



UIRR STATISTICS

International Union of combined Road-Rail transport companies

2008



GLOSSARY

Intermodal Transport

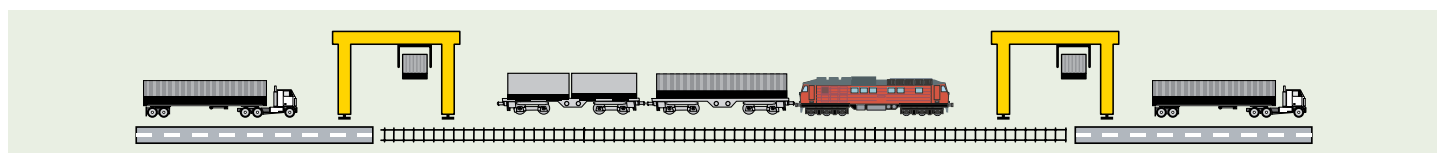
The movement of goods in one and the same loading unit or road vehicle, which uses successively two or more modes of transport without handling of the goods themselves in changing modes.

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.

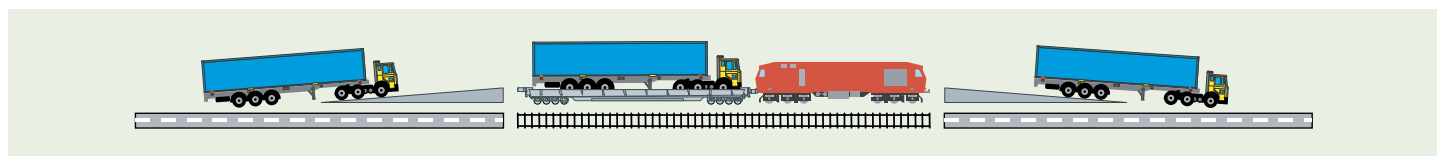
Unaccompanied CT

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.



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 part of the Combined Transport Road-Rail (terminal to terminal).

SYMBOLS AND UNITS

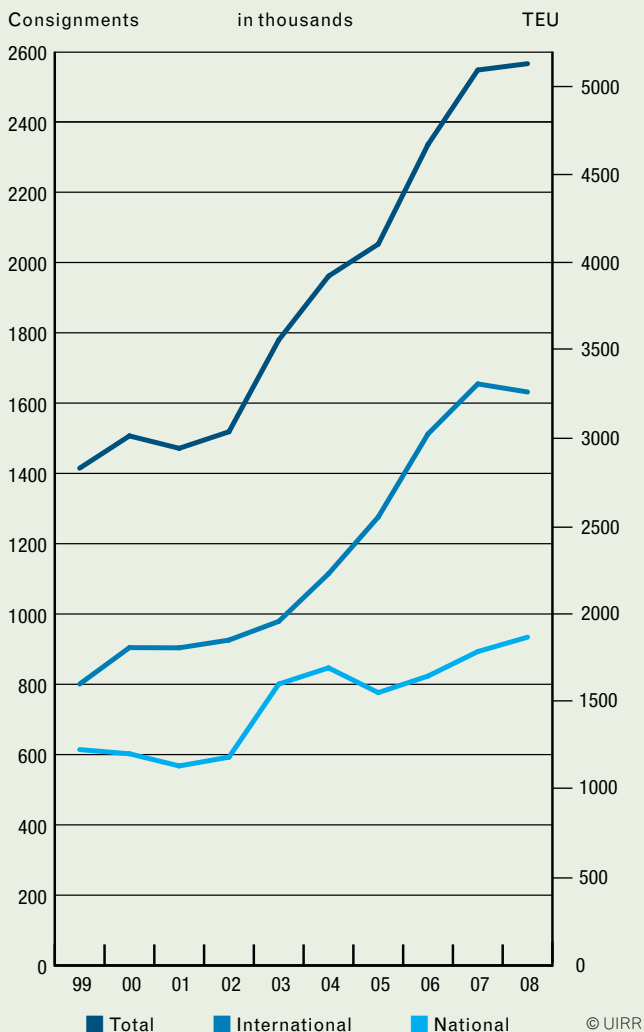
C	Consignments
CT	Container
RoMo	Rolling Motorway
SB	Swap body
ST	Semi-trailer
t	Tonnes
TEU	Twenty-foot Equivalent Unit
tkm	Tonne-kilometre



