



# Statistics

2011



International Union of combined Road-Rail transport companies

# Members of UIRR



The complete 2011 Annual Report of UIRR Operators can be downloaded from [www.uirr.com](http://www.uirr.com).

## GLOSSARY

### Intermodal Transport

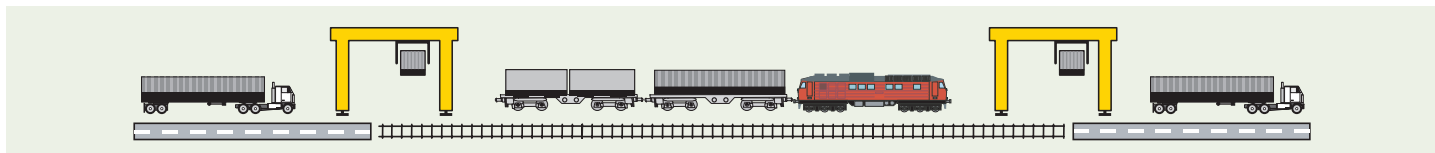
The movement of cargo loaded into an Intermodal Loading Unit (ILU=container, swap-body or craneable semi-trailer) or a commercial road vehicle, which uses successively two or more modes of transport to complete the transport service.

### Road-Rail Combined Transport (CT)

Intermodal transport where a part of the journey is by rail and any initial and/or final legs carried out by road.

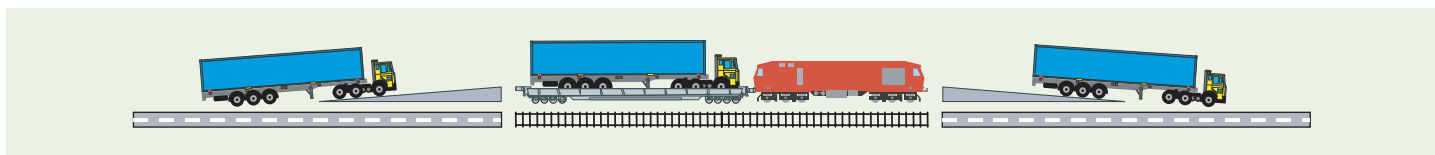
### Unaccompanied CT

Transport on train of an intermodal loading unit (swap-body, container or semi-trailer).



### Accompanied CT (Rolling Motorway)

Transport on train of a complete road vehicle accompanied by the driver, who travels in a special passenger wagon also part of the same train.



## GENERAL CONSIDERATIONS

A UIRR consignment corresponds to the transport capacity of one lorry on the road (equivalent to 2.0 TEU), meaning:

- one semi-trailer;
- two swap-bodies less than 8.30 m and under 16t;
- one swap-body more than 8.30 m or over 16t;
- one vehicle on the Rolling Motorway.

The UIRR statistics include only the rail section of the Road-Rail Combined Transport chain (terminal to terminal).

## SYMBOLS AND UNITS

<b>C</b>	Consignments
<b>CT</b>	Container
<b>RoMo</b>	Rolling Motorway
<b>SB</b>	Swap-body
<b>ST</b>	Semi-trailer
<b>t</b>	Tonnes
<b>TEU</b>	Twenty-foot Equivalent Unit
<b>tkm</b>	Tonne-kilometre

