

Item 6 (a)

Emerging issues in freight transport and logistics / Issues, trends and performance in the industry

Targets for intermodal transport

ECE/TRANS/WP.24/2022/6

Resolution on strengthening intermodal freight transport



Invites interested governments within WP.24 to

- agree on appropriate targets for the market share of intermodal transport in freight sector and to elaborate a plan for achieving the targets

64th session – understanding of actual market share of intermodal transport

Intermodal Targets. How?

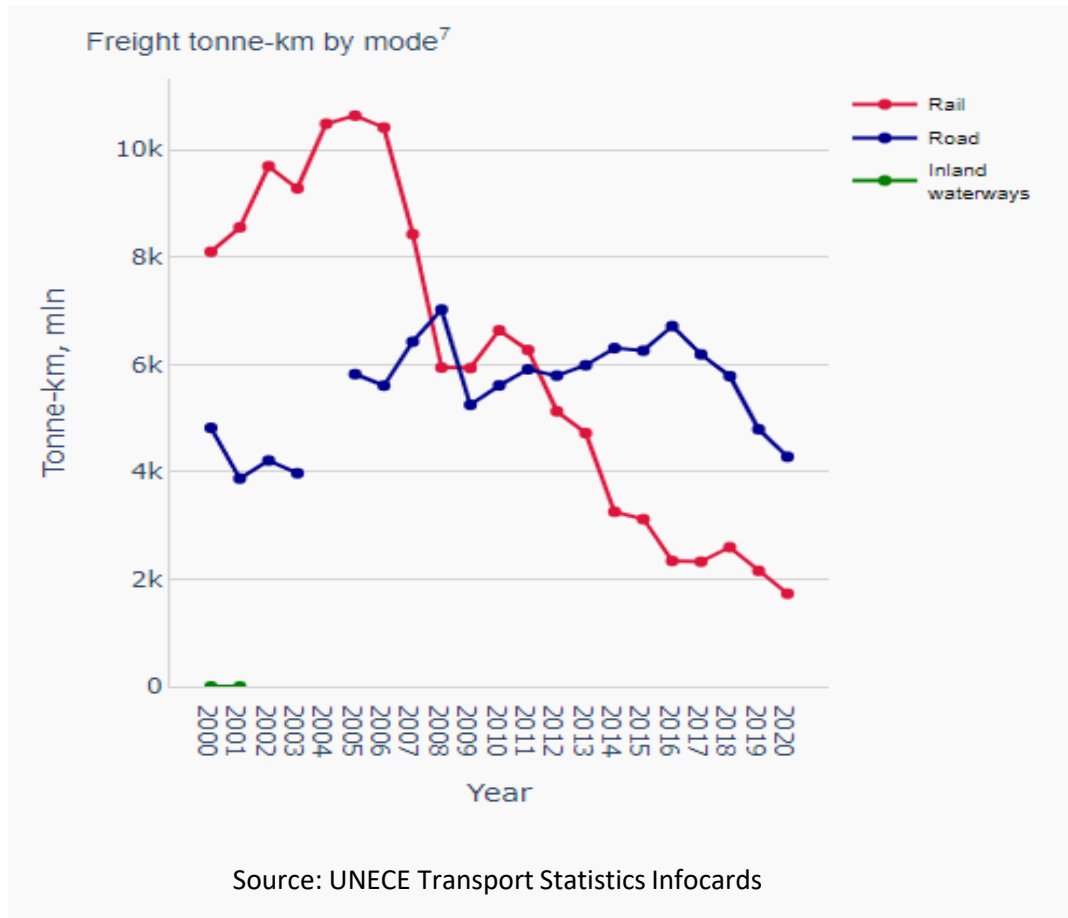


- What does increase in intermodal mean?
 - More containers (in raw numbers)?
 - Unitisation: More containers as % of total freight (or over certain distances? Or on certain modes?)
 - More rail and IWW in the modal split?
 - Something else?