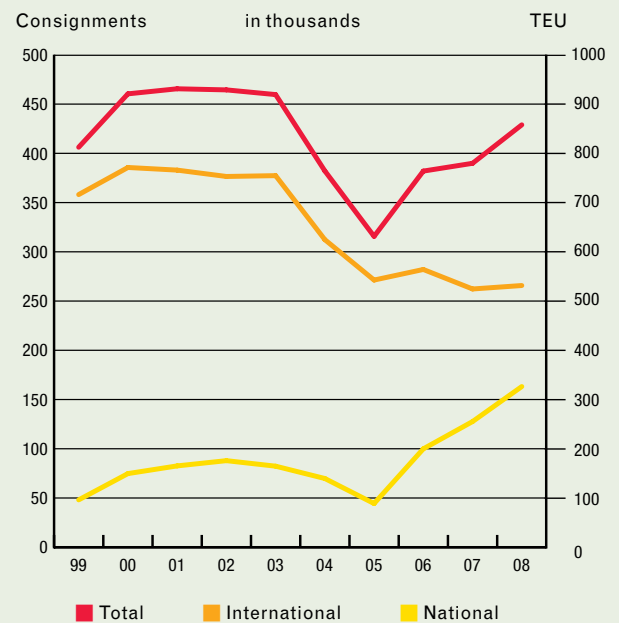
	International			National			Total		
	2007	2008	% 08-07	2007	2008	% 08-07	2007	2008	% 08-07
Unaccompanied CT	1 654 553	1 631 593	-1%	893 106	934 087	5%	2 547 659	2 565 680	1%
Accompanied CT	262 255	265 765	1%	127 628	163 180	28%	389 883	428 945	10%
Total CONSIGNMENTS	1 916 808	1 897 358	-1%	1 020 734	1 097 267	7%	2 937 542	2 994 625	2%
Total TEU	3 833 615	3 794 716	-1%	2 041 468	2 194 534	7%	5 875 083	5 989 250	2%

Market evolution 1999-2008 (in consignments/TEU)

Unaccompanied CT 1999-2008 (Swap bodies, Containers, Semi-trailers)



Accompanied CT 1999-2008 (Rolling Motorway)



Proportion of CT techniques per UIRR member 2008

INTERNATIONAL TRAFFIC

Techniques	Adria Kombi	Alpe Adria	Bohemiakombi	Cemat	Combiberia
Semi-trailers			455 7%	50 379 19%	289 1%
Swap bodies and containers	38 257 61%	21 299 65%	5 847 93%	209 085 81%	26 955 99%
Rolling Motorway	24 206 39%	11 432 35%			
SUM in consignments	62 463 100%	32 731 100%	6 302 100%	259 464 100%	27 244 100%

Techniques	Crokombi	Hungarokombi	Hupac	Hupac NV	ICA
Semi-trailers			45 209 12%	1 919 3%	4 059 2%
Swap bodies and containers	2 399 88%		340 069 87%	70 614 97%	162 056 98%
Rolling Motorway	324 12%	18 278 100%	5 584 1%		
SUM in consignments	2 723 100%	18 278 100%	390 862 100%	72 533 100%	166 115 100%

Techniques	Kombi Dan	Kombiverkehr	Naviland Cargo	Novatrans	Ökombi
Semi-trailers	2 147 31%	73 243 18%		519 1%	
Swap bodies and containers	4 825 69%	328 200 82%	35 355 100%	35 128 99%	
Rolling Motorway					120 835 100%
SUM in consignments	6 972 100%	401 443 100%	35 355 100%	35 647 100%	120 835 100%

Techniques	Polzug	RAIpin	Rocombi	TRW
Semi-trailers				4 395 5%
Swap bodies and containers	90 329 100%		10 100%	78 551 95%
Rolling Motorway		85 106 100%		
SUM in consignments	90 329 100%	85 106 100%	10 100%	82 946 100%