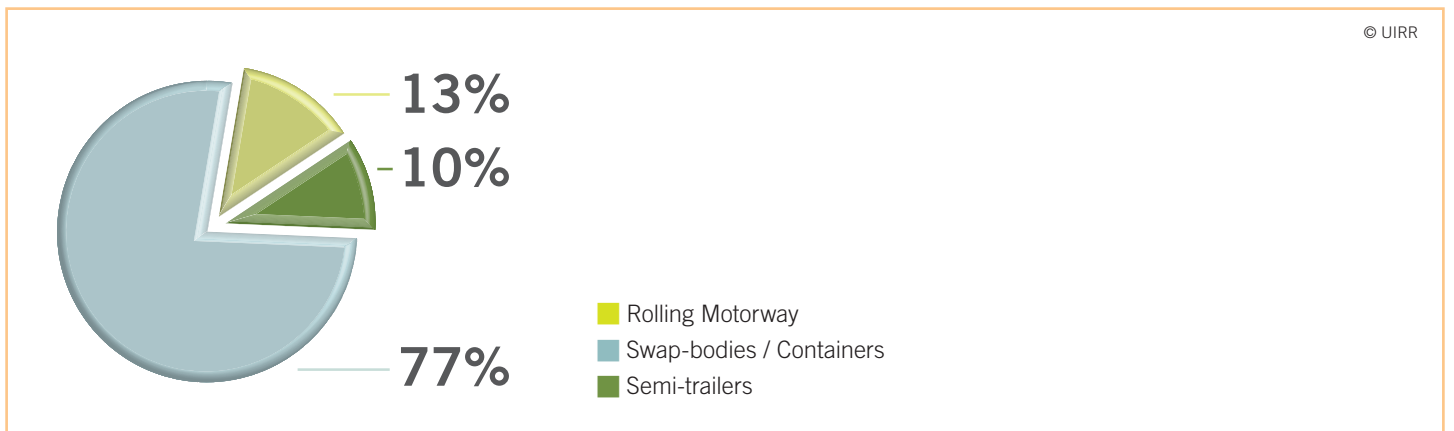


# Overview 2011

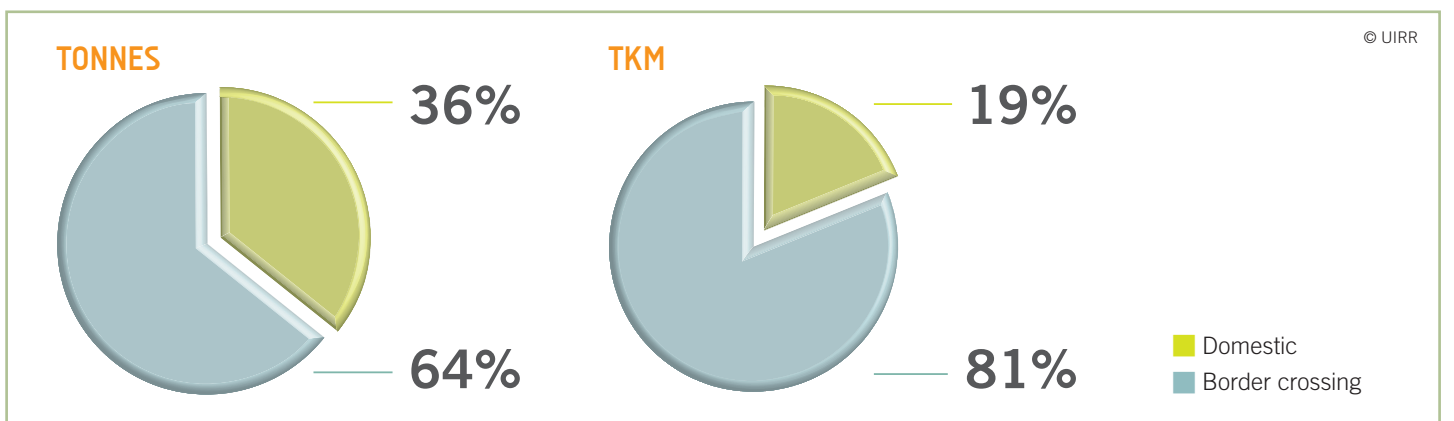
	Border Crossing			Domestic			Total		
	2010	2011	% 11-10	2010	2011	% 11-10	2010	2011	% 11-10
<b>Unaccompanied</b>									
Consignments	1 509 152	1 655 651	10%	1 073 461	1 132 193	5%	2 582 613	2 787 844	8%
TEU	3 018 303	3 311 302	10%	2 146 922	2 264 386	5%	5 165 225	5 575 688	8%
mIn TKM	29 892	32 458	9%	8 337	8 036	-4%	38 229	40 494	6%
<b>Accompanied</b>									
Consignments	250 663	277 170	11%	197 589	149 153	-25%	448 252	426 323	-5%
TEU	501 326	554 340	11%	395 178	298 306	-25%	896 504	852 646	-5%
mIn TKM	3 346	3 623	8%	792	594	-25%	4 138	4 217	2%

<b>TOTAL</b>									
Consignments	1 759 815	1 932 821	10%	1 271 050	1 281 346	1%	3 030 865	3 214 167	6%
TEU	3 519 629	3 865 642	10%	2 542 100	2 562 692	1%	6 061 729	6 428 334	6%
mIn TKM	33 238	36 081	9%	9 129	8 630	-5%	42 367	44 711	6%

## PROPORTION OF CT TECHNIQUES (relative share in % total consignments)



## TOTAL TRAFFIC PERFORMANCE (relative share per segment in % tonnes and in % tkm)



# Proportion of CT techniques per UIRR member 2011

## BORDER CROSSING TRAFFIC

Techniques	Adria Kombi	Alpe Adria	Bohemiakombi	Cemat
Semi-trailers			3 165 31%	68 283 32%
Swap-bodies and containers	83 785 82%	23 058 62%	6 899 69%	145 009 68%
Rolling Motorway	17 966 18%	14 298 38%		
<b>SUM in consignments</b>	<b>101 751 100%</b>	<b>37 356 100%</b>	<b>10 064 100%</b>	<b>213 292 100%</b>

Techniques	Combiberia	Crokombi	Hungarokombi	Hupac
Semi-trailers	443 2%			52 894 13%
Swap-bodies and containers	22 522 98%	649 100%		353 693 87%
Rolling Motorway			15 901 100%	
<b>SUM in consignments</b>	<b>22 965 100%</b>	<b>649 100%</b>	<b>15 901 100%</b>	<b>406 587 100%</b>

Techniques	Hupac NV	ICA	IFB	Kombiverkehr
Semi-trailers	1 225 2%	6 080 5%	16 810 12%	113 830 27%
Swap-bodies and containers	68 407 98%	115 735 95%	127 971 88%	315 645 73%
Rolling Motorway				
<b>SUM in consignments</b>	<b>69 632 100%</b>	<b>121 815 100%</b>	<b>144 781 100%</b>	<b>429 475 100%</b>

Techniques	Naviland Cargo	Novatrans	Ökombi	Polzug
Semi-trailers		576 2%		
Swap-bodies and containers	50 759 100%	35 960 98%		42 251 100%
Rolling Motorway			135 471 100%	
<b>SUM in consignments</b>	<b>50 759 100%</b>	<b>36 536 100%</b>	<b>135 471 100%</b>	<b>42 251 100%</b>

Techniques	RAIpin	Rocombi
Semi-trailers		
Swap-bodies and containers		3 100%
Rolling Motorway	93 534 100%	
<b>SUM in consignments</b>	<b>93 534 100%</b>	<b>3 100%</b>