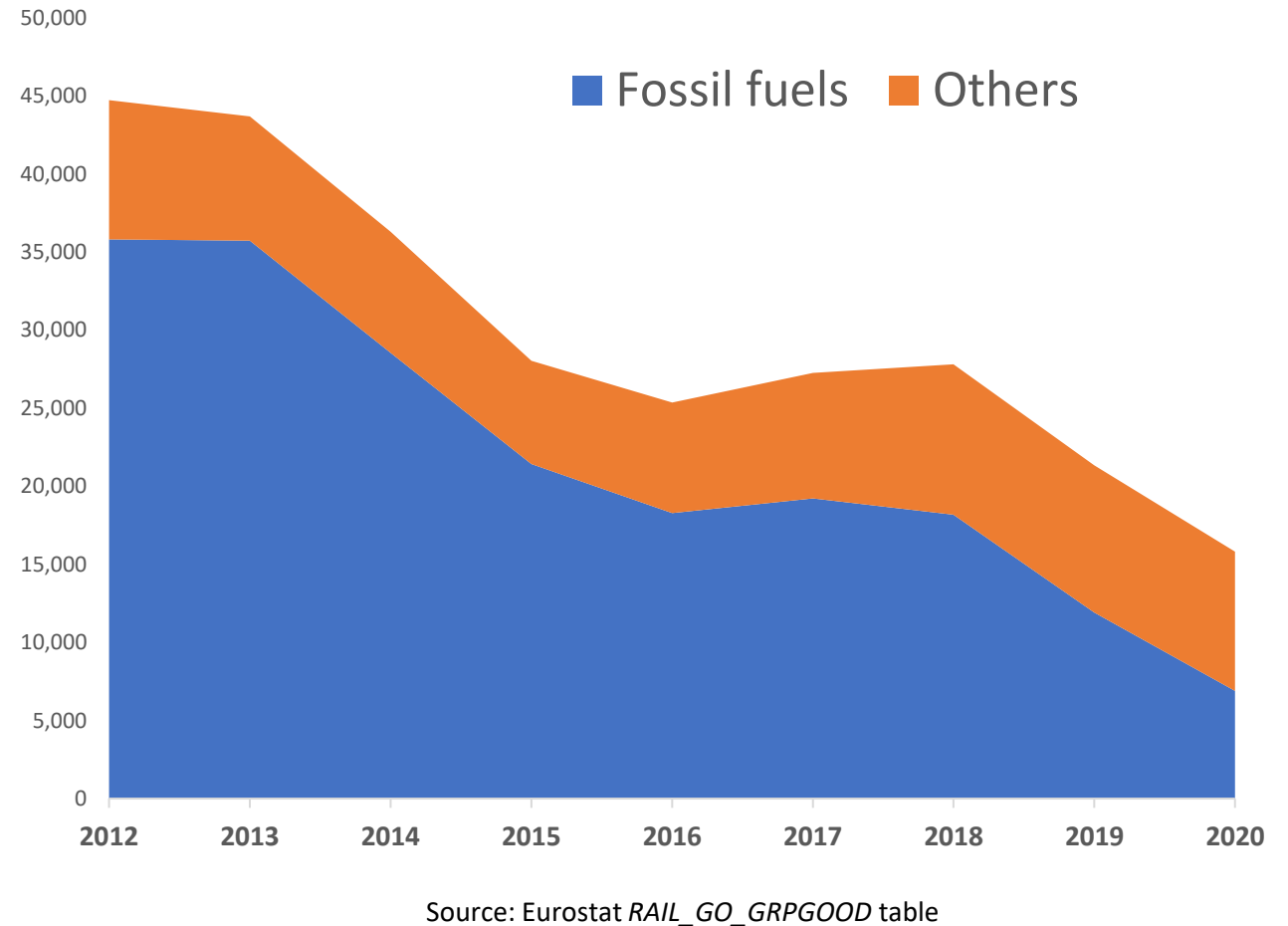
Counter Example1: Estonia