Techniques	Total UIRR International
Semi-trailers	182 614 10%
Swap bodies and containers	1 448 979 76%
Rolling Motorway	265 765 14%
SUM in consignments	1 897 358 100%
SUM TEU	3 794 716 100%

Proportion of CT techniques per UIRR member 2008

NATIONAL TRAFFIC

Techniques	Adria Kombi	Alpe Adria	Cemat	Hupac	ICA
Semi-trailers			1 033 1%	19 651 36%	
Swap bodies and containers	37 525 100%	30 701 100%	162 149 99%	23 500 44%	40 753 100%
Rolling Motorway				10 944 20%	
SUM in consignments	37 525 100%	30 701 100%	163 182 100%	54 095 100%	40 753 100%

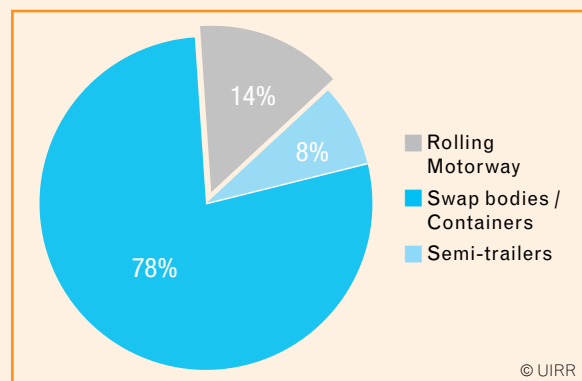
Techniques	Kombi Dan	Kombiverkehr	Naviland Cargo	Novatrans	Ökombi
Semi-trailers	481 46%	41 370 14%		1 541 1%	
Swap bodies and containers	555 54%	265 027 86%	113 850 100%	152 512 99%	
Rolling Motorway					152 236 100%
SUM in consignments	1 036 100%	306 397 100%	113 850 100%	154 053 100%	152 236 100%

Techniques	Polzug	Rocombi	TRW
Semi-trailers			
Swap bodies and containers	18 081 100%	12 300 100%	13 059 100%
Rolling Motorway			
SUM in consignments	18 081 100%	12 300 100%	13 059 100%

Techniques	Total UIRR National
Semi-trailers	64 076 6%
Swap bodies and containers	870 011 79%
Rolling Motorway	163 180 15%
SUM in consignments	1 097 267 100%
SUM TEU	2 194 534 100%

INTERNATIONAL + NATIONAL TRAFFIC

Techniques	Total UIRR International + National
Semi-trailers	246 690 8%
Swap bodies and containers	2 318 990 78%
Rolling Motorway	428 945 14%
SUM in consignments	2 994 625 100%
SUM TEU	5 989 250 100%



International traffic per UIRR member company¹ 2004-2008

Company	Number of consignments					
	2004	2005	2006	2007	2008	% 08-07

UNACCOMPANIED TRAFFIC

Adria Kombi	14 363	14 047	22 080	37 738	38 257	1%
Alpe Adria	21 548	8 747	11 214	18 614	21 299	14%
Bohemiakombi	1 080	1 424	3 643	5 309	6 302	19%
Cemat	216 765	236 824	266 493	270 822	259 464	-4%
Combiberia	16 851	24 406	29 499	29 167	27 244	-7%
Conliner	56 028	45 337				
Crokombi	3 520	1 796	1 571	2 814	2 399	-15%
Hungarokombi	10 677	10 345	0			
Hupac	234 478	279 856	336 478	387 763	385 278	-1%
Hupac NV	47 899	57 085	69 554	71 567	72 533	1%
ICA		96 585	154 797	167 946	166 115	-1%
Kombi Dan	5 568	7 205	6 822	7 940	6 972	-12%
Kombiverkehr	330 802	351 371	375 836	402 148	401 443	0%
Naviland Cargo ²	27 832	12 804	15 629	18 791	35 355	88%
Novatrans ³	41 733	37 848	43 714	46 538	35 647	-23%
Ökombi	25 461	4 321	0			
Polzug ⁴			76 513	88 569	90 329	2%
Rocombi	0	38	15	41	10	-76%
T.R.W.	59 762	85 889	98 516	98 786	82 946	-16%
SUM	1 114 364	1 275 927	1 512 370	1 654 553	1 631 593	-1%

