

Eurostat's Task Force on Intermodal Transport Statistics - main results

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1. Background, definitions and context



Task Force on Intermodal Transport Statistics - background

- Set up by decision of Eurostat's Coordinating Group for Statistics on Transport (CGST) at the end of 2009 with a two-year mandate
- Key assignments:
 - 1) to better identify user needs
 - 2) to investigate possibilities for compiling intermodal freight transport statistics at EU level, by looking at studies, projects and initiatives at national, international and EU level
 - 3) to explore the area of “logistics performance indicators”
- The Task Force met twice in the first mandate period: January 2011 and September 2011
- Participants: 6 Member States (DK, DE, FR, NL, AT, SE); users (DG MOVE, JRC, ETISplus); private sector experts (ESPO, ECSA, EIA); international organisations (UNECE)

Some basic definitions

- Intermodal transport: movement of goods in one and the **same loading unit**/vehicle by **successive modes** of transport **without handling** the goods themselves when changing modes.
- ITU = Intermodal Transport Unit (containers, swap bodies; vehicles)
- Logistics: transport, handling, storage of goods

The context: the demand from users

- Intermodal transport and co-modality: interest of policy makers has been growing over the years; The European Commission's White Paper on Transport 2011 re-emphasises data needs
- Need for three types of statistical output:
 - statistics, publications
 - indicators (intermodal transport and logistics)
 - data to feed transport models (TRANSTOOLS)
- Why?
 - policy monitoring
 - policy making (impact assessment)
- From specific demands (uni-modal transport statistics) to complex user requirements (integrated transport statistics)

2. Main results of the Task Force 2009-2011



Intermodal transport statistics: national and other experiences

- National experiences: the Task Force has examined various experiences from Member States
- International experiences were reviewed: UNECE survey, PPRISM
- Two options to compile intermodal transport statistics appeared in the discussions:
 - Launch a full-scale new data collection (example: commodity flow survey – SE, US)
 - Use existing statistics from different transport modes and combine them in an appropriate way (example: DE)
- For pragmatic reasons, the Task Force chose the 2nd option for further investigation

The «German approach»

- The Statistisches Bundesamt has been compiling intermodal transport statistics since 2002, by combining existing modal statistics and applying a number of hypotheses
- The Task Force has compared the data used by DE with those stemming from the various transport-related EU legal acts (rail, road, sea, IWW)
- This analysis has resulted in some indications on 'shortcomings' in relevant EU legislation, should the German approach be applied at EU level

What is the «German approach»?

Modal statistics are collected as follows:

- Maritime transport:
 - loading and unloading declared by individual ports
- Road transport:
 - Location of loading and location of unloading
- Rail transport:
 - Declaration of reception and dispatches by region
- Inland waterways transport:
 - loading and unloading declared by individual ports
- Data are combined to present statistics for intermodal transport between sub-regions («Verkehrsbezirke»)

«German approach»: Shortcomings in EU freight transport statistics

- In order to implement the “German approach”, data availability stemming from legal acts covering Inland Waterways transport statistics match fairly well.
- The same applies for maritime transport statistics, except for modal split (of cargo in and out; including feederings) in main ports.
- Data for road freight transport are of lesser importance for the ‘German approach’
 - Detailed data are less reliable (sampling techniques)
 - Problems of coverage in national samples (only national trucks)
 - Model hypotheses mirror this situation
- However, major shortcomings were detected for rail transport data

Rail Transport Statistics: a first brainstorming

- The Task Force took advantage of the meeting of Eurostat's Working Group on Rail Transport Statistics on 9-10 November 2011 to further investigate how the shortcomings in rail transport statistics stemming from the relevant EU legal act could be addressed:
 - rail experts present
 - all Member States and partner countries present
- No concrete decisions were taken in the Rail meeting, as the Task Force 2009-2011 did not have mandate to prepare proposals for decision in the modal working groups
- However, initial comments were supplied