Estonia modal split



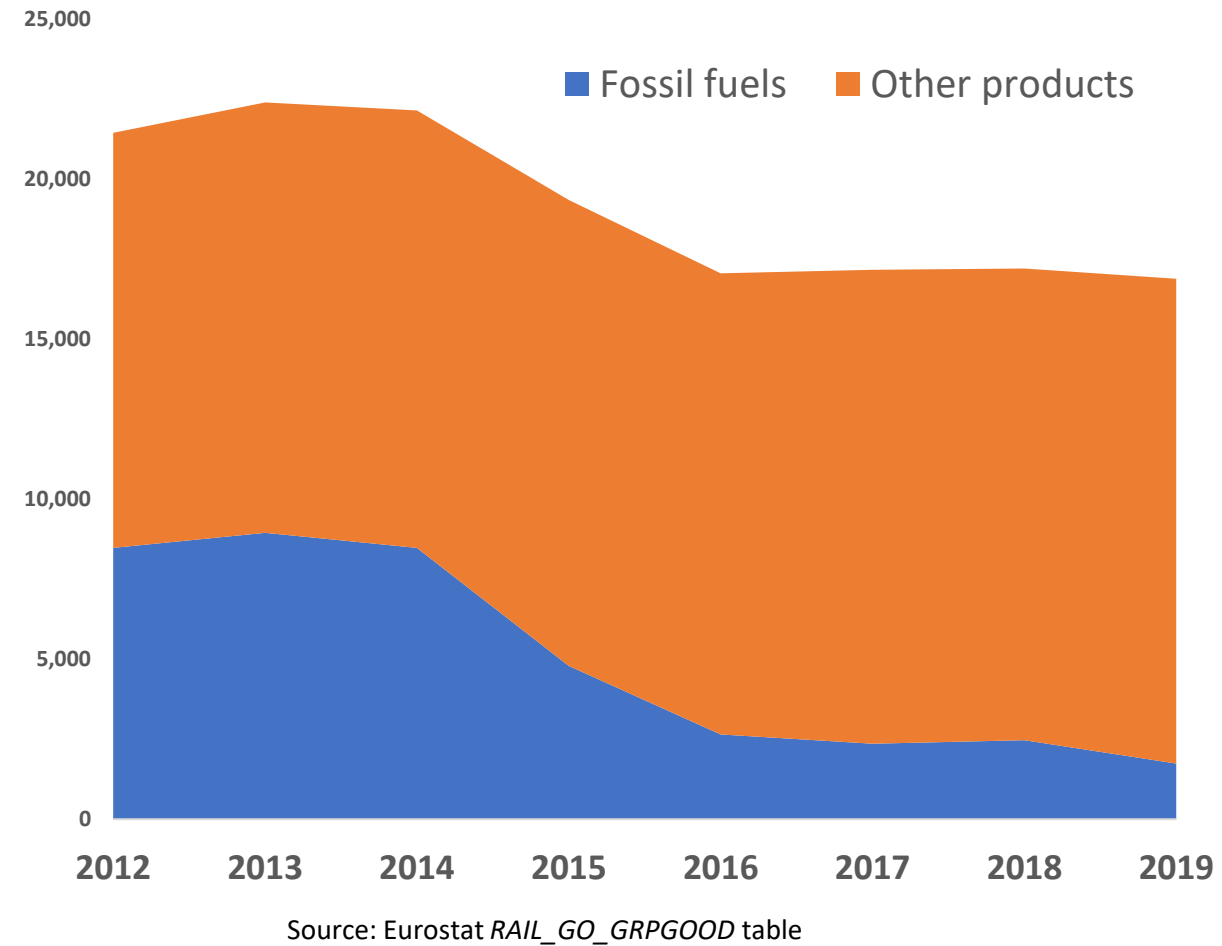
