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Data collection, methodological development and harmonization of transport statistics:

Glossary for Transport Statistics

Proposed inland waterway chapter for the Glossary for Transport Statistics

Amendments as agreed by the Group of Experts and the Intersecretariat Working Group, as of 29 May 2018

Summary

The following document is a proposed draft of the inland waterway chapter for the 5th edition of the UNECE/ITF/Eurostat Glossary for Transport Statistics, as of 29 May 2018. Users can see the changes described in the modifications file ECE/TRANS/WP.6/2018/Inf-1e.

C. Inland Waterway Transport (version 29 May 2018)

C.I INFRASTRUCTURE

C.I-01 Waterway

River, canal, lake or other stretch of water which by natural or man-made features is suitable for navigation.

Waterways of a maritime character (waterways designated by the reporting country as suitable for navigation primarily by sea-river vessels) are included. Waterways also include river estuaries; the boundary being that point nearest the sea where the width of the river is both less than 3 km at low water and less than 5 km at high water.

C.I-02 Navigable inland waterway

A stretch of water, not part of the sea, which by natural or man-made features is suitable for navigation, primarily by inland waterway vessels. This term covers navigable rivers, lakes, canals and estuaries.

The length of rivers and canals is measured in mid-channel. The length of lakes and lagoons is measured along the shortest navigable route between the most distant points to and from which transport operations are performed. A waterway forming a common frontier between two countries is reported by both.

C.I-03 Navigable river

Natural waterway open for navigation, irrespective of whether it has been improved for that purpose.

C.I-04 Navigable lake

Natural expanse of water open for navigation.

Lagoons (brackish water area separated from the sea by a coastal bank) are included.

C.I-05 Navigable canal

Waterway built primarily for navigation.

C.I-06 Navigable inland waterway network

All navigable inland waterways open for public navigation in a given area.

C.I-07 Categories of navigable inland waterways

Taking into account the 1992 UNECE/ECMT Classification of European Inland Waterways, canals, navigable rivers and lakes the different categories are defined as follows:

By horizontal dimensions of vessels and pushed convoys

Class (length/beam)

I to III Up to 80/9 m.

IV 80-85/9.50 m.

V a 95-110/11.40 m.

V b 172-185/11.40 m.

VI a 95-110/22.80 m.

VI b 185-195/22.80 m.

VI c 270-280/22.80 or 195-200/33-34.20 m.

VII 285/33-34.20 m and over.

In some cases the 'carrying capacity of vessels' may be used to classify the navigable inland waterways.

C.I-08 Inland Waterway Port (also E.I-05)

A place for vessels to moor and to load or unload cargo or to disembark or embark passengers to or from vessels, usually directly to a pier.

C.I-09 Inland Waterway Statistical port (also E.I-06)

A statistical port consists of one or more ports, normally controlled by a single port authority, able to record ship and cargo movements.

C.I-10 UN/LOCODE (also E-I-08)
5 character code where the first two characters are the ISO 3166-1 alpha 2 country codes which can be followed by a blank and 3-character code for the place name (see Recommendation 16 from the UNECE), together with Eurostat supplied codes for ports not yet included in the UN system.

C.I-11 Port quay lengths
Total quay length in metres.

C.I-12 Ro-Ro berth (also E.I-14)
A location at which a Ro-Ro vessel can berth and load and unload motor vehicles and other mobile Ro-Ro units via ramps from ship to shore and vice versa.



C.I-13 Port cranes by lifting capacity (also E.I-15)
Number of cranes available in ports by lifting capacity.

Possible classes of lifting capacity are as follows:

- a) 10 tonnes or less;*
- b) Greater than 10 tonnes and up to 20 tonnes;*
- c) Greater than 20 tonnes and up to 40 tonnes;*
- d) Greater than 40 tonnes.*

C.I-14 Port cranes by type (also E.I-16)
Number of cranes available in ports by type:

- a) Mobile container cranes;
- b) Other container cranes;
- c) Other crane.

C.I-15 Connections to other modes of transport
Availability and distance from ports to connections to other modes of transport in km:
a) Maritime shipping;
b) Passenger rail connection;
c) Freight rail connection;
d) Motorway access;
e) Airport.

C.I-16 Mooring/landing place
A place solely for vessels to embark or disembark passengers, not part of an inland port.