Techniques	Total UIRR Border crossing
Semi-trailers	263 306 14%
Swap-bodies and containers	1 392 345 72%
Rolling Motorway	277 170 14%
<b>SUM in consignments</b>	<b>1 932 821 100%</b>
<b>SUM TEU</b>	<b>3 865 642 100%</b>

# Proportion of CT techniques per UIRR member 2011

## DOMESTIC TRAFFIC

Techniques	Adria Kombi	Alpe Adria	Cemat	Hupac
Semi-trailers			45	23 694 45%
Swap-bodies and containers	32 804 100%	11 438 100%	76 000 100%	28 617 55%
Rolling Motorway				
<b>SUM in consignments</b>	<b>32 804 100%</b>	<b>11 438 100%</b>	<b>76 045 100%</b>	<b>52 311 100%</b>

Techniques	ICA	IFB	Kombiverkehr	Naviland Cargo
Semi-trailers	17		36 860 14%	
Swap-bodies and containers	46 261 100%	403 771 100%	226 090 86%	107 732 100%
Rolling Motorway				
<b>SUM in consignments</b>	<b>46 278 100%</b>	<b>403 771 100%</b>	<b>262 950 100%</b>	<b>107 732 100%</b>

Techniques	Novatrans	Ökombi	Polzug	RAIpin
Semi-trailers	725 1%			
Swap-bodies and containers	128 731 99%		8 166 100%	
Rolling Motorway		138 454 100%		10 699 100%
<b>SUM in consignments</b>	<b>129 456 100%</b>	<b>138 454 100%</b>	<b>8 166 100%</b>	<b>10 699 100%</b>

Techniques	Rocombi
Semi-trailers	
Swap-bodies and containers	1 243 100%
Rolling Motorway	
<b>SUM in consignments</b>	<b>1 243 100%</b>

## BORDER CROSSING + DOMESTIC TRAFFIC

Techniques	Total UIRR Domestic
Semi-trailers	61 341 5%
Swap-bodies and containers	1 070 852 83%
Rolling Motorway	149 153 12%
<b>SUM in consignments</b>	<b>1 281 346 100%</b>
<b>SUM TEU</b>	<b>2 562 692 100%</b>

Techniques	Total UIRR Border crossing + Domestic
Semi-trailers	324 647 10%
Swap-bodies and containers	2 463 197 77%
Rolling Motorway	426 323 13%
<b>SUM in consignments</b>	<b>3 214 167 100%</b>
<b>SUM TEU</b>	<b>6 428 334 100%</b>

# Border crossing traffic per UIRR member company<sup>1</sup> 2007-2011

Company	Number of consignments					
	2007	2008	2009	2010	2011	%11/10

## UNACCOMPANIED TRAFFIC

Adria Kombi	37 738	38 257	30 469	52 765	<b>83 706</b>	<b>59%</b>
Alpe Adria	18 614	21 299	15 222	15 280	<b>23 058</b>	<b>51%</b>
Bohemiakombi	5 309	6 302	6 401	7 605	<b>10 064</b>	<b>32%</b>
Cemat	270 822	259 464	180 534	200 502	<b>213 292</b>	<b>6%</b>
Combiberia	29 167	27 244	23 172	20 104	<b>22 965</b>	<b>14%</b>
Crokombi	2 814	2 399	1 090	977	<b>649</b>	<b>-34%</b>
Hupac	387 763	385 278	349 622	405 400	<b>406 587</b>	<b>0%</b>
Hupac NV	71 567	72 533	57 941	57 552	<b>69 632</b>	<b>21%</b>
ICA	167 946	166 115	135 371	124 544	<b>121 815</b>	<b>-2%</b>
IFB <sup>2</sup>	98 786	82 946	114 803	106 589	<b>144 781</b>	<b>36%</b>
Kombi Dan	7 940	6 972	-			
Kombiverkehr	402 148	401 443	355 001	405 646	<b>429 475</b>	<b>6%</b>
Naviland Cargo	18 791	35 355	27 928	30 999	<b>50 759</b>	<b>64%</b>
Novatrans	46 538	35 647	32 396	30 405	<b>36 536</b>	<b>20%</b>
Polzug	88 569	90 329	55 708	50 783	<b>42 251</b>	<b>-17%</b>
Rocombi	41	10	3	2	<b>3</b>	<b>50%</b>
<b>SUM</b>	<b>1 654 553</b>	<b>1 631 593</b>	<b>1 385 659</b>	<b>1 509 152</b>	<b>1 655 572</b>	<b>10%</b>

## ACCOMPANIED TRAFFIC

Adria Kombi	27 206	24 206	14 933	15 919	<b>17 966</b>	<b>13%</b>
Alpe Adria	15 559	11 432	11 493	13 608	<b>14 298</b>	<b>5%</b>
Crokombi	27	324	0			
Hungarokombi	16 831	18 278	13 216	15 476	<b>15 901</b>	<b>3%</b>
Hupac	8 878	5 584	0	-		
Ökombi	113 412	120 835	97 170	114 125	<b>135 471</b>	<b>19%</b>
RAIpin	80 342	85 106	92 464	91 535	<b>93 534</b>	<b>2%</b>
<b>SUM</b>	<b>262 255</b>	<b>265 765</b>	<b>229 276</b>	<b>250 663</b>	<b>277 170</b>	<b>11%</b>