Preparing a reference list of intermodal terminals

- Freight transshipment points have an important role in intermodal transport
- Various countries are establishing national lists of terminals
- The Task Force 2009-2011 investigated at various initiatives; currently no single reference list at EU level
- A preliminary list of 533 European Intermodal terminals was established; modal combinations for each terminal are listed
- From this list, an official reference list could be established; such a list should be maintained/updated regularly
- For intermodal transport statistics, this list could be useful to detect terminal density and identify the main intermodal transport corridors

Development of Logistics Performance Indicators

- Another aspect within the mandate of the Task Force
- A document outlining possible definitions of «logistics » was prepared
- A theoretical framework for 30 theoretical indicators was developed
- Quite a few of the theoretical indicators were hard to obtain as underlying data are not available or of insufficient quality
- Currently, a limited set of indicators using reliable data stemming from the European Statistical System (ESS) are being investigated for dissemination by Eurostat

Logistics Performance Indicators – current selection

1. Value added contribution of the logistics and transport sector to GDP (at basic prices) (in absolute figures and as a share of the total economy)
2. Size of the logistics and transport sector 1: Enterprises in commercial logistics and transport sector as a share of the total enterprises
3. Size of the logistics and transport sector 2: Jobs per economic activity and Gross value added per person employed in the logistics and transport sector
4. Turnover of the logistics and transport sector
5. Profitability of the logistics and transport sector
6. Investment per person employed in the logistics and transport sector
7. Total output price index of the logistics and transport services

Other methodological aspects

- The work of the Task Force 2009-2011 has pointed to various additional issues which should be addressed :
 - Short term:
 - Better integration of existing modal transport statistics
 - Harmonisation of concepts and definitions (weight, geo)
 - Need for a clear definition of «transport corridors»
 - Longer term:
 - Exploring EU approach to statistics (territoriality/nationality)
 - integration of transport statistics with trade statistics (origin, destination: «Where and how goods are moved»), Structural Business Statistics (SBS) and Short Term Statistics (STS)

3. New mandate 2011-2013



Suggestions from the Task Force to the CGST in December 2011

- The work in the Task Force should be continued
- Testing the implementation of the cost-effective “German approach” should be further investigated
- → for more efficiency: allow consultations ‘for decision’ in the modal working groups on proposals to extend existing data collections **[extension of TF mandate]**
- Work in other areas (logistics performance indicators, reference terminal list) should be pursued

(...)

Suggestions from the Task Force to the CGST in December 2011

(...)

- Work towards the harmonisation of existing definitions across transport modes (weight, geo) and the development of new cross-mode concepts such as “transport corridors” should be pursued **[extension of TF mandate]**
- Start reflecting on possible long term developments: integration of transport statistics (a system of transport statistics) and EU level approach to statistics (EU level transport operations, territoriality principle, EU survey, EU sampling etc.) **[extension of TF mandate: long term]**

(...)

Suggestions from the Task Force to the CGST in December 2011

(...)

- Start reflecting about possible longer term developments on the integration of transport statistics with other statistics (trade, SBS, STS, etc.) **[extension of TF mandate: long term]**
 - **→ time extension of the mandate: 2 more years**
- The CGST approved all the proposals from the Task Force on Intermodal Transport Statistics**

4. Next steps in the intermodal project



2012: Activity so far

- Eurostat and the CGST are working on the list of terminals
- Eurostat is preparing a new call for tender for the intermodal statistics projects → 2013

What is next?

Discussions at:

1. UNECE WP6: 14-16 May 2012 (Geneva)
 - UNLocode
 - Vehicle stock and infrastructure
 - Extra-EU road transport statistics?
2. IMSF Annual Meeting: 21-23 May 2012 (Oslo)
3. Working Group for Maritime Transport Statistics: 13-14 June 2012
 - modal split in main container ports (including feeder)
4. ESPO Economic Analysis and Statistics Committee: Fall 2012
 - modal split in main container ports (including feeder)
5. Next meeting of the Task Force: Late 2012 or early in 2013
 - results of last 12 months (rail, maritime, UNECE, list of terminals)
6. Next meeting of the CGST: 3-4 Dec 2012

Thank you for your attention

Comments?

Questions?