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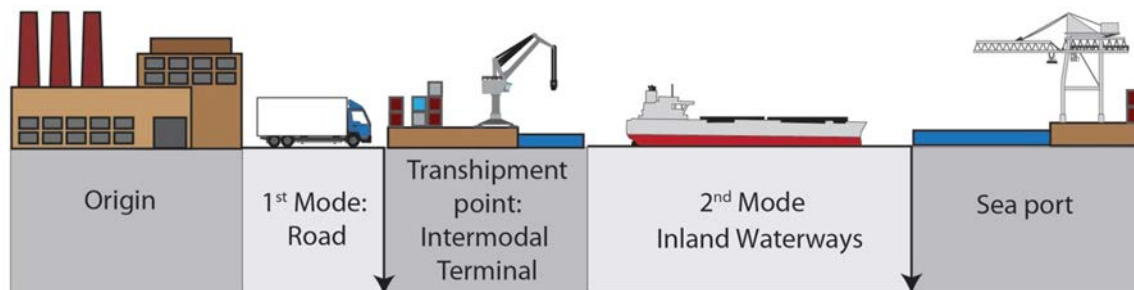
EUROSTAT
Intermodal Transport Statistics

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Intermodal transport: context

- What is “Intermodal transport (IMT)” ??

The movement of goods in one and the same loading unit/vehicle by successive modes of transport **WITHOUT HANDLING THE GOODS THEMSELVES** when changing modes.



Intermodal statistics: Current EU framework

- No specific data collection on intermodal transport
- Separate legal frameworks for each transport mode
 - **Road, Rail, Inland Waterways (IWW), Maritime**
- Methodological differences between the modal data collections:
 - **Non-harmonised weight concept**
 - **Non-harmonised collection of container data**
 - **In Rail statistics, no origin-destination data by NUTS regions are collected for ITUs at EU level**



European
Commission

Availability of modal data for intermodal transport statistics under EU legislation

		Rail transport	Inland shipping	Maritime transport		Road transport	
				Deep-sea shipping	Short-sea shipping		
Intermodal transport units (ITU)	Container	Containers and swap bodies grouped together, lifted on or lifted off	Containers lifted on or lifted off	Large containers lifted on or lifted off Voluntary data collection of Ro-Ro containers		Other containers + (Large containers and swap bodies grouped together)	
	Swap body		YES (New voluntary dataset)	NO			
	HGV accompanied	Road vehicles (accompanied)	NO	Not relevant	Road goods vehicles and accompanying trailers	Not applicable	
	Trailer (unaccompanied)	Semi-trailers (unaccompanied)	NO	Not relevant	Unaccompanied road goods trailers and semi-trailers	Not applicable	
Quantities	Number of units	loaded	YES	NO	YES	NO	
		empty	YES	NO	YES	NO	
	Number of TEUs	loaded	YES	YES	NO, but calculated by Eurostat based on the number of containers		NO
		empty	YES	YES	NO, but calculated by Eurostat based on the number of containers		NO
	Tonnes (t)						
	Gross weight of goods		NO	NO	YES		YES
	Gross-gross weight of ITUs	loaded	YES	YES	NO, but can be calculated for containers using standard weights		NO
		empty	NO	YES	NO, but can be calculated for containers using standard weights		NO
	Tare weight of ITUs	loaded	NO	NO	NO		NO
		empty	NO	YES	NO		NO
Tonne-kilometres (tkm)		YES	YES	NO, but calculated by Eurostat using a distance matrix		YES	
Geography	Loading region (NUTS 2)	NO (only for total transport and only every 5 years)	YES	Data provided at port-to-port level; NUTS regions can be obtained via a Port-NUTS correspondence table (this correspondence table seems to be incomplete for the time being)		YES (even at NUTS 3 level)	
	Unloading region (NUTS 2)	NO (only for total transport and only every 5 years)	YES			YES (even at NUTS 3 level)	

data legally required to be transferred to Eurostat
 data not legally required to be transferred to Eurostat
 data not legally required to be transferred to Eurostat but that can be calculated

Recommendations

The feasibility report concludes that:

- Statistics on regional flows (NUTS 2-NUTS 2) of intermodal transport can be produced by Eurostat for a number of key variables and for Road, Inland Waterways (IWW) and Maritime (partially). However, NUTS 2-NUTS 2 flows of intermodal transport can currently only be based on rough estimates for Rail;
- Gross weight of goods in tonnes should be used as the common measurement unit. Gross weight is available for Maritime and Road and can be estimated for IWW. However, gross weight of goods is currently not available for Rail transport;
- Regarding the number of TEUs, information is available for Maritime and IWW, but not for Road and Rail.

Intermodal transport: context

- **In the Coordinating Group for Statistics in Transport (CGST) of December 2015:** Task Force (TF) reported on the work done since 2009 presenting:
 - Feasibility of implementation of the “German approach” at National level
 - Feasibility of implementation of the “German approach” at EU level
 - Recommendations on improvement actions for the different modes of transport
 - Methodological manual for Intermodal Transport Statistics at EU level
 - Development and dissemination of logistics indicators
- **The work of the TF was approved**

Conclusions of CGST

- Methodological work is concluded
- Next phase will be to implement IMTS at national and EU level
- No new mandate period for TF IMTS foreseen

Overview of actions after the adoption of the final report

- Dissemination of intermodal transport indicators
- Launch of the second call for grants (grants 2015,2016, 2017)

Dissemination of intermodal transport indicators

- 7 new indicators (07/2016)

Intermodal transport - unitisation in freight transport (tran_im) 	
 Unitisation in the different modes of transport - tonne-kilometre for gross weight of goods (tran_im_umod) 	
 Unitisation in road freight transport - tonne-kilometre for gross weight of goods (tran_im_uroad) 	
 Unitisation in rail freight transport- tonne-kilometre for gross-gross weight of goods (tran_im_urail) 	
 Unitisation in inland waterways freight transport - tonne-kilometre for gross-gross weight of goods (tran_im_uiww) 	
 Unitisation in maritime freight transport - tonnes for gross weight of goods (tran_im_umar) 	
 Modal shift potential of long-distance road freight in containers (tran_im_mosp) 	
 Modal shift potential of long-distance road freight in containers (tran_im_mospt) 	

- A Statistics Explained article



Launch of the call for proposals for grants

- Call for proposals in 2015 (5 countries applied), 2016 (3 countries applied) and 2017 (2 countries applied) – 70% to 95% financed by Eurostat)
- Grants signed for a duration of 12 months.
- Final report required

Thank you for your attention

Any comments or questions?