

05/11/2024

10:00-11:30

INTERMODAL TRANSPORT STATISTICS

WEBINAR



Programme of the webinar

Item	Speaker
Welcome and Introduction to the webinar	Eric Feyen - Technical Director - UIRR
Poll	All participants
Eurostat and transport statistics: state-of-the art	Nikolaos Roubanis - Head of Transport Unit – Eurostat
Main outputs of the study - Regulations & methodological overview of CT statistics at EU and MS level - Consolidation of CT statistics as national country sheets - Recommendations & alternative collection of data (KV-Stat)	- Vivin Sudhakar – SGKV - Paul Hebes - Knowledge-based planning (KBP)
Q&A session	All participants
Wrap-up of discussions	Eric Feyen – Technical Director - UIRR

ReMuNet
Pioneering resilient and adaptive
multimodal transport networks



MOU PEERS



UIRR TERMINALS



GOVERNMENTAL BODIES

Key figures of UIRR



■ Operators

- More than **5 million road units** or **10 million TEUs** removed from the road to rail
- **160,000 trains per year** in Europe and beyond with 246 country relations
- **88 billion TKM** per year on an average 800 km terminal-to-terminal distance

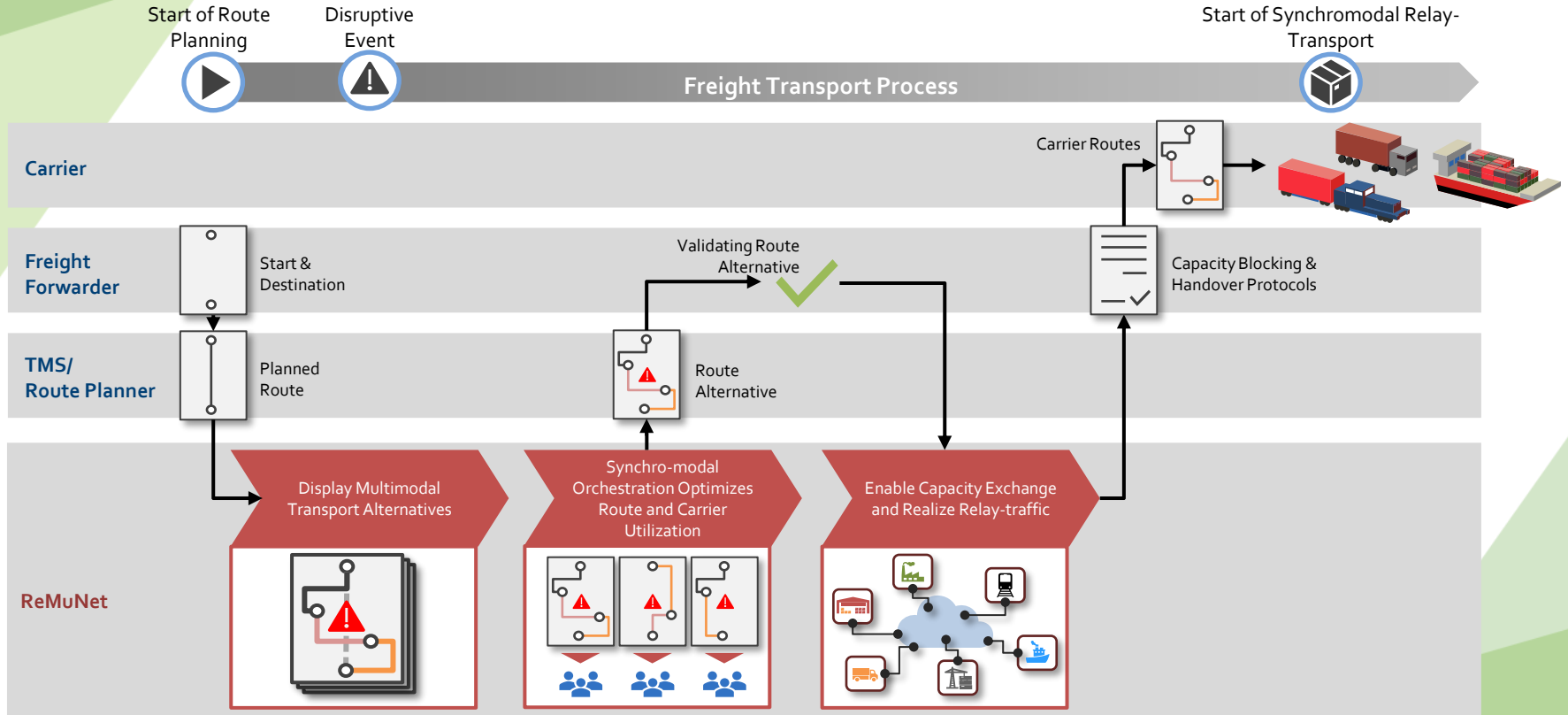
■ Terminals

- More than **150 terminals** under the umbrella of UIRR with more than **7 million handlings** per year

■ Wagons

- More than **12,000 intermodal wagons** as owners or under long-term leasing

Vision: ReMuNet reacts seamlessly upon disruptive events, effectively rerouting transports and redistributing capacities to increase network resilience



Methodology: ReMuNet pursues a multi-stage approach to increase the resilience of European multimodal freight transport

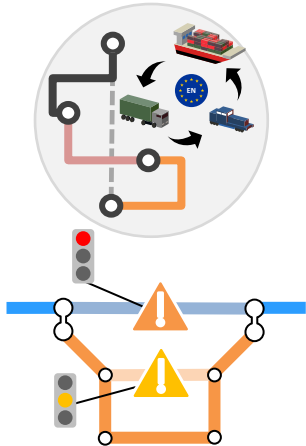
Understanding

of multimodal transport networks and description of the effects of disruptive events