C.I-17 Lock
An enclosure in an inland waterway with gates at each end to enable the water level to be raised or lowered to allow vessels to pass through. Lift locks are included.

Lift lock is a machine for transporting vessels between water at two different elevations.



C.I-18 Passenger port
A port with facilities to embark and disembark passengers. Such ports may also provide services such as water and electricity supply, clearance of waste etc.

C.I-19 Transport passenger stop
A place for transport vessels to moor to embark and/or disembark passengers using the transport system.

C.II TRANSPORT EQUIPMENT (VESSELS)

C.II-01 Inland waterways vessel

A floating craft designed for the carriage of goods, public transport of passengers or specially fitted out for a specific commercial duty which navigates predominantly in navigable inland waterways or in waters within, or closely adjacent to sheltered waters or areas where port regulations apply.

Vessels under repair are included. Vessels suitable for inland navigation but which are authorised to navigate at sea (mixed seagoing and inland waterway vessels) are included. This category excludes: harbour craft, seaport lighters and seaport tugs, ferries, fishery vessels, dredgers, vessels performing hydraulic work and vessels used exclusively for storage, floating workshops, houseboats and pleasure craft.

C.II-02 National inland waterways vessel

IWT vessel which is registered at a given date in the reporting country.

Where registration of IWT vessels does not apply in a specific country, a national IWT vessel is a vessel owned by a company tax resident in that country.

C.II-03 Foreign inland waterways vessel

IWT vessel which is registered at a given date in a country other than the reporting country.

C.II-04 Fluvio-maritime (Sea-river) vessel

Any IWT vessel designed and authorised to operate also as a sea going vessel.

C.II-05 Inland waterways freight vessel

Vessel with a carrying capacity of not less than 20 tonnes designed for the carriage of freight by navigable inland waterways.

C.II-06 Inland waterways passenger vessel

Vessel designed specifically to carry more than 12 fare-paying passengers by navigable inland waterways.

C.II-07 Inland waterways container vessel

Vessel fitted throughout with fixed or portable cell guides mainly for the carriage of containers.

C.II-08 Inland waterways river cruise vessel

An inland waterways passenger vessel travelling primarily on rivers and intended to provide passengers with a full tourist experience. All passengers have cabins for overnight stay. Facilities for entertainment aboard are included. Vessels operating ferry services are excluded. In addition, cargo-carrying vessels able to carry a very limited number of passengers with their own cabins are also excluded. River cruise vessels stop at multiple ports along their way and may also operate on lakes and canals in the course of their cruises.

C.II-09 Inland waterways day trip vessel

An inland waterways passenger vessel designed to provide passengers with a short excursion for touristic purposes. Such excursions cover periods up to one day, shorter part-day trips, sightseeing trips and moonlight cruises. The vessel is not equipped with cabins for all the passengers. Catering may be provided. For moonlight cruises, the boats may spend a night out of port, however passengers are not provided with cabins.

C.II-10 Inland waterways ferry

An IWT passenger vessel designed to transport passengers across or along waterways.

There are two main types:

1. Cross waterway ferry.

These transport passengers and possibly vehicles between two ports on either side of a waterway.

2. Along waterway ferry.

These transport passengers and possibly vehicles to a range of ports along a waterway.