ACCOMPANIED TRAFFIC

Adria Kombi	25 882	27 084	30 964	27 206	24 206	-11%
Alpe Adria		13 423	15 775	15 559	11 432	-27%
Bohemiakombi	13 333	0				
Cemat	10 726	0				
Crokombi			148	27	324	1100%
Hungarokombi	39 891	26 731	27 275	16 831	18 278	9%
Hupac	14 214	11 301	9 582	8 878	5 584	-37%
ICA		27 168	0			
Kombiverkehr	41 488	0				
Ökombi	102 080	86 356	117 456	113 412	120 835	7%
RAlpin	64 715	79 248	80 864	80 342	85 106	6%
SUM	312 329	271 311	282 064	262 255	265 765	1%

International traffic per UIRR member company¹ 2004-2008

Company	Number of consignments					
	2004	2005	2006	2007	2008	% 08-07
UNACCOMPANIED + ACCOMPANIED						
Adria Kombi	40 245	41 131	53 044	64 944	62 463	-4%
Alpe Adria	21 548	22 170	26 989	34 173	32 731	-4%
Bohemiakombi	14 413	1 424	3 643	5 309	6 302	19%
Cemat	227 491	236 824	266 493	270 822	259 464	-4%
Combiberia	16 851	24 406	29 499	29 167	27 244	-7%
Conliner	56 028	45 337				
Crokombi	3 520	1 796	1 719	2 841	2 723	-4%
Hungarokombi	50 568	37 076	27 275	16 831	18 278	9%
Hupac	248 692	291 157	346 060	396 641	390 862	-1%
Hupac NV	47 899	57 085	69 554	71 567	72 533	1%
ICA		123 753	154 797	167 946	166 115	-1%
Kombi Dan	5 568	7 205	6 822	7 940	6 972	-12%
Kombiverkehr	372 290	351 371	375 836	402 148	401 443	0%
Naviland Cargo ²	27 832	12 804	15 629	18 791	35 355	88%
Novatrans ³	41 733	37 848	43 714	46 538	35 647	-23%
Ökombi	127 541	90 677	117 456	113 412	120 835	7%
Polzug ⁴			76 513	88 569	90 329	2%
RAlpin	64 715	79 248	80 864	80 342	85 106	6%
Rocombi	0	38	15	41	10	-76%
T.R.W.	59 762	85 889	98 516	98 786	82 946	-16%
SUM	1 426 693	1 547 238	1 794 434	1 916 808	1 897 358	-1%

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

² The calculation of the number of Naviland consignments has been modified in 2004. The figures published in 2003 have thus been adapted on the basis of 2004. The data for 2005, 2006 and 2007 have been estimated according to the same rules as 2004.

³ In 2003 Novatrans has shifted traffic from its own terminals in Italy to those of Cemat, which reduces the figures for Novatrans and increases the one for Cemat. The 2005 figures have been corrected due to transshipments that were carried out for non UIRR member companies.

⁴ The data for 2007 were modified due to a conversion mistake between TEU and UIRR consignment.

National traffic per UIRR member company¹ 2004-2008

Company	Country	Number of consignments					
		2004	2005	2006	2007	2008	% 08-07

UNACCOMPANIED TRAFFIC

Adria Kombi	SI	11 927	12 401	15 876	29 060	37 525	29%
Alpe Adria	IT	21 743	20 324	22 479	21 888	30 701	40%
Cemat	IT	176 828	187 125	173 361	177 228	163 182	-8%
Hupac	CH, DE, IT	11 589	21 410	29 235	34 894	43 151	24%
ICA ²	AT		19 925	41 639	42 816	40 753	-5%
Kombi Dan	DK	1 900	1 408	441	1 264	1 036	-18%
Kombiverkehr ³	DE	205 397	224 989	285 551	306 099	306 397	0%
Naviland Cargo ⁴	FR	177 130	111 592	68 838	82 787	113 850	38%
Novatrans	FR	152 891	145 909	153 589	157 699	154 053	-2%
Ökombi	AT	70 339	14 623	0			
Polzug ⁵	PL			10 083	13 506	18 081	34%
Rocombi	RO	12 025	11 496	9 840	11 280	12 300	9%
T.R.W.	BE	5 007	5 117	12 474	14 586	13 059	-10%
SUM		846 775	776 318	823 406	893 106	934 087	5%