European transport networks

WP 1

- ▶ ReMuNet ontology
- ▶ Typology of disruptive events



Calculation

of multimodal transport route options against the background of disruptive events

Reference model

WP 2

- ▶ Replication of the infrastructure and its utilisation
- ▶ Route planning algorithm



Empowerment

for collaborative synchromodal freight transport

Industrial application

WP 3

- ▶ Collaborative platform

WP 4

- ▶ Self-learning algorithm

Piloting and improvement

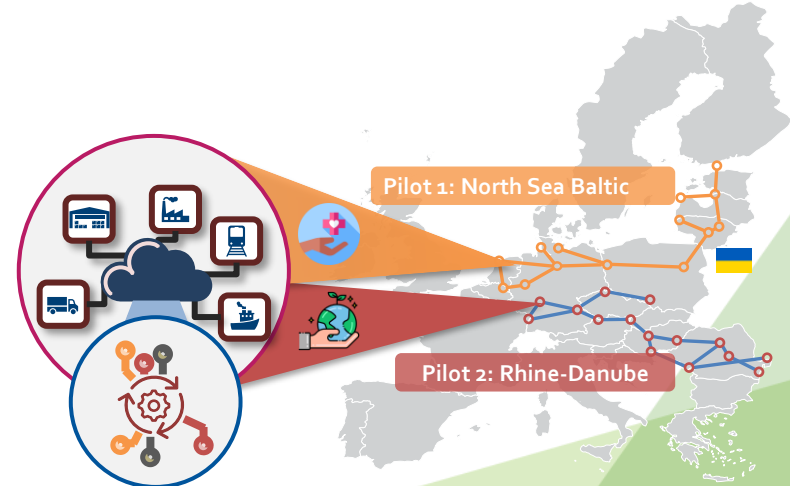
system-optimising transport and route allocation

WP 5

- ▶ P1: Social use case

WP 6

- ▶ P2: Ecological use case





The need for intermodal statistics....

- The **Commission's monitoring** is hampered by a **lack of data on intermodal transport** from member states
- External studies on Combined Transport highlighted *"the very poor quality and depth of data on freight moved by combined transport services, which at present prevents any forensic analysis of existing activity, or the opportunities to enhance and expand that activity"*

Poll

<https://forms.office.com/pages/responsepage.aspx?id=d1hQ6EEK1ki3gGMQN5KNcnXwc5zyTctNiM4f1x3Emn1UMkJUUVNLNTRKMEI4SoM2NE1OVTIRSEdVUi4u&route=shorturl>





Eurostat Transport Statistics

Nikos Roubanis

Head of transport statistics
European Commission - Eurostat

Transport statistics in Eurostat

- Transport is one of the 9 statistical themes of Eurostat
- About 500 data tables on transport statistics are available in Eurobase
- Publish about 45 articles and 60 data releases every year
- Dedicated publications: Key Figures in European Transport
- Main contributors to several flagship publications e.g., The Regional Yearbook