- C.II-11 Urban inland waterway transport vessel**
A vessel operating an urban inland waterway transport service.
- C.II-12 Inland waterways urban transport vessel – water bus**
An IWT passenger vessel designed to transport passengers largely within and around on a public scheduled service.
- C.II-13 Water taxi**
An IWT passenger vessel with limited passenger capacity operating on demand public passenger transport within and around an urban or similar area.
The passenger carrying capacity of a water taxi will rarely exceed 20 persons.
In North America water taxi and water bus are synonyms.
- C.II-14 Inland waterway fleet**
Number of IWT vessels registered at a given date in a country and authorised to use inland waterways.
Changes in the fleet refer to changes, in total or within a vessel type, in the inland waterway fleet of the reporting country, resulting from new construction, modification in type or capacity, purchases or sales abroad, scrapping, casualties, or transfers to or from the maritime register.
- C.II-15 Self-propelled vessel**
Any powered inland waterways freight vessel, other than self-propelled tanker barges.
Towed barges, pushed barges and pushed-towed barges which have an auxiliary engine only must be regarded as towed barges, pushed barges or pushed-towed barges as the case may be. The fact that a self-propelled barge can be used for towing does not change its nature.
- C.II-16 Self-propelled pusher**
Self-propelled barge designed or fitted to push pushed or pushed-towed barges.
- C.II-17 Towed (dumb)barge**
IWT freight vessel designed to be towed which does not have its own means of mechanical propulsion.
The fact that a dumb barge is fitted with an auxiliary engine does not change its nature.
- C.II-18 Self-propelled tanker**
A self-propelled barge intended for the bulk transport of liquids or gases in fixed tanks.
Tankers for the transport in bulk of powdered products such as cement, flour, plaster, etc., are to be excluded and are to be counted among self-propelled barges.
- C.II-19 Self-propelled pusher tanker barge**
Self-propelled pusher barge for the bulk transport of liquids or gases.
Tankers for the transport in bulk of powdered products such as cement, flour, plaster, etc., are to be excluded and are to be counted among self-propelled pusher barges.
- C.II-20 Dumb tanker barge**
Dumb barge for the bulk transport of liquids or gases.
Tankers for the transport in bulk of powdered products such as cement, flour, plaster, etc., are to be excluded and are to be counted among dumb barges.
Either pushed or towed.
- C.II-21 Pushed tanker barge**
Pushed barge for the bulk transport of liquids or gases.
Tankers for the transport in bulk of powdered products such as cement, flour, plaster, etc., are to be excluded and are to be counted among pushed barges.

- C.II-22 Pushed-towed barge**
Pushed-towed barge for the bulk transport of liquids or gases.
Tankers for the transport in bulk of powdered products such as cement, flour, plaster etc., are to be excluded and are to be counted among pushed-towed barges.
- C.II-23 Other cargo carrying vessel**
Any other inland waterways freight vessel intended for carrying goods not covered in the previous categories.
- C.II-24 Tug**
Powered vessel developing not less than 37 kW and designed for the towing of barges and rafts, but not for the carriage of cargo.
- C.II-25 Pusher vessel**
Powered vessel developing not less than 37 kW and designed or fitted for pushing of pushed barges but not for the carriage of cargo.
- C.II-26 Pusher tug**
Powered vessel developing not less than 37 kW and designed or fitted for the towing of dumb barges, pushed-towed barges, or rafts, and for the pushing of pushed and pushed-towed barges, but not for the carriage of goods.
- C.II-27 Carrying capacity of an IWT freight vessel**
Maximum authorised weight of goods, expressed in tonnes, which a vessel may carry.
- C.II-28 Capacity of an IWT passenger vessel**
Maximum authorised number of passengers that a vessel may carry.
- C.II-29 Power (kW)**
Mechanical force developed by the motive power installation in a vessel.
*This power should be measured in effective kilowatts (power transmitted to the propeller):
1 kW=1.36 h.p.; 1 h.p. = 0.735 kW.*
- C.II-30 Year of construction of vessel**
Year of original construction of the hull.
- C.II-31 Nationality of vessel (also E.II-09)**
The nationality of a vessel is the country in which it is registered.
- C.III ENTERPRISES, INVESTMENT AND MAINTENANCE**
- C.III-01 Inland Passenger Waterways Transport (IWT) Enterprise**
Enterprise carrying out in one or more places activities for the production of IWT services using IWT vessels and whose main activities according to the value added is inland waterway transport and services allied to inland waterway transport.
In terms of activity classifications the following classes are involved:
- ISIC/Rev.4: Class 50.2 – Inland water transport
Class 50.21 – Inland passenger water transport
- NACE/Rev.2: Class 50.3 - Inland passenger water transport
Class 50.30 - Inland passenger water transport
- C.III-02 Inland Freight Waterways Transport (IWT) Enterprise**

A freight IWT transport enterprise carrying out in one or more places the organisation and operation of:

- river cruises;
- mini cruises/excursions;
- ferry services;
- IWT urban transport system;
- water taxi service in an urban area.

In terms of activity classifications the following classes are involved:

- ISIC/Rev.4: Class 50.2 – Inland water transport

Class 50.22 – Inland freight water transport

- NACE/Rev.2: Class 50.4 - Inland freight water transport

Class 50.40 - Inland freight water transport

C.III-03 Public inland waterways enterprise

IWT enterprise which is principally owned (more than 50 per cent of the capital) by the State or public authorities and their enterprises.