ACCOMPANIED TRAFFIC

Hupac	CH	10 939	12 200	11 737	11 852	10 944	-8%
Ökombi	AT	58 847	32 169	88 174	115 776	152 236	31%
SUM		69 786	44 369	99 911	127 628	163 180	28%

National traffic per UIRR member company¹ 2004-2008

Company	Country	Number of consignments					
		2004	2005	2006	2007	2008	% 07-06
UNACCOMPANIED + ACCOMPANIED							
Adria Kombi	SI	11 927	12 401	15 876	29 060	37 525	29%
Alpe Adria	IT	21 743	20 324	22 479	21 888	30 701	40%
Cemat	IT	176 828	187 125	173 361	177 228	163 182	-8%
Hupac	CH, DE, IT	22 528	33 610	40 972	46 746	54 095	16%
ICA ²	AT		19 925	41 639	42 816	40 753	-5%
Kombi Dan	DK	1 900	1 408	441	1 264	1 036	-18%
Kombiverkehr ³	DE	205 397	224 989	285 551	306 099	306 397	0%
Naviland Cargo ⁴	FR	177 130	111 592	68 838	82 787	113 850	38%
Novatrans	FR	152 891	145 909	153 589	157 699	154 053	-2%
Ökombi	AT	129 186	46 792	88 174	115 776	152 236	31%
Polzug ⁵	PL			10 083	15 470	18 081	34%
Rocombi	RO	12 025	11 496	9 840	11 280	12 300	9%
T.R.W.	BE	5 007	5 117	12 474	14 586	13 059	-10%
SUM		916 561	820 687	923 317	1 020 734	1 097 267	7%

¹ These figures include gateway traffic (international consignments, which are transhiped after an international journey to a national rail connection)

² The ICA figures of 2005 have been adapted due to multiple countings of the pre- and posthaulages.

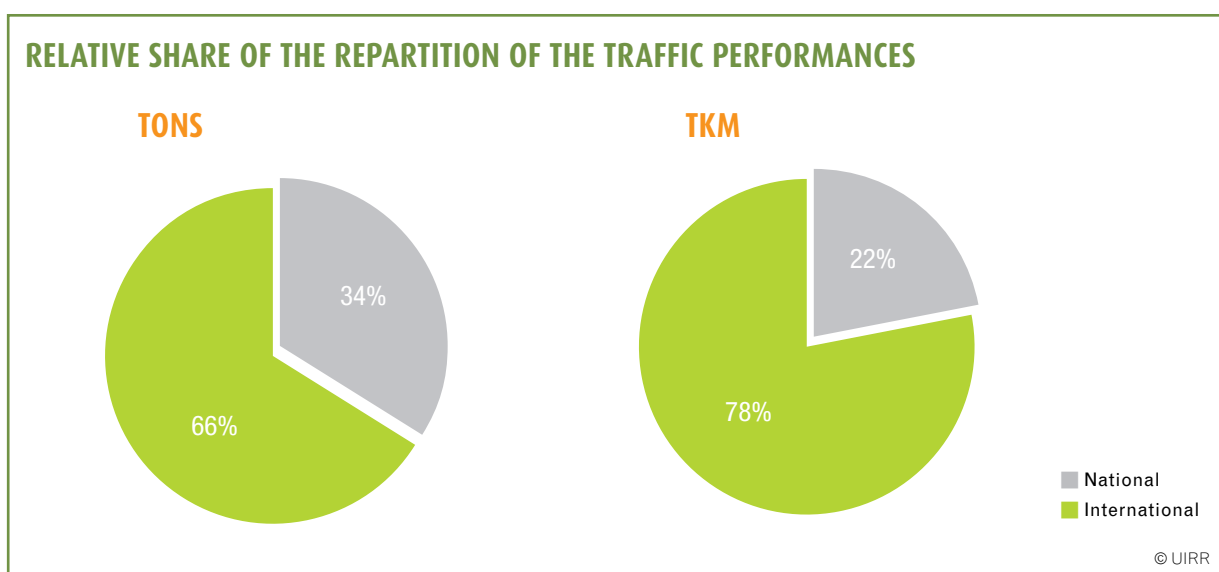
³ Kombiverkehr without traffic of Basel (carried out by Railion, but border-crossing)

⁴ The Naviland data for 2005, 2006 and 2007 have been estimated on the basis of the same rules as 2004.