## Border crossing traffic per UIRR member company<sup>1</sup> 2007-2011

Company	Number of consignments					
	2007	2008	2009	2010	2011	%11/10
<b>UNACCOMPANIED + ACCOMPANIED</b>						
Adria Kombi	64 944	62 463	45 402	68 684	<b>101 672</b>	<b>48%</b>
Alpe Adria	34 173	32 731	26 715	28 888	<b>37 356</b>	<b>29%</b>
Bohemiakombi	5 309	6 302	6 401	7 605	<b>10 064</b>	<b>32%</b>
Cemat	270 822	259 464	180 534	200 502	<b>213 292</b>	<b>6%</b>
Combiberia	29 167	27 244	23 172	20 104	<b>22 965</b>	<b>14%</b>
Crokombi	2 841	2 723	1 090	977	<b>649</b>	<b>-34%</b>
Hungarokombi	16 831	18 278	13 216	15 476	<b>15 901</b>	<b>3%</b>
Hupac	396 641	390 862	349 622	405 400	<b>406 587</b>	<b>0%</b>
Hupac NV	71 567	72 533	57 941	57 552	<b>69 632</b>	<b>21%</b>
ICA	167 946	166 115	135 371	124 544	<b>121 815</b>	<b>-2%</b>
IFB <sup>2</sup>	98 786	82 946	114 803	106 589	<b>144 781</b>	<b>36%</b>
Kombi Dan	7 940	6 972				
Kombiverkehr	402 148	401 443	355 001	405 646	<b>429 475</b>	<b>6%</b>
Naviland Cargo	18 791	35 355	27 928	30 999	<b>50 759</b>	<b>64%</b>
Novatrans	46 538	35 647	32 396	30 405	<b>36 536</b>	<b>20%</b>
Ökombi	113 412	120 835	97 170	114 125	<b>135 471</b>	<b>19%</b>
Polzug	88 569	90 329	55 708	50 783	<b>42 251</b>	<b>-17%</b>
RAlpin	80 342	85 106	92 464	91 535	<b>93 534</b>	<b>2%</b>
Rocombi	41	10	3	2	<b>3</b>	<b>50%</b>
<b>SUM</b>	<b>1 916 808</b>	<b>1 897 358</b>	<b>1 614 935</b>	<b>1 759 815</b>	<b>1 932 742</b>	<b>10%</b>

<sup>1</sup> In these statistics, the traffic is allocated to the UIRR company which manages, owns or subcontracts the terminal.

<sup>2</sup> IFB joined the UIRR in 2009 as active member. The 2005-2008 figures represent the activities of TRW, which have been taken over by IFB in 2009.

# Domestic traffic per UIRR member company<sup>1</sup> 2007-2011

Company	Country	Number of consignments					
		2007	2008	2009	2010	2011	% 11/10

## UNACCOMPANIED TRAFFIC

Adria Kombi	SI	29 060	37 525	36 040	39 752	<b>32 804</b>	<b>-17%</b>
Alpe Adria	IT	21 888	30 701	9 806	12 307	<b>11 438</b>	<b>-7%</b>
Cemat	IT	177 228	163 182	91 049	101 341	<b>76 045</b>	<b>-25%</b>
Hupac	CH, DE, IT	34 894	43 151	43 585	52 503	<b>52 311</b>	<b>0%</b>
ICA	AT	42 816	40 753	36 136	46 419	<b>46 278</b>	<b>0%</b>
IFB <sup>2</sup>	BE	14 586	13 059	315 943	323 158	<b>403 771</b>	<b>25%</b>
Kombi Dan	DK	1 264	1 036	-			
Kombiverkehr <sup>3</sup>	DE	306 099	306 397	244 003	256 820	<b>262 950</b>	<b>2%</b>
Naviland Cargo	FR	82 787	113 850	102 908	109 177	<b>107 732</b>	<b>-1%</b>
Novatrans	FR	157 699	154 053	123 372	122 468	<b>129 456</b>	<b>6%</b>
Polzug	DE	13 506	18 081	11 553	8 287	<b>8 166</b>	<b>-1%</b>
Rocombi	RO	11 280	12 300	2 315	1 229	<b>1 243</b>	<b>1%</b>
<b>SUM</b>		<b>893 106</b>	<b>934 087</b>	<b>1 016 710</b>	<b>1 073 461</b>	<b>1 132 193</b>	<b>5%</b>

## ACCOMPANIED TRAFFIC

Hupac / RAlpin <sup>4</sup>	CH	11 852	10 944	9 998	11 185	<b>10 699</b>	<b>-4%</b>
Ökombi	AT	115 776	152 236	176 706	186 404	<b>138 454</b>	<b>-26%</b>
<b>SUM</b>		<b>127 628</b>	<b>163 180</b>	<b>186 704</b>	<b>197 589</b>	<b>149 153</b>	<b>-25%</b>