Database

[Information on the database](#)

- Data navigation tree
 - Detailed datasets
 - General and regional statistics
 - Economy and finance
 - Population and social conditions
 - Industry, trade and services
 - Agriculture, forestry and fisheries
 - International trade
 - Transport**
 - Environment and energy
 - Science, technology, digital society

Regulated Transport Statistics

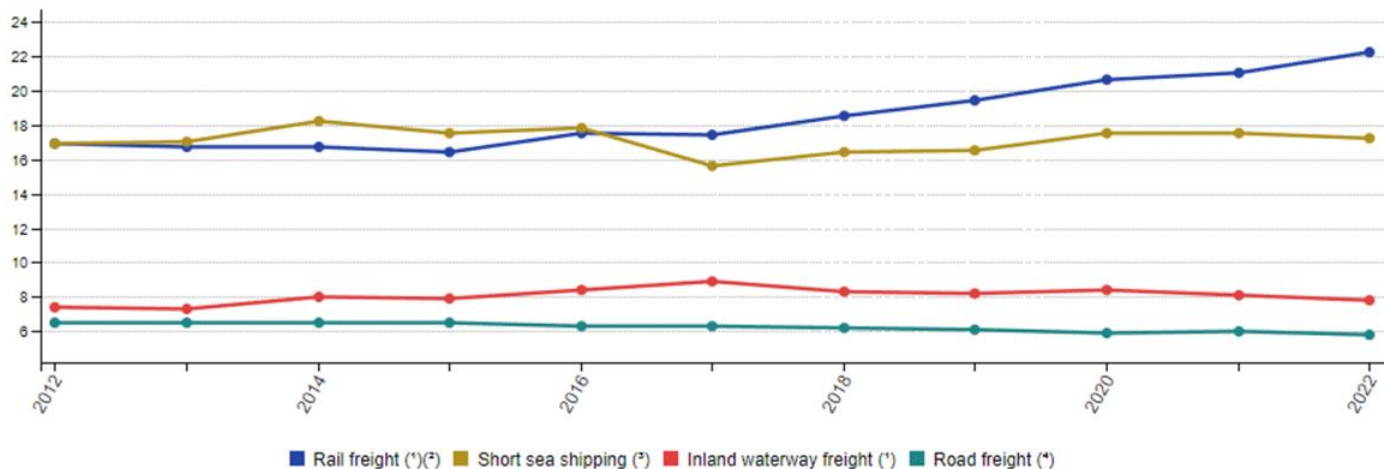
- Regulation (EU) 2018/643 of the European Parliament and of the Council on rail transport statistics (recast)
- Directive 2009/42/EC of the European Parliament and of the Council of 6 May 2009 on statistical returns in respect of carriage of goods and passengers by sea
- Regulation (EU) 2018/974 of the European Parliament and of the Council of 4 July 2018 on statistics of goods transport by inland waterways
- Regulation (EU) No 70/2012 of the European Parliament and of the Council of 18 January 2012 on statistical returns in respect of the carriage of goods by road
- Regulation (EC) No 437/2003 of the European Parliament and of the Council of 27 February 2003 on statistical returns in respect of the carriage of passengers, freight and mail by air

Non-regulated regular transport statistics

- Regional transport statistics (at NUTS 2&3 level)
- Common Questionnaire with UNECE and ITF on inland transport (~1000 variables)
- Statistics on accidents in all transport modes (road, rail, maritime, aviation)
- Modal Split Indicators (passengers and goods)

Container transport data based on statistical regulations

Containers transport by mode of transport, EU, 2012-2022 (% share of total freight transport, based on tonne-kilometres)

