



UNECE Working Party on Transport Statistics WP 6 17-19 June 2015

**Intermodal Transport Statistics
(IMT)
Eurostat – Transport**

Background

- Task force set up in 2009 by the Coordination Group for Statistics Transport
- Mandate renewed in 2011 and again in 2013, each time for a two years period
- Objective: **Identify users and define the utility of “freight statistics on co-modality and logistics performance indicators” and investigate how relevant statistics can be produced for policy needs**
- Last meeting on 30 October 2014
- Participants
 - **DG MOVE**
 - **DE, FR, NL, AT, PL, SE**
 - **International organisations**

Main results up to date

- The Task force produced “**Guidelines on the compilation of intermodal statistics at national level using the ‘German Approach’**”
 - offers guidance and advice for applying a similar approach at national level
 - the approach is essentially based on available statistics reported in the framework of transport-related EU legal acts

Main results up to date

- Analysis of the feasibility and status of implementation of the German approach at national level
 - **Direct consultations with the six member States participating in the Task Force (DE, FR, AT, NL, PL, SE)**
 - Identifying, for each mode of transport, the relevant variables reported by Member States under legal acts
 - Identifying, for each mode of transport, other relevant variables available at national level

Main results up to date

- Preliminary results of IMT statistics using data available at Eurostat
- On-going work to produce a methodological manual for producing intermodal statistics at EU level
 - The procedure is essentially based on available statistics reported in the framework of existing EU legal acts for provision of statistics on the relevant modes of transport (maritime, inland waterways, road and rail).
 - Thus, the procedure does not add to the administrative burden on Member States, nor to the response burden of initial respondents.

Main results up to date

- Methodological inconsistencies for German approach at EU level:
 - **Different units:**
 - Road: Gross weight
 - Maritime: Estimated gross-gross weight
 - IWW and Rail: Gross-gross weight
 - **Different collection of containers:**
 - Road: Large containers + other containers
 - IWW and Rail: All containers + swap bodies
 - Maritime: only large containers lifted on or lifted off the vessel
- However, it should be possible to identify the main intermodal transport corridors

Main results up to date

- Logistics indicators
 - The work has started with a selection of 15 indicators
 - After analysing the relevance and the data availability, the Task Force has selected 7 indicators to be further developed in the view of dissemination

Indicator	Type	Proposal
I1: Value added contribution	Wide concept	KEEP
I2: Size of logistics sector: Number of enterprises	Wide concept	CLOSE
I3: Size of logistics sector: Persons employed	Wide concept	CLOSE
I4: Turnover of the logistics sector	Wide concept	CLOSE
I5: Profitability of logistics sector	Wide concept	CLOSE
I6: Investment per person employed	Wide concept	CLOSE
I7: Total output price index of logistics	Wide concept	KEEP
I8: Production value of freight transport activities	Limited concept	CLOSE
I9: Number of enterprises	Limited concept	CLOSE
I10: Production value	Proxy approach	KEEP
I11: Number of enterprises	Proxy approach	CLOSE
I12: Number of employees	Proxy approach	KEEP
I13: Road transport performance by type of cargo	Unitisation	KEEP
I14: Unitisation in rail freight transport	Unitisation	KEEP
I15: Freight unitisation in other modes	Unitisation	KEEP

Main results up to date

- Proposal for new IMT/environmental sustainability indicators
 - **Energy consumption factor by mode of transport**
Volume of goods transported with consumption of one tonne of oil equivalent
 - **Greenhouse gas emissions factor by mode of transport**
Average level of greenhouse gas emitted for the carriage of 1000 tonnes of goods
 - **Performance level of transport networks**
Measures the use of each kilometre of the transport networks
- Challenges:
 - Separating energy consumption and GHG emissions related to freight transport and passenger transport
 - Performance level of transport networks: Separating freight transport and passenger transport

Next steps

- Instruction manual at national level
 - Eurostat has launched a call for proposals to award grants for the implementation of the German approach at national level
 - Amount 150000 euro (possibility to apply in 2016 as well)
 - launching new surveys to obtain new data,
 - exploring new data sources in other ways,
 - defining a model to estimate data,
 - Producing methodology and statistical output,
 - improving existing models for production of intermodal transport statistics, etc.
 - Deadline: 12 June
 - Starting date: signature of the contract
 - Duration: maximum 12 months

Next steps

- Methodological manual at EU level
 - Propose recommendations at overcoming the methodological inconsistencies
 - These recommendations should not substantially alter or add to the current data collection for the different modes of transport, thus minimising as far as possible the effects on administrative burden, response burden and required IT resources

Next steps

- Logistic indicators
 - Further work towards the publication of the current indicators
 - Methodological manual covering all the indicators and describing the sources and data compilation
- Next Task Force meeting **21-22 September 2015**