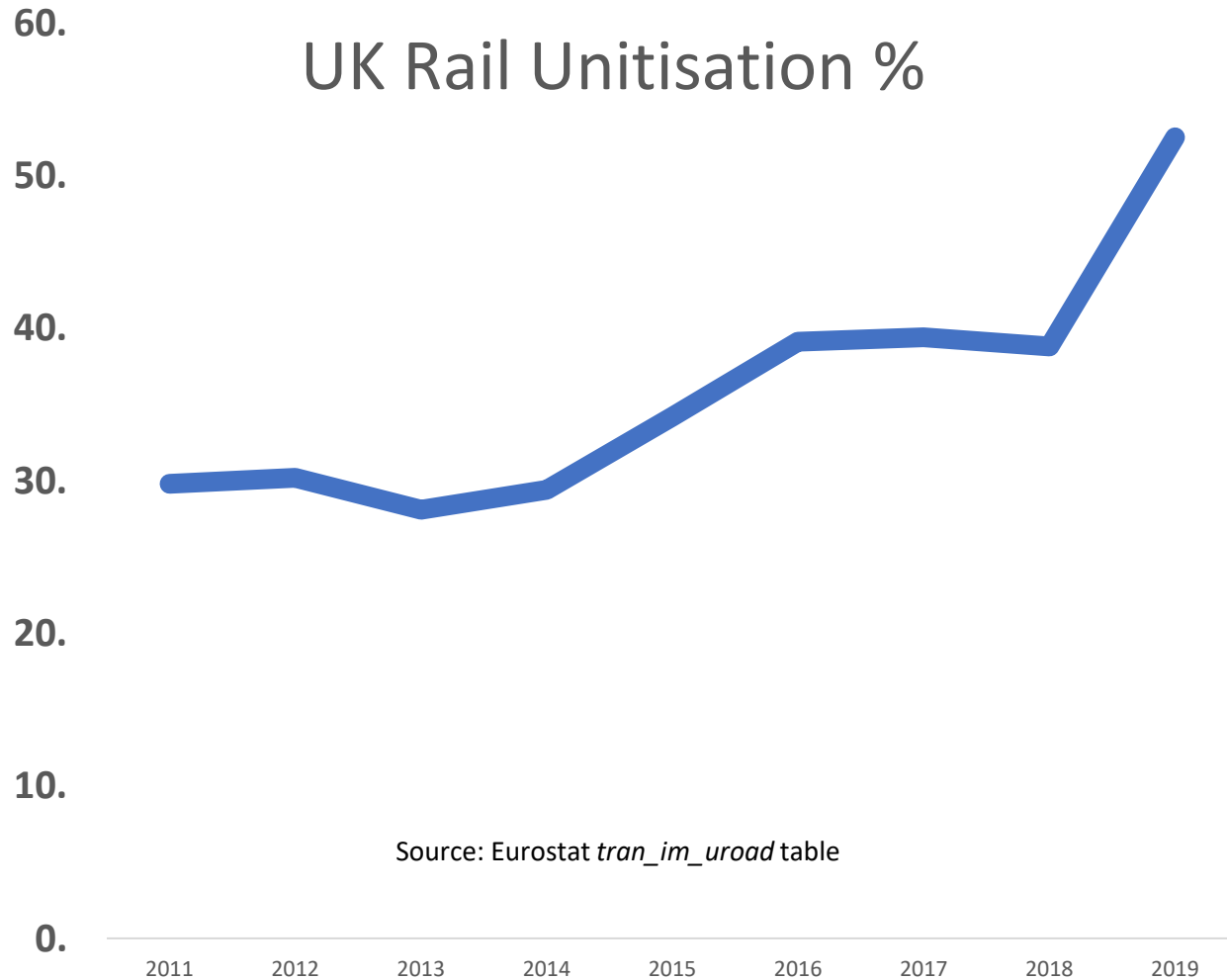
Rail transport, tonnes (by good)