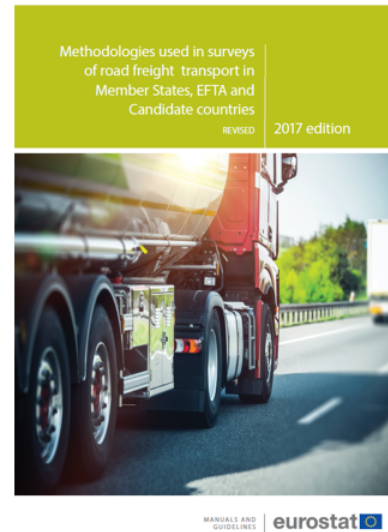


EU statistics on intermodal transport

- The regulated statistics are not detailed enough to measure intermodal transport
- A Eurostat Task Force in 2014 agreed on a methodology for collecting intermodal transport statistics, based on the approached used in Germany (less burdensome)
- Grants to EU countries were provided (2015-2017) to collect IMT statistics using this common approach
- In 2019, countries reported difficulties in collecting the required data, including confidentiality issues, high burden, insufficient regional granularity of national surveys, etc. and no longer applied for grants.
- In 2023, Eurostat consulted again EU countries on the availability of IMT statistics at national level, half of the countries replied positively
- An innovative project was launched in 2022 in the Netherlands to trace the destination of containers arriving in ports using existing administrative data (no response burden)

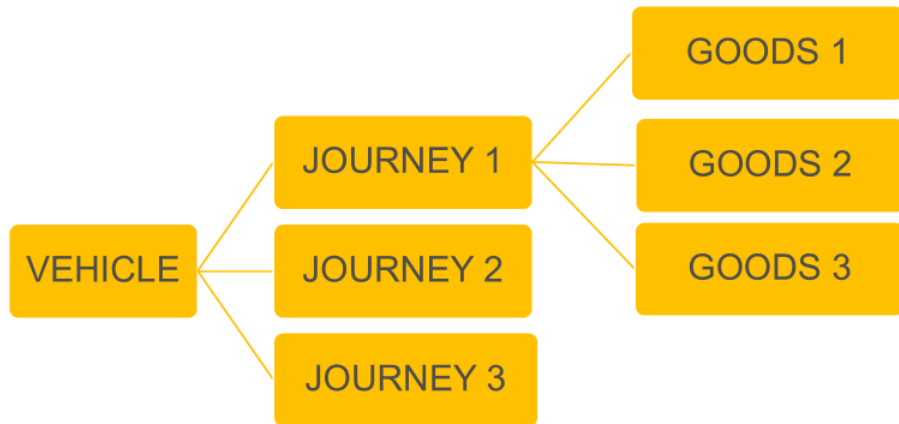
Example of good practice: The European road freight survey

- A sample survey of trucks registered in the EU MS, NO and CH
- Eurostat receives quarterly microdata 5 months after the end of each quarter (now collecting Q2/2024 data)
- By vehicle, by journey and type of goods - 50 variables
- Number of statistical units (lorries) in the sample: 800 000 per year
- Eurostat aggregates national microdata and provides to each country information on all road freight transport operations in their national territory, including those of trucks register in other MS



Example: the European Road Freight Survey

Eurostat receives national microdata on truck transport



Country 1, Q2/2024
7883 vehicle records

Country 1, Q2/2022
106767 journey records

Country 1, Q2/2022
68847 goods records

Changing expectations from transport statistics

From transport to mobility

- Surveys of transport companies and individuals
 - Monitoring movement of persons and goods by mode of transport across the EU
 - Monitoring EU market opening for intra-EU transport operations
- 
- Data on individual movements, the purpose and location, incl. active mobility
 - Trace goods and persons across changing means of transport
 - Real time mobility information is frequently available providing opportunities for more timely statistics

Need to find innovative alternatives to meet new user needs

Thank you



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Vivin Kumar Sudhakar
Project Manager



Dr. Paul Hebes
Consultant

ReMuNet Intermodal Statistics

Webinar



Welcome!

M.Sc. Ing. Vivin Kumar Sudhakar, Dr. Paul Hebes
05 November 2024

OpenAI, DALL-E image of Combined Transport and Statistics, ChatGPT, 17 Sept. 2024, <https://chat.openai.com/>.

Questions & Answers





Presentation of the UIC/UIRR report 2024 on Combined Transport

*Friday 22 November 2024
11:00 – 12:30*

CT4EU 2.0 campaign: a promotion campaign for Combined Transport



- Benefits of door-to-door Combined Transport (CT) for European freight logistics
- The 5 efficiencies of CT
 - Energy
 - Climate
 - Infrastructure
 - Safety
 - Labour
- www.ct4eu.eu

Thank you for your participation !

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