## Domestic traffic per UIRR member company<sup>1</sup> 2007-2011

Company	Country	Number of consignments					
		2007	2008	2009	2010	2011	% 11/10
<b>UNACCOMPANIED + ACCOMPANIED</b>							
Adria Kombi	SI	29 060	37 525	36 040	39 752	<b>32 804</b>	<b>-17%</b>
Alpe Adria	IT	21 888	30 701	9 806	12 307	<b>11 438</b>	<b>-7%</b>
Cemat	IT	177 228	163 182	91 049	101 341	<b>76 045</b>	<b>-25%</b>
Hupac <sup>4</sup>	CH, DE, IT	34 894	43 151	43 585	52 503	<b>52 311</b>	<b>0%</b>
ICA	AT	42 816	40 753	36 136	46 419	<b>46 278</b>	<b>0%</b>
IFB <sup>2</sup>	BE	14 586	13 059	315 943	323 158	<b>403 771</b>	<b>25%</b>
Kombi Dan	DK	1 264	1 036	-			
Kombiverkehr <sup>3</sup>	DE	306 099	306 397	244 003	256 820	<b>262 950</b>	<b>2%</b>
Naviland Cargo	FR	82 787	113 850	102 908	109 177	<b>107 732</b>	<b>-1%</b>
Novatrans	FR	157 699	154 053	123 372	122 468	<b>129 456</b>	<b>6%</b>
Ökombi	AT	115 776	152 236	176 706	186 404	<b>138 454</b>	<b>-26%</b>
Polzug	PL	13 506	18 081	11 553	8 287	<b>8 166</b>	<b>-1%</b>
Hupac/RAlpin <sup>4</sup>	CH	11 852	10 944	9 998	11 185	<b>10 699</b>	<b>-4%</b>
Rocombi	RO	11 280	12 300	2 315	1 229	<b>1 243</b>	<b>1%</b>
<b>SUM</b>		<b>1 020 734</b>	<b>1 097 267</b>	<b>1 203 414</b>	<b>1 271 050</b>	<b>1 281 346</b>	<b>1%</b>

<sup>1</sup> These figures include gateway traffic (international consignments, which are after an international journey transhipped to a national rail connection).

<sup>2</sup> IFB joined the UIRR in 2009 as active member. The 2007-2008 figures represent the activities of TRW, which have been taken over by IFB in 2009.

<sup>3</sup> Kombiverkehr without traffic of Basel (carried out by Railion, but border-crossing).

<sup>4</sup> RAlpin took over the domestic relation Basel-Lugano operated by Hupac from 2007-2010.

# UIRR traffic volume and performances 2010/2011

Company	Domestic						Border crossing					
	Gross tonnes			Tonne-kilometres			Gross tonnes			Tonne-kilometres		
	t			1000 tkm			t			1000 tkm		
	2010	2011	% 10-11	2010	2011	% 10-11	2010	2011	% 10-11	2010	2011	% 10-11
Adria Kombi	516 776	492 060	-5%	129 194	117 110	-9%	1 154 717	1 716 357	49%	696 453	1 032 929	48%
Alpe Adria	221 526	205 891	-7%	56 195	49 974	-11%	647 574	803 994	24%	269 849	314 156	16%
Bohemiakombi	1 896 110	1 388 409	-27%	1 560 952	1 419 684	-9%	4 484 161	4 870 168	9%	4 061 635	4 381 903	8%
Cemat <sup>1</sup>							361 632	482 991	34%	513 364	787 273	53%
Combiberia							5 832	3 531	-39%	2 177	1 395	-36%
Crokombi							448 804	461 129	3%	290 825	301 253	4%
Hungarokombi							8 844 368	8 902 769	1%	7 794 319	7 729 329	-1%
Hupac <sup>1</sup>	1 159 076	1 185 747	2%	421 660	432 206	3%	1 333 361	1 621 398	22%	1 237 912	1 546 156	25%
Hupac NV							2 385 312	2 316 105	-3%	2 171 775	2 094 292	-4%
ICA	584 879	601 614	3%	35 093	36 097	3%	2 347 982	3 231 730	38%	2 441 791	3 057 059	25%
IFB	5 138 212	7 401 913	44%	588 938	863 741	47%	2 865 757	2 865 757	0%	9 368 238	9 977 985	7%
Kombiverkehr	5 636 053	5 834 465	4%	2 875 714	2 865 757	0%	10 198 801	10 638 903	4%	9 368 238	9 977 985	7%
Naviland Cargo	1 615 820	1 628 359	1%	896 780	802 962	-10%	457 447	828 643	81%	329 759	482 214	46%
Novatrans	2 020 867	1 606 247	-21%	1 752 092	1 426 218	-19%	706 591	861 543	22%	708 237	843 933	19%
Ökombi	6 852 965	5 068 361	-26%	684 400	501 896	-27%	3 934 887	4 647 598	18%	1 441 093	1 636 548	14%
Polzug	33 148	32 664	-1%	12 928	12 739	-1%	525 077	433 595	-17%	529 024	433 595	-18%
RAIpin <sup>1</sup>	362 093	353 067	-2%	94 144	91 797	-2%	3 046 037	3 086 622	1%	1 261 059	1 277 862	1%
Rocombi	15 646	17 509	12%	7 119	9 928	39%	24	36	50%	6	9	50%
<b>TOTAL</b>	<b>26 053 172</b>	<b>25 816 307</b>	<b>-1%</b>	<b>9 128 605</b>	<b>8 630 109</b>	<b>-5%</b>	<b>41 015 616</b>	<b>45 096 676</b>	<b>10%</b>	<b>33 238 289</b>	<b>36 080 601</b>	<b>9%</b>

<sup>1</sup> The domestic RoMo relation Basel-Lugano, operated by Hupac until 2010, has been transferred in 2011 to the company RAIpin. For comparison reasons the 2010 Hupac figures (tonnes and TKM) have accordingly been reduced and allocated to the member company RAIpin.