Counter Example 2



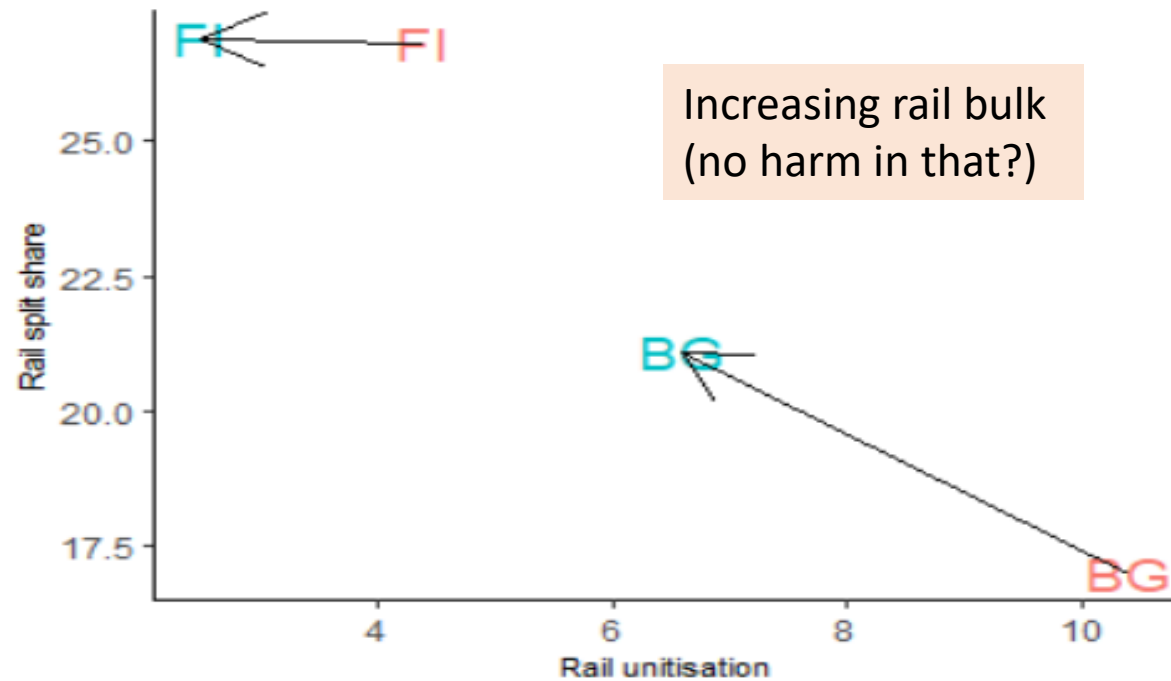
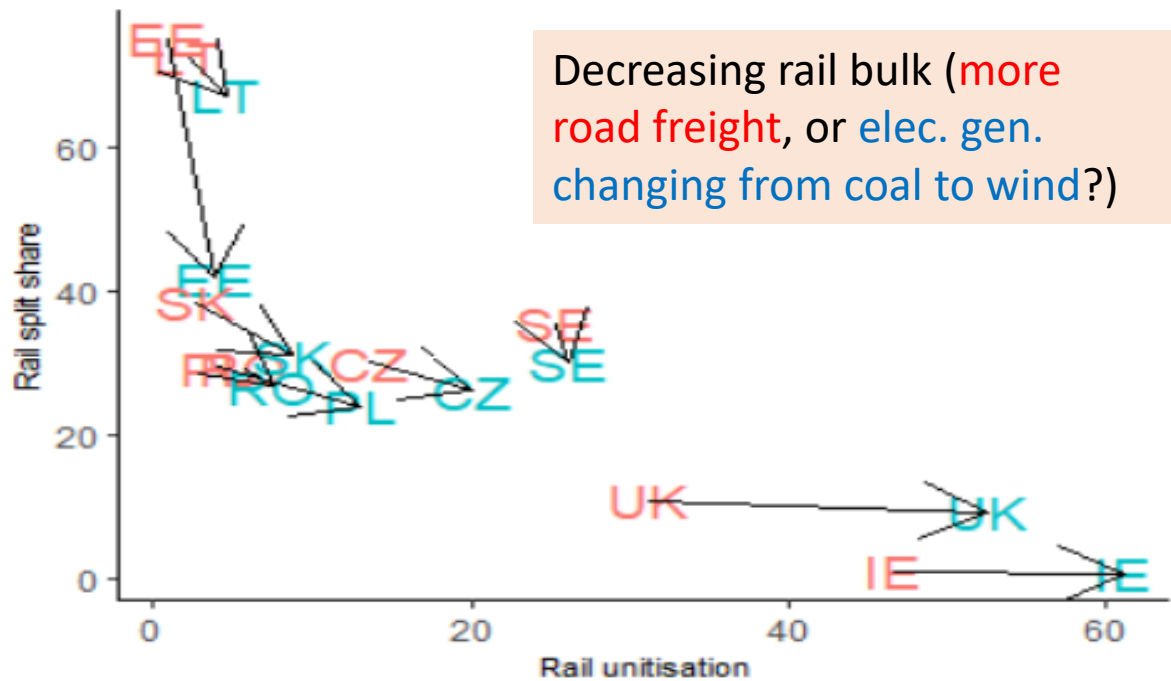
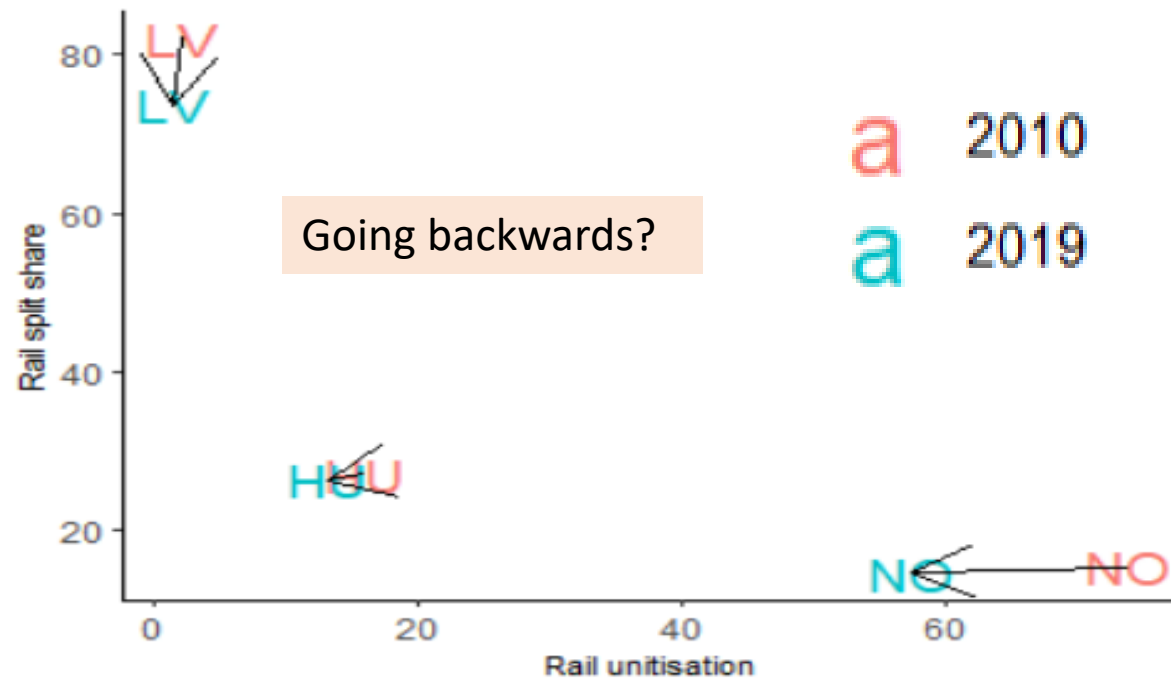
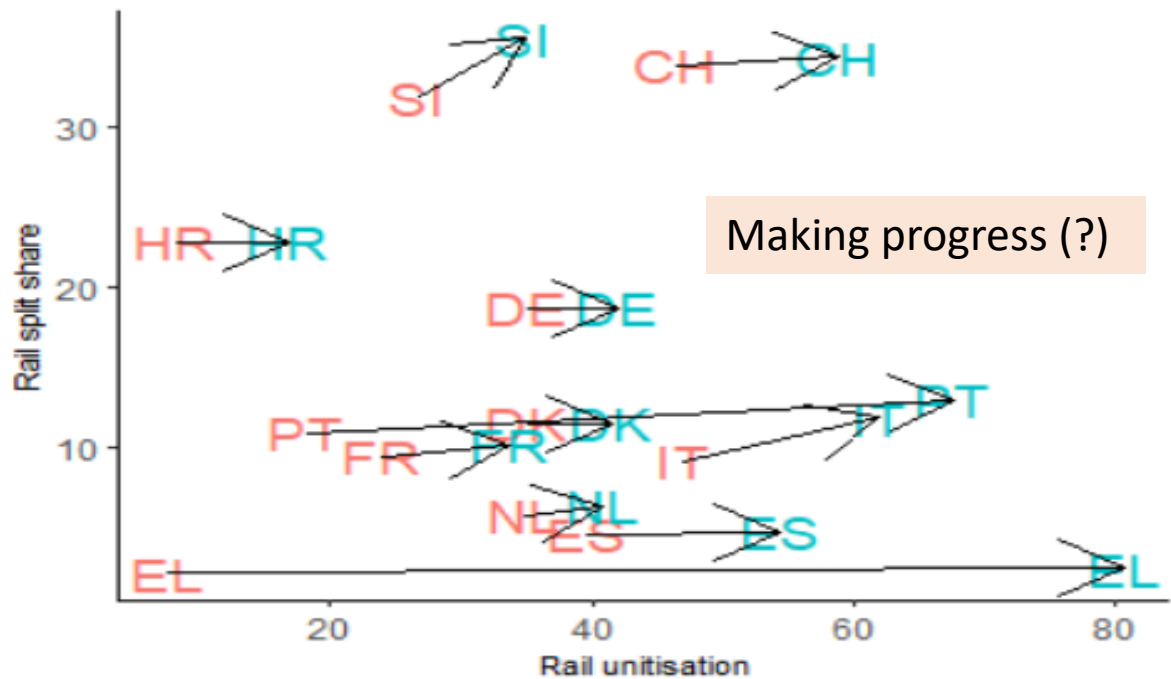
UK Rail Unitisation %



And road statistics are complicated



- Country road data are compiled based on the **residency** of lorries (Eurostat subsequently territorialise these numbers using micro-data). So both sources can be used depending on what we want to measure
- Country rail and IWW data are territorial.
- We assume that residency versus territorial difference is less significant for non-EU/Schengen countries (due to limited numbers of non-resident vehicles).



Intermodal Targets: Summary



- Transport is complex (!) Setting specific targets on modal split is a challenge; could create perverse incentives.
- Increasing rail and inland water modal share is normally a “good” thing. If this increases AND unitization increases, we can *probably* infer environmental/social/economic benefits.
- But worth checking type of goods, trends in distances, nationality of vehicles, ultimate origin/destinations for a full understanding of trends.
- Challenge: unitization rate based on EUROSTAT data.
- Alternatives: direct collection of specific indicators: annual number of containers carried by rail

Way Forward



Basis – indicators for unitization rate in rail and rail modal share

Target: increased unitization in increased modal share

Challenge: unitization rate based on EUROSTAT data

Alternatives: direct collection of specific indicators: annual number of containers carried by rail?