C.III-04 Inland waterways port enterprise

An enterprise carrying out in one or more places the provision of inland waterway port services and the main activity of which according to value added is the provision of inland waterway port services. Pleasure port enterprises are excluded.

In terms of activity classifications, the following classes are involved:

- ISIC/Rev.4 Class 52.22 – Service activities incidental to water transportation

Class 52.24 – Cargo handling

- NACE/Rev.2 Class 52.22 – Service activities incidental to water transportation

Class 52.24 – Cargo handling.

Note: ISIC 9329 and NACE 93.29 include pleasure port activities.

C.III-05 Public inland waterways port enterprise

A port enterprise which is principally owned (more than 50 per cent of the capital) by the State or public authorities and their enterprises.

C.III-06 Investment expenditure on infrastructure

Expenditure on new construction and extension of existing infrastructure, including reconstruction, renewal and major repairs.

Expenditure on locks is included.

C.III-07 Investment expenditure on vessels

Expenditure on purchase of vessels.

C.III-08 Maintenance expenditure on infrastructure

Expenditure for keeping infrastructure in working order.

Expenditure on locks is included.

C.III-09 Maintenance expenditure on vessels

Expenditure for keeping vessels in working order.

C.IV TRAFFIC

C.IV-01 Inland waterway traffic

Any movement of an IWT vessel on a given IWT network.

When a vessel is being carried on another vehicle, only the movement of the carrying vehicle

(active mode) is taken into account.

- C.IV-02 Inland waterway traffic on national territory**
Any movement of an IWT vessel within a national territory irrespective of the country in which the vessel is registered.
- C.IV-03 Unladen inland waterway traffic**
Any movement of an IWT freight vessel for which the gross-gross weight of goods carried, including that of equipment such as containers, swap bodies and pallets, is nil; as well as any movement of an IWT passenger vessel without passengers.
The movement of an IWT vessel carrying empty equipment such as containers, swap bodies and pallets is not considered to be an unladen journey.
- C.IV-04 Inland waterway ferry service**
A ferry service is a regular short service between two ports or mooring/landing places, with or without intermediate calls. These operate either:
(i) according to a published timetable; or
(ii) with crossings so regular or frequent that they constitute a recognisably systematic series.
- C.IV-05 Urban Inland waterway transport service**
A scheduled public transport service for commuter and other local traffic within an urban area, operating throughout the year.
Services ensuring the connectivity between settlements relatively close to each other in a defined geographical area by inland waterways are also included in this definition, e.g. the services in the Danube Delta.
For urban areas, operations within the urban area limits are included while for interurban services the boundary would need to be determined on a case to case basis.
- C.IV-06 Inland waterway journey**
Any movement of an IWT vessel from a specified point of origin to a specified point of destination.
Journey can be divided in a number of stages or sections.
- C.IV-07 Vessel-kilometre**
Unit of measurement representing the movement of an IWT vessel over one kilometre.
The distance taken into account is the distance actually run. Movements of unladen vessels are included. In a convoy, each unit is counted as a vessel.
- C.IV-08 Inland waterway convoy**
One or more non-powered IWT vessels which are towed or pushed by one or more powered IWT vessels, including side-by-side formations.
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- C.IV-09 Tonne-kilometre offered**
Unit of measurement representing the movement of one tonne of capacity available in an IWT freight vessel when performing the services for which it is primarily intended over one kilometre.
The distance to be considered is the distance actually run.
- C.IV-10 Seat-kilometre offered**
Unit of measurement representing the movement over one kilometre of one seat available in an IWT passenger vessel when performing the services for which it is primarily intended over one kilometre.
The distance to be considered is the distance actually run.
- C.IV-11 Entry of an IWT vessel**
Any laden or unladen IWT vessel which entered the country by inland waterway.
If an IWT vessel is entering the country by another mode of transport, only the active mode is

considered to have entered that country.

C.IV-12 Exit of an IWT vessel

Any laden or unladen IWT vessel which left the country by inland waterway.

If an IWT vessel is leaving the country by another mode of transport, only the active mode is considered as leaving that country.

C.IV-13 Transit of an IWT vessel

Any loaded or empty IWT vessel, which enters and leaves the country at different points by whatever means of transport, provided the total journey within the country is by inland waterways and that there is no loading or unloading in the country.

