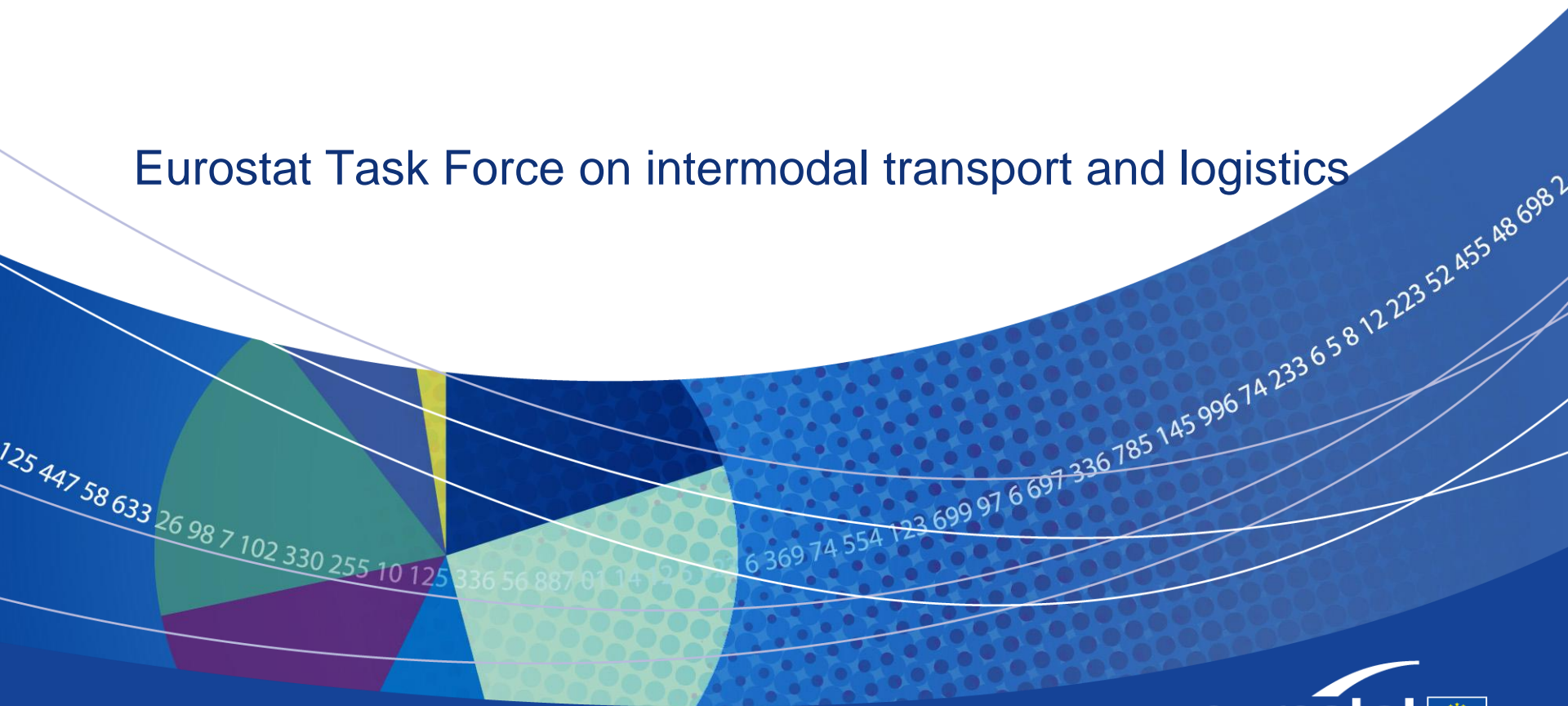


International Maritime Statistics Forum (IMSF)

Eurostat Task Force on intermodal transport and logistics



Introduction

- Some definitions
- Multimodal transport: carriage of goods by two or more modes of transport: RAIL, ROAD, IWW, MARITIME
- Intermodal transport: movement of goods (in one and the same loading unit or a vehicle) by successive modes of transport without handling of the goods themselves when changing modes → ITU
- Comodality: efficient use of different modes on their own and in combination

Introduction

- No specific legal basis to support intermodal or multimodal transport statistics
- Use of existing unimodal transport: RAIL, ROAD, IWW, MARITIME
- Main objectives of Gothenburg EC in June 2001
- Marco Polo Programme

Draft mandate for the Task Force

- Objective: Prepare a proposal to re-define European Statistical System's role in this domain, based on the stakeholders' needs as the departure point
- Key assignment: Identify the users and to define the utility of "Freight statistics on co-modality and logistics performance indicators", hence the data to be produced and disseminated

Draft mandate for the Task Force

- Publication of data on unitised transport from existing transport statistics and compilation of logistics performance indicators from transport and business statistics, based on current legal acts and voluntary data collections;
- Publication of data on intermodal transport, compiled by the Member States using different methods (e.g. data from Commodity Flow Surveys or from post-processing and completing national transport statistics);

Draft mandate for the Task Force

- Review of existing sources of logistics performance indicators;
- Investigation into data availability on inland terminals and port hinterlands in Europe, in particular on those terminals that are closely linked to Trans-European Transport Networks (TEN-T), and into methods for collecting the available data.

Draft mandate for the Task Force

- The TF should promote and document such national methods that improve data availability on freight modality and logistics performance indicators.
- The work aims at regular dissemination of the statistics and indicators that are needed in the EU transport policy and by other users.
- The TF will report its conclusions to CGST in 2010 and 2011. CGST will decide, not later than in 2011, on the follow-up actions and the possible need to continue the TF's work.

Thank you for your attention!