1. **INDICATOR**

(a) **Name**: Modal split of freight transport

(b) **Brief definition**: Share of each mode (road, rail and inland waterways) in total inland freight transport, measured in tonne-km.

(c) **Unit of Measurement**: % of tonne-kilometres

(d) **Placement in the CSD Indicator Set**: Consumption and Production Patterns/Transportation.

2. **POLICY RELEVANCE**

(a) **Purpose**: To provide information on the relative importance of different modes of goods transport at the global, regional and national levels.

(b) **Relevance to Sustainable/Unsustainable Development (theme/subtheme)**: Road transport is less energy-efficient and produces more emissions per tonne-kilometre than either rail or inland waterways transport. Therefore, the use of road for freight transport has greater environmental and social impacts, such as pollution, global warming, as well as a higher accident rate, than either rail or inland waterways transport. Policies are needed which encourage the use of less environmentally harmful means for transporting freight, such as rail or waterways.

(c) **International Conventions and Agreements**: None.

(d) **International Targets/Recommended Standards**: No international targets have been established.

(e) **Linkages to other indicators**: This indicator is related to the indicators "Intensity of Energy Use in Transportation", “Emission of Greenhouse Gases”, and “Ambient Concentration of Air Pollutants in Urban Areas”.

3. **METHODOLOGICAL DESCRIPTION**

(a) **Underlying definitions and concepts**: This indicator is defined as the percentage of each mode in total inland transport performance measured in tonne-kilometres. Inland freight transport includes road, rail and inland waterways.

(b) **Measurement method**: The preferred method is to measure transport performance (tonne-kilometres) based on movements on national territory.
Limitations of the Indicator: The indicator is based on inland transport only. Due to their predominantly international nature, there are conceptual difficulties in dealing with air and sea transport in a manner consistent with the inland modes (road, rail and inland waterways).

In addition, given that the environmental and social impacts are related to the use of vehicles rather than volumes transported, an indicator based on movements of vehicles (vehicle-kilometres) would be preferable. However, since transport statistics have been generally more concerned with following the movement of goods than the movement of vehicles, the indicator is based on transport performance (tonne-kilometres). If comprehensive data on vehicle movements for all modes of transport become available the indicator could be modified.

Status of the Methodology: Data collection methodologies are not harmonized at the global level.

Alternative definitions/Indicators:

**ASSESSMENT OF DATA**

Data needed to compile the Indicator: The indicator is compiled from series of tonne-kilometre for road, rail and inland waterways.

National and International Data Availability and Sources: Data on goods transport performance are available through either national statistical institutes, ECMT, UNECE or UIC.

Data References:

AGENCIES INVOLVED IN THE DEVELOPMENT OF THE INDICATOR

Lead Agency: The lead agency is Eurostat (the Statistical Office of the European Communities).

Other Contributing Organizations:

REFERENCES
Internet site: http://europa.eu.int/comm/eurostat