IWT vessels loaded/unloaded at the frontier of that country onto/from another mode of transport are included.

C.V. TRANSPORT MEASUREMENT

C.V-01 Inland waterway transport (IWT)

Any movement of goods and/or passengers using IWT vessels which is undertaken wholly or partly on navigable inland waterways.

Bunkers and stores supplied to vessels in port are excluded When an IWT vessel is being carried on another vehicle, only the movement of the carrying vehicle (active mode) is taken into account.

C.V-02 National inland waterway transport

Any movement of goods and/or passengers using an Inland Waterways Transport (IWT) vessel between two places (a place of loading/embarkation and a place of unloading/disembarkation) within a national territory irrespective of the country in which the IWT vessel is registered. It may involve transit through a second country, although for this country this transport has to be reported as transit.

C.V-03 Inland movement

Any movement of goods and/or passengers to and from inland ports connected by water routes which may be made navigable by one or more lock structures.

C.V-04 Inland waterway cabotage transport

National IWT performed by an IWT vessel registered in another country.

C.V-05 International inland waterway transport

Inland waterway transport between two places (a place of loading/embarkation and a place of unloading/ disembarkation) located in two different countries. It may involve transit through one or more additional countries. For the latter countries this transport has to be reported as transit.

C.V-06 Cross-trade inland waterway transport

Inland waterway transport conducted by an enterprise of one country between a place of loading/embarkation in a second country and a place of unloading/disembarkation in a third country.

Such transport may involve transit through one or more additional country or countries.

C.V-07 Fluvio-maritime (Sea-river) transport

A transport operation partly by inland waterways and partly by sea, without transshipment. It can be operated by inland waterway vessel or seagoing ships.

Any inland waterway vessel undertaking such transport will need to have the appropriate authorisation permitting it to operate at sea.

C.V-08 Inland waterway transit transport

Inland waterway transport through a country between two places (a place of loading/embarkation and a place of unloading/disembarkation) both located in another country or in other countries provided that the total journey within the country is by inland waterways and that there is no loading/embarkation and unloading/ disembarkation operation in the transit country.

IWT vessels loaded/unloaded at the frontier of that country onto/from another mode of transport are included.

C.V-09 Urban inland waterway transport

Transport carried out on inland waterways located within the boundaries of an urban area.

Only transport carried out mainly or solely on inland waterways located within the boundaries of a built-up area is regarded as urban transport.

C.V-10 Inland waterways passenger

Any person who makes a journey on board of an IWT vessel. Service staff assigned to IWT vessels are not regarded as passengers.

C.V-11 Passenger-kilometre by inland waterways

Unit of measurement representing the transport of one passenger by inland waterways over one kilometre.

The distance to be taken into consideration is the distance actually travelled by the passenger.

C.V-12 Inland waterway passenger embarked

Passenger who boards an IWT vessel to be conveyed by it.

A transfer from one IWT vessel to another is regarded as embarkation after disembarkation.

C.V-13 Inland waterway passenger disembarked

A passenger disembarking from an IWT vessel after having been conveyed by it.

A transfer from one IWT vessel to another is regarded as disembarkation before re-embarkation.

C.V-14 Inland waterway passenger transport link

The combination of the place of embarkation and the place of disembarkation of the passenger conveyed by inland waterways whichever itinerary is followed.

Places are defined by using international classification systems such as NUTS (Nomenclature of Territorial Units for Statistics – Eurostat).

C.V-15 Place of embarkation

The place taken into account is the place where the passenger boarded an IWT vessel to be conveyed by it.

A transfer from one IWT vessel to another is regarded as embarkation after disembarkation.

C.V-16 Place of disembarkation

The place taken into account is the place where the passenger disembarked from an IWT vessel after having been conveyed by it.

A transfer from one IWT vessel to another is regarded as disembarkation before re-embarkation.

C.V-17 Cruise passenger excursion

A short visit by a cruise passenger to a tourist attraction associated with a port/landing place while retaining a cabin on board.

C.V-18 Inland waterways river cruise

A river voyage on an IWW cruise vessel taken for pleasure and usually calling in at several places. The duration of a cruise is longer than one day.

