containers. We intend to create a separate category for them, in order to be able to continue a comparison with Rail traffic of maritime containers.

Most of these are maritime containers. Not a small phenomenon, since Rail containers traffic in the Hamburg-Le Havre Range remain below 2.5 millions TEUs.

The corresponding curve is even more striking, and demonstrate the ability of IWT to adapt itself to the New Economy.

### CURVE OF WEST EUROPEAN IWT CONTAINER TRAFFIC



The corresponding tonne-kilometre traffic is less easy to evaluate.

Using the same methodology as earlier, it seems to amount to 860 million TEU.km in 1999, corresponding to some 10 billion t.km. There is thus, on West-European waterways, twice as much t.km done by manufactured products as do bulk goods on the French territory!

The motto “IWT = Bulk” is once more at fault.

### THREE MILLION TEUs IN THE YEAR 2000 !

Traffic indicators are flashing green, due to the end of world recession. It is thus most likely that, in the last days of December 2000, the Third Millionth container shall be carried on the West European Waterways. Such a 16% growth appears quite likely, according to Rhine experts.

At such a pace, it is most likely that the 7 millions TEUs figure shall be reached round the year 2010, ten years before the most favourable estimates.

What a heartening piece of news, and what a proof of IWT dynamism, as well as of the part it can play as a substitute for Road Transport !

[This was recently confirmed by Antwerp Port (AGHA), which disclosed in June 2000 a forecast showing that, for their port, IWT would equal Road in the modal split in 2010, at 3.6 million TEUs, well in line with our statements. A conservative projection for 2020 would be 6 million TEUs for Antwerp alone!]