# UIRR Country matrix 2011

(terminal to terminal)

Relations		Consignments	Consignments-km	Average Distance	Average Weight	Gross Weight	Tonne-km	Techniques, % consignments			
from	to							ST	SB/CT <8 30m	SB/CT >8 30m	RoMo
Country	Country	C	S*km		t/C	t	1.000 tkm				
Column number		1	2	3=2/1	4=5/1	5	6=2*4	7	8	9	10

AT	BE	717	680 958	950	24	17 548	16 702		8%	92%	
BE	AT	1 313	1 240 935	945	26	33 890	32 027		1%	99%	
AT	CH	317	41 210	130	17	5 389	701		91%	9%	
CH	AT	632	82 160	130	17	10 744	1 397		69%	31%	
AT	CZ	248	74 200	299	12	2 943	778		13%	87%	
CZ	AT	16	6 688	418	18	287	157			100%	
AT	DE	41 248	41 345 715	1 002	20	821 241	823 108	7%	7%	86%	
DE	AT	63 057	59 837 718	949	22	1 373 701	1 296 207	27%	22%	51%	
AT	GR	5 977	9 563 200	1 600	18	107 586	172 138	13%	3%	84%	
GR	AT	5 919	9 470 400	1 600	19	112 461	179 938	13%	3%	84%	
AT	HU	16 382	10 232 992	625	29	472 070	298 624		3%	3%	94%
HU	AT	18 976	11 464 298	604	26	498 029	314 168		8%	8%	84%
AT	IT	56 643	15 501 442	274	30	1 710 657	470 138		9%	17%	74%
IT	AT	57 273	16 489 681	288	31	1 796 447	513 966		5%	14%	81%
AT	NL	7 435	6 819 735	917	21	158 912	146 014		10%	90%	
NL	AT	6 287	5 337 737	849	19	117 222	97 065		11%	89%	
AT	RO	28	33 600	1 200	19	532	638	50%	7%	43%	
RO	AT	32	38 400	1 200	19	608	730	81%	3%	16%	
AT	SI	25 154	8 692 906	346	29	736 267	254 274		1%	25%	74%
SI	AT	28 421	9 061 770	319	31	886 348	292 485		20%	17%	63%
AT	SK	36	7 200	200	24	864	173		97%	3%	
SK	AT	1 146	229 200	200	7	8 022	1 604		60%	40%	
AT	TR	2 214	4 206 600	1 900	19	42 066	79 925			100%	
TR	AT	2 068	3 929 200	1 900	19	39 292	74 655			100%	
BE	BG	60	141 498	2 378	28	1 678	3 991		97%	3%	
BG	BE	34	74 902	2 203	9	308	679		85%	15%	
BE	CH	17 755	11 614 611	654	22	396 188	259 170		60%	40%	
CH	BE	18 612	10 947 280	588	14	262 460	154 375		48%	52%	
BE	DE	23 496	10 185 030	433	23	537 619	230 362	13%	43%	44%	
DE	BE	26 011	11 823 068	455	20	514 179	229 453	12%	51%	37%	
BE	ES	8 607	15 932 468	1 851	27	233 802	432 741		5%	95%	
ES	BE	6 592	14 173 573	2 150	19	124 452	267 282		34%	66%	
BE	FR	46 513	31 185 074	670	18	823 535	601 566		49%	51%	
FR	BE	30 295	22 965 906	758	18	533 510	420 735		40%	60%	
BE	GR	265	703 760	2 661	27	7 061	18 788		100%		
GR	BE	142	374 880	2 640	8	1 113	2 937		91%	9%	
BE	HU	19	31 218	1 643	26	486	798		11%	89%	
HU	BE	240	440 534	1 836	11	2 539	4 660		49%	51%	

# UIRR Country matrix 2011

(terminal to terminal)

Relations		Consignments	Consignments-km	Average Distance	Average Weight	Gross Weight	Tonne-km	Techniques, % consignments			
from	to							ST	SB/CT <8 30m	SB/CT >8 30m	RoMo
Country	Country	C	S*km	t/C	t	1.000 tkm	7	8	9	10	
Column number		1	2	3=2/1	4=5/1	5	6=2*4	7	8	9	10
BE	IT	85 493	92 610 638	1 083	27	2 271 385	2 461 709	13%	25%	62%	
IT	BE	87 465	93 730 417	1 072	20	1 785 282	1 910 573	14%	19%	67%	
BE	NL	2 170	395 174	182	16	34 954	6 365		39%	61%	
NL	BE	3 501	564 638	161	18	64 267	10 365		30%	70%	
BE	PL	4 564	6 087 709	1 334	28	128 624	171 585		52%	48%	
PL	BE	3 092	4 968 041	1 607	11	35 519	57 078		44%	56%	
BE	RO	6 562	10 854 029	1 654	23	150 358	248 723	7%		93%	
RO	BE	4 318	7 696 244	1 782	17	73 822	131 577	12%	8%	80%	
BE	RU	986	1 764 045	1 790	28	27 989	50 100		99%	1%	
RU	BE	443	879 229	1 985	7	3 235	6 421		100%		
BE	TR	290	842 160	2 904	29	8 510	24 714		100%		
TR	BE	277	1 930 280	2 900	9	2 364	16 502		93%	7%	
BG	SI	40	49 280	1 232	3	120	148		100%		
SI	BG	144	140 400	975	17	2 448	2 387		100%		
CH	DE	27 591	17 668 456	640	16	441 370	290 742	27%	52%	21%	
DE	CH	38 377	24 734 577	645	25	962 144	617 441	20%	55%	25%	
CH	DK	21	28 161	1 341	12	251	337	81%	14%	5%	
DK	CH	4	5 364	1 341	19	78	104		75%	25%	
CH	ES	108	129 168	1 196	24	2 563	3 066		100%		
CH	FR	132	80 215	610	27	3 505	2 138		100%		
CH	IT	1 309	377 367	288	16	20 568	5 932	6%	57%	37%	
IT	CH	3 246	1 038 358	320	21	67 223	21 504	1%	61%	38%	
CH	NO	305	397 166	1 302	25	7 701	10 028	99%	1%		
NO	CH	277	360 765	1 302	20	5 618	7 316	75%	25%		
CH	SE	477	522 433	1 095	29	13 765	15 076	93%	7%		
CZ	DE	9 891	9 554 706	966	19	188 665	182 251	32%	54%	14%	
DE	CZ	11 490	10 989 239	956	25	281 578	269 318	37%	44%	19%	
CZ	HR	3	2 547	849	27	81	69		100%		
HR	CZ	2	1 274	849	4	7	6		100%		
CZ	PL	1	766	766	11	11	8		100%		
PL	CZ	3	1 500	600	25	63	38		100%		
CZ	SI	6 480	5 533 920	854	14	90 720	77 475		100%		
SI	CZ	6 382	5 437 464	852	13	82 966	70 687		100%		
DE	BIH	7	7 144	1 099	22	144	158		69%	31%	
DE	DK	1 674	1 726 964	1 032	23	38 909	40 141	9%	50%	41%	
DK	DE	2 228	2 064 288	927	7	16 076	14 898		32%	68%	
DE	ES	17 343	25 707 047	1 482	26	445 821	660 848	3%	68%	29%	
ES	DE	16 465	23 875 312	1 450	22	360 685	523 033	3%	69%	28%	