- C.V-19 Port of embarkation**
The port where passengers are embarked on a vessel.
- C.V-20 Port of disembarkation**
The port where passengers are disembarked from a vessel.
- C.V-21 Goods carried by inland waterways**
Any goods moved by IWT freight vessel.
This includes all packaging and equipment such as containers, swap bodies or pallets.
- C.V-22 Gross-GrossWeight of goods**
The total weight of the goods carried, all packaging and the tare weight of the transport units (e.g. containers, swap bodies and pallets for containing goods as well as goods road vehicles carried on the vessel).
- C.V-23 Gross Weight of goods**
The total weight of goods carried, including packaging but excluding the tare weight of transport units (e.g. containers, swap bodies and pallets for containing goods as well as goods road vehicles carried on the vessel).
- C.V-24 Tare Weight**
The weight of a transport unit (e.g. containers, swap bodies and pallets for containing goods as well as road goods vehicles carried on the vessel) before any cargo is loaded.
- C.V-25 Tonne-kilometre by inland waterways**
Unit of measurement of goods transport which represents the transport of one tonne by inland waterways over one kilometre.
The distance taken into account is the distance actually travelled in the reporting country.
- C.V-26 TEU-km by inland waterways**
Unit for measuring the goods transport by containers equivalent to one TEU transported over a distance of one kilometre.
For the purpose of reporting the TEU-km performance only the distance travelled on navigable inland waterways performed in the reporting country has to be taken into account.
- C.V-27 Types of goods carried by inland waterways**
Goods in transport may be classified according to type.
Examples of classification schemes are NST 2007 (Standard Goods Nomenclature for Transport Statistics) that replaces the CSTE nomenclature (Commodity Classification for Transport Statistics in Europe – UNECE) and the NST/R nomenclature (Standard Goods Nomenclature for Transport Statistics/revised – Eurostat).
- C.V-28 Dangerous goods**
The classes of dangerous goods carried by Inland Waterways are those defined by the fifteenth revised edition of the UN Recommendations on the Transport of Dangerous Goods, United Nations, Geneva 2007:
- Class 1: Explosives;
 - Class 2: Gases;
 - Class 3: Flammable liquids;
 - Class 4: Flammable solids; substances liable to spontaneous combustion; substances which, on contact with water, emit flammable gases;
 - Class 5: Oxidising substances and organic peroxides;
 - Class 6: Toxic and infectious substances;
 - Class 7: Radioactive material;

- Class 8: Corrosive substances;
- Class 9: Miscellaneous dangerous substances and articles.

C.V-29 Goods loaded

Goods placed on an IWT vessel and dispatched by inland waterways.

Transshipment from one IWT vessel to another is regarded as loading after unloading. The same applies to changes of pusher tugs or tugs.

C.V-30 Goods unloaded

Goods taken off an IWT vessel after transport by inland waterways.

Transshipment from one IWT vessel to another is regarded as unloading before reloading. The same applies to changes of pusher tugs and tugs.

C.V-31 Goods IWT link

The combination of the place of loading and the place of unloading of the goods transported by inland waterways whichever itinerary is followed.

Places are defined by using international classification systems such as NUTS (Nomenclature of Territorial Units for Statistics – Eurostat).

C.V-32 Place of loading

The place taken into account is the place where the goods were loaded on an IWT freight vessel or where pusher tugs and tugs have been changed.

C.V-33 Place of unloading

The place taken into account is the place where the goods were unloaded from an IWT freight vessel or where pusher tugs and tugs have been changed.

C.V-34 Country / region of loading / embarkation

The country or region of ports where transported goods are loaded or passengers embark on a vessel.

C.V-35 Country / region of unloading / disembarkation

The country or region of ports where transported goods are unloaded or passengers disembark from a vessel.

C.VI ACCIDENTS

C.VI-01 Accident

Unwanted or unintended sudden event or a specific chain of such events which have harmful consequences.

C.VI-02 Inland waterways transport accident

An event that has resulted in any of the following:

1. The death of, or serious injury to, a person that is caused by, or in connection with, the operations of an IWW vessel; or
2. The loss of a person from an IWW vessel that is caused by, or in connection with, the operations of an IWW vessel; or
3. The loss, presumed loss or abandonment of an IWW vessel; or
4. Material damage to an IWW vessel; or
5. The stranding or disabling of an IWW vessel, or the involvement of an IWW vessel in a collision; or
6. Material damage to the inland waterways infrastructures external to a vessel; that could seriously endanger the safety of the vessel or another vessel or an individual; or
7. Damage to the environment brought about by the damage of an IWW vessel or IWW vessels being caused

by, or in connection with, the operations of an IWW vessel or IWW vessels.

