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**Economic Commission for Europe****Inland Transport Committee****Working Party on Intermodal Transport and Logistics****Sixty-seventh session**

Geneva, 16–18 October 2024

Item 6 (a) of the provisional agenda

**Emerging issues in freight transport and logistics:****Issues, trends and performance in the industry****Responses to the survey on setting targets for intermodal transport****Note by the secretariat****I. Introduction**

1. The resolution on strengthening intermodal freight transport adopted by the Inland Transport Committee at its eighty-third session on 25 February 2021 calls upon the Working Party on Intermodal Transport and Logistics (WP.24) to work on agreeing appropriate targets for market share of intermodal transport in the freight sector and a plan for achieving these targets.
2. When considering the possible ways for setting up the targets, WP.24 agreed at its sixty-sixth session that countries should have the possibility until the sixty-seventh session to consult on how the targets could be expressed. To facilitate this process of collecting the views, the Chair, Vice-Chair and the secretariat were requested to set up a simple survey.
3. This document presents the responses to the simple survey. WP.24 is invited to analyse them and agree on an appropriate way forward in setting up the targets.

**II. Survey on targets for intermodal transport share**

4. The Chairs and the secretariat issued a survey with 12 questions covering the following aspects:
  - Use of indicators of rail unitisation rate and rail freight modal share as indicators for share of intermodal transport or other approaches proposed (questions 1 and 2);
  - Availability of data for rail unitization rate (question 3);
  - Choice between residency-based versus territory-based approach in calculating the modal share and availability of data for territory-based approach (questions 4 and 5);



- Levels of unitization rate and rail freight modal share considered high (one beyond which no further increase should be expected (questions 6 and 7));
- Approach to determining increase in indicators (questions 8–10);
- Target years (questions 11–12).

5. The survey was developed in Microsoft Forms and a link to the survey was sent to WP.24 focal points by electronic message on 18 June 2024.

6. By 7 August 2024 the following five countries responded to the survey: Austria, Czechia, the Netherlands (Kingdom of), Poland and Türkiye.<sup>1</sup>

7. The following responses were received:

- Support expressed to use indicators of rail unitization rate and rail freight modal share as indicators for share of intermodal transport:

Yes: 4 ●  
 No: 2 ●



- Reported reasons for lack of support:

The intermodal transport share should not only be limited to incorporate the rail freight modal share; also, inland waterways share should be considered.

- Availability of data for calculation of modal share by countries other than Eurostat countries:

No answers; only Eurostat countries responded to the survey.

One Eurostat country informed that its data on rail unitization rate is not available since 2016 in Eurostat database.

- Preference for residency based versus territory-based modal share data:

Residency-based: 1 ●  
 Territory-based: 5 ●



- Availability of territory-based data on modal share outside of Eurostat country:

No answers; only Eurostat countries responded to the survey.

<sup>1</sup> The name of one reporting country was not detected by the survey system.

- Level of unitization rate considered relatively high (one beyond which no further increase should be expected):

Above 30 per cent: 0 ●  
 Above 40 per cent: 2 ●  
 Above 50 per cent: 4 ●  
 Other: 0 ●



- Level of rail modal share considered relatively high (one beyond which no further increase should be expected):

Above 20 per cent: 1 ●  
 Above 30 per cent: 2 ●  
 Above 40 per cent: 2 ●  
 Other: 1\* ●



*\*Both rail and inland waterways modal shares should be taken into account.*

- Determining the increase level for the targets:

As basic/moderate/high increase: 3 ●  
 Value decided by each country: 3 ●



- Values for increases in percentage points for basic, medium and high (responses by three countries which determined this approach as viable):
- Basic: 2-3 percentage points, moderate: 5-7 percentage points, high: above 10 percentage points: see A.
- Basic: 1-2 percentage points, moderate: 4-5 percentage points, high: 7-10 percentage points: see B.
- Other values: see C.

A: 2 ●  
 B: 1 ●  
 C: 0 ●



- Other values:

No answers.

- Setting of interim and final targets for 2030 and 2040:

Yes: 4 ●  
No: 0 ●  
Other: 1 ●



- Other target years for consideration:

2030 and 2050.

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