# UIRR Country matrix 2011

(terminal to terminal)

Relations		Consignments	Consignments-km	Average Distance	Average Weight	Gross Weight	Tonne-km	Techniques, % consignments			
from	to							ST	SB/CT <8 30m	SB/CT >8 30m	RoMo
Country	Country	C	S*km	t/C	t	1.000 tkm	7	8	9	10	
Column number		1	2	3=2/1	4=5/1	5	6=2*4	7	8	9	10

DE	FI	115	114 500	1 000	27	3 048	3 048		98%	2%	
FI	DE	35	33 460	970	12	401	389		97%	3%	
DE	FR	8 422	7 283 574	865	23	194 953	176 098	4%	62%	34%	
FR	DE	8 144	8 873 820	1 090	17	142 034	145 876	4%	68%	28%	
DE	GR	214	306 709	1 437	26	5 615	8 066		99%	1%	
GR	DE	118	144 321	1 223	9	1 046	1 279		100%		
DE	HR	42	54 196	1 306	21	859	1 122		20%	80%	
HR	DE	1	1 324	1 324	2	2	3			100%	
DE	HU	6 202	6 393 538	1 031	26	164 042	168 162	51%	31%	18%	
HU	DE	5 563	5 464 226	982	20	108 819	106 441	48%	21%	31%	
DE	IT	285 075	222 260 727	780	29	8 132 683	6 263 626	27%	30%	22%	21%
IT	DE	322 644	227 483 238	705	25	7 941 852	5 429 049	26%	31%	24%	19%
DE	NL	49 401	33 867 508	686	21	1 061 960	716 113		43%	57%	
NL	DE	53 726	37 659 859	701	18	983 782	668 977		43%	57%	
DE	NO	2 342	2 624 352	1 121	27	63 786	71 476	2%	77%	21%	
NO	DE	1 245	1 364 563	1 096	18	22 342	24 487	2%	75%	23%	
DE	PL	35 258	33 434 160	948	14	502 861	459 093		37%	63%	
PL	DE	21 752	19 679 631	905	10	226 187	193 466		40%	60%	
DE	PT	522	1 241 690	2 379	28	14 540	34 586		78%	22%	
PT	DE	297	712 313	2 398	9	2 704	6 486		72%	28%	
DE	RO	586	757 752	1 294	28	16 646	21 544	47%	53%	0%	
RO	DE	394	494 470	1 255	18	7 030	8 823	66%	34%	0%	
DE	RU	309	799 015	2 590	26	8 054	20 861		76%	24%	
RU	DE	346	809 591	2 340	9	3 030	7 089		71%	29%	
DE	SE	9 110	9 536 276	1 047	26	239 595	250 820	10%	73%	17%	
SE	DE	5 543	5 669 877	1 023	16	87 177	89 172	14%	59%	27%	
DE	SI	4 454	5 240 490	1 177	30	131 495	154 694	9%	75%	16%	
SI	DE	6 530	4 864 850	745	7	45 710	34 054		100%		
DE	SK	727	840 620	1 156	20	14 177	16 210		58%	42%	
SK	DE	14	16 800	1 200	12	168	202		93%	7%	
DE	TR	2 416	2 538 542	1 051	27	65 478	68 799	15%	63%	22%	
TR	DE	1 769	1 879 194	1 063	15	25 646	27 251	21%	48%	31%	
DE	YO	10	13 166	1 386	10	95	131		89%	11%	
YO	DE	6	6 045	1 099	7	41	45		100%		
DK	IT	4 755	6 967 540	1 465	24	116 302	170 383	48%	32%	20%	
IT	DK	11 722	17 367 941	1 482	26	309 007	458 031	57%	18%	25%	
ES	FR	3 617	2 581 875	714	10	36 067	25 745		50%	50%	
FR	ES	2 075	1 476 631	712	19	38 894	27 497		39%	61%	