Any accident involved in the normal operation of the vessel, including when it is in port or at anchor is covered. For maritime transport statistics, only injury accidents which occur when the vessel is in motion are included. A vessel is deemed to be in motion once the last link to the shore or the anchorage is cast off. The vessel ceases to be in motion once the first link to the shore or anchorage is established.

Terrorist, other criminal acts and acts of war are excluded. By definition suicides are excluded as they are a deliberate act. Illness not related to operation of the ship is excluded.

C.VI-03 Injury accident

Any accident involving at least one IWT vessel in motion on an inland waterway and resulting in at least one injured or killed person.

A suicide or an attempted suicide is not an accident but an incident caused by a deliberate act to injure oneself fatally. However, if a suicide or an attempted suicide causes injury to another person on an IWT vessel, then the incident is regarded as an injury accident.

Injury accident excludes accidents incurring only material damage.

C.VI-04 Fatal accident

Any injury accident resulting in a person killed.

C.VI-05 Non-fatal accident

Any injury accident other than a fatal accident.

C.VI-06 Person killed

Any person killed immediately or dying within 30 days as a result of an injury accident, excluding suicides.

A killed person is excluded if the competent authority declares the cause of death to be suicide, i.e. a deliberate act to injure oneself resulting in death.

For countries that do not apply the threshold of 30 days, conversion coefficients are estimated so that comparisons on the basis of the 30 day-definition can be made.

C.VI-07 Person injured

Any person who as result of an injury accident was not killed immediately or not dying within 30 days, but sustained an injury, normally needing medical treatment, excluding attempted suicides.

Persons with lesser wounds, such as minor cuts and bruises are not normally recorded as injured.

An injured person is excluded if the competent authority declares the cause of the injury to be attempted suicide, i.e. a deliberate act to injure oneself resulting in injury, but not in death.

C.VI-08 Serious injury

An injury which is sustained by a person in a casualty resulting in incapacitation for more than 72 hours commencing within seven days from the date of injury.

C.VI-09 Person seriously injured

Any person injured who was hospitalised for a period of more than 24 hours.

C.VI-10 Person slightly injured

Any person injured excluding persons seriously injured.

Persons with lesser wounds, such as minor cuts and bruises are not normally recorded as injured.

C.VI-11 Inland waterway casualty

An event that has resulted in any of the following:

a) The death of, or serious injury to, a person that is caused by, or in connection with, the operations of a IWT vessel; or

b) The loss of a person from a IWT vessel that is caused by, or in connection with, the operations of a IWT vessel; or

- c) The loss, presumed loss or abandonment of a IWT vessel; or
- d) Material damage to a IWT vessel; or
- e) The stranding or disabling of a IWT vessel, or the involvement of a IWT vessel in a collision; or
- f) Material damage being caused by, or in connection with, the operation of a IWT vessel; or
- g) Damage to the environment brought about by the damage of an IWT vessel or IWT vessels being caused by, or in connection with, the operations of an IWT vessel or IWT vessels.

C.VI-12 Very serious casualty

A casualty to an IWT vessel which involves the total loss of the IWT vessel, loss of life or severe pollution.

C.VI-13 Serious casualty

A casualty which does not qualify as a very serious casualty and which involves:

- A fire, explosion, grounding, contact, heavy weather damage, ice damage, hull cracking or suspected hull defect, etc., resulting in:
 - Structural damage rendering the IWT vessel not navigable, such as penetration of the hull underwater, immobilisation of main engines, extensive accommodation damage etc.; or
 - Pollution (regardless of quantity); and/or
 - A breakdown necessitating towage or assistance from the bank.

C.VI-14 Inland waterway incident

An occurrence or event being caused by, or in connection with, the operations of a IWT vessel by which the IWT vessel or any person is imperilled, or as a result of which serious damage to the IWT vessel or structure or the environment might be caused.

C.VI-15 Causes of an inland waterways accident

Actions, omissions, events, existing or pre-existing conditions or a combination thereof, which led to an IWT casualty or incident.