# UIRR Country matrix 2011

(terminal to terminal)

Relations		Consignments	Consignments-km	Average Distance	Average Weight	Gross Weight	Tonne-km	Techniques, % consignments			
from	to							ST	SB/CT <8 30m	SB/CT >8 30m	RoMo
Country	Country	C	S*km	t/C	t	1.000 tkm	7	8	9	10	
Column number		1	2	3=2/1	4=5/1	5	6=2*4	7	8	9	10

ES	IT	811	857 487	1 058	27	21 534	22 782		23%	77%	
IT	ES	411	423 570	1 032	21	8 682	8 959		48%	52%	
FR	IT	22 296	20 979 059	941	28	626 169	590 694	1%	11%	88%	
IT	FR	25 991	22 402 884	862	20	528 821	455 816	1%	14%	85%	
HR	AT	16	7 744	484	26	409	198			100%	
HR	HU	227	134 384	592	7	1 483	878		18%	82%	
HR	SI	399	62 268	156	4	1 550	242		35%	65%	
SI	HR	146	12 410	85	19	2 774	236		46%	54%	
HR	SK	3	2 562	854	2	6	5		100%		
SK	HR	3	2 562	854	27	81	69		100%		
HU	CZ	35	23 905	683	2	61	42		100%		
HU	IT	1 148	784 084	683	10	11 480	7 841		32%	68%	
IT	HU	1 109	757 447	683	10	11 090	7 574		39%	61%	
HU	NL	1 058	1 429 630	1 351	15	15 507	20 787		63%	37%	
NL	HU	3 717	4 979 996	1 340	23	85 058	113 803		64%	36%	
HU	SI	8 301	5 670 253	683	14	116 244	79 406		100%		
SI	HU	12 967	8 988 240	693	15	194 764	135 018		100%		
HU	SK	142	56 800	400	18	2 556	1 022		1%	99%	
SK	HU	1	400	400	18	18	7			100%	
IT	LU	2 009	1 408 551	701	9	18 597	13 042		97%	3%	
LU	IT	3 654	2 564 912	702	30	110 925	77 863		98%	2%	
IT	NL	32 964	38 429 401	1 166	22	727 879	848 561	3%	35%	62%	
NL	IT	41 008	48 412 445	1 181	25	1 028 820	1 214 608	3%	40%	57%	
IT	PL	693	426 567	616	27	18 913	11 650		86%	14%	
PL	IT	294	179 312	611	23	6 775	4 139		75%	25%	
IT	RU	197	140 728	714	22	4 237	3 027		68%	32%	
IT	SE	6 616	9 691 708	1 465	22	147 127	215 541	7%	65%	28%	
SE	IT	7 966	11 666 935	1 465	28	224 480	328 732	22%	55%	23%	
IT	SI	75	31 660	422	21	1 584	669		49%	51%	
SI	IT	17	8 483	499	4	68	34		100%		
MK	DE	158	300 200	1 900	19	3 002	5 704			100%	
MK	SI	1	1 062	1 062	4	4	4		100%		
SI	MK	6	5 694	949	10	60	57		100%		
NL	RO	687	843 709	1 229	30	20 390	25 059		100%		
RO	NL	339	420 417	1 242	8	2 716	3 373		100%		
NL	RU	109	200 451	1 839	27	2 938	5 403		90%	10%	
RU	NL	156	286 950	1 839	7	1 158	2 131		98%	2%	
NL	SI	3	4 050	1 350	19	57	77		33%	67%	

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(terminal to terminal)

Relations		Consign-ments	Consignments-km	Average Distance	Average Weight	Gross Weight	Tonne-km	Techniques, % consignments			
from	to							ST	SB/CT <8 30m	SB/CT >8 30m	RoMo
Country	Country	C	S*km	t/C	t	1.000 tkm	7	8	9	10	
Column number		1	2	3=2/1	4=5/1	5	6=2*4	7	8	9	10
PL	RU	398	851 400	2 142	27	10 860	23 261		99%	1%	
RU	PL	225	480 490	2 136	6	1 419	3 031		90%	10%	
PL	SI	99	121 176	1 224	24	2 376	2 908		100%		
SI	PL	158	193 708	1 226	4	632	775		100%		
RO	HU	3	720	240	12	36	9		100%		
RS	SI	307	184 814	602	3	921	554		100%		
SI	RS	334	149 966	449	21	7 014	3 149		100%		
SI	CH	133	170 556	1 287	26	3 508	4 516	24%	76%		
SI	RO	6	8 130	1 355	19	114	154		100%		
SI	SK	17 012	13 507 528	794	13	221 156	175 598		100%		
SK	SI	14 870	11 970 350	805	6	89 220	71 822		100%		
SI	TR	2 199	3 355 674	1 526	28	61 572	93 959		100%		
TR	SI	2 502	3 818 052	1 526	8	20 016	30 544		100%		
SI	XX	12	2 952	246	18	216	53		100%		
XX	SI	14	5 936	424	2	28	12		100%		
<b>TOTAL</b>		<b>1 932 821</b>	<b>1 586 016 982</b>	<b>821</b>	<b>23</b>	<b>45 096 676</b>	<b>36 080 601</b>	<b>14%</b>	<b>34%</b>	<b>38%</b>	<b>14%</b>



Your Partners in Combined Transport

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