⁵ The data for 2007 were modified due to a conversion mistake between TEU and UIRR consignment.

UIRR traffic volume and performances 2008

Company	Country	National		International	
		Gross tons	Tonne-kilometres	Gross tons	Tonne-kilometres
		t	1000 tkm	t	1000 tkm
Adria Kombi, Ljubljana	SI	487 825	121 956	1 162 762	609 374
Alpe Adria, Trieste	IT	465 735	123 332	611 250	267 635
Bohemiakombi, Prague	CZ			75 167	47 333
Cemat, Milano	IT	2 832 975	2 616 515	5 835 733	5 313 959
Combiberia, Madrid	ES			437 838	636 337
Crokombi, Zagreb	HR			30 866	17 655
Hungarokombi, Budapest	HU			530 062	347 721
Hupac, Chiasso	CH	1 254 574	444 938	8 311 676	6 898 659
Hupac, Rotterdam	NL			1 735 472	1 534 388
ICA, Wien	AT	620 650	45 163	3 483 314	3 388 701
Kombi Dan, Padborg	DK	4 144	858	120 129	169 413
Kombiverkehr, Frankfurt	DE	6 468 920	3 309 975	10 187 399	9 561 775
Naviland Cargo, Vincennes	FR	1 646 000	811 478	530 000	426 120
Novatrans, Paris	FR	2 728 647	2 052 092	873 754	869 878
Ökombi, Wien	AT	5 609 285	561 253	4 000 108	1 489 708
Polzug, Hamburg	DE	90 405	35 258	914 354	931 879
RAlpin, Bern	CH			2 838 681	1 172 375
Rocombi, Bukaresti	RO	196 708	98 354	45	65
T.R.W., Bruxelles	BE	139 107	28 221	1 917 984	2 039 362
TOTAL		22 544 974	10 249 394	43 596 593	35 722 336



UIRR international relations 2008 (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	C*km	km	t/C	t	1000 tkm	7	8	9	10
Column number		1	2	3=2/1	4=5/1	5	6 =2*4	7	8	9	10
AT	BA	4	3 000	750	20	79	59		50%	50%	
BA	AT	93	69 375	750	20	1 842	1 382		53%	47%	
AT	BE	74	66 150	900	22	1 636	1 472		30%	70%	
BE	AT	73	58 000	800	23	1 700	1 360		28%	72%	
AT	CH	286	139 059	487	14	3 895	1 893		95%	5%	
CH	AT	339	218 198	645	29	9 881	6 366		99%	1%	
AT	CZ	101	25 250	250	9	944	236		96%	4%	
CZ	AT	1 436	704 575	491	6	8 385	4 085		81%	19%	
AT	DE	74 920	74 302 134	992	23	1 752 128	1 735 405	2%	48%	49%	1%
DE	AT	49 967	47 034 864	941	22	1 100 246	1 030 207	11%	41%	46%	2%
AT	FR	95	142 033	1 495	26	2 469	3 691		12%	88%	
FR	AT	18	17 341	963	28	506	487		78%	22%	
AT	GR	11 015	17 624 000	1 600	19	208 759	334 014	15%	2%	83%	
GR	AT	10 944	17 509 600	1 600	14	156 195	249 912	15%	2%	83%	
AT	HR	310	248 192	801	29	9 118	7 321			4%	96%
HR	AT	330	265 392	804	29	9 506	7 648		1%	1%	98%
AT	HU	19 231	12 156 331	632	29	558 483	356 227	1%	2%	1%	96%
HU	AT	20 396	12 943 468	635	28	564 693	363 305	1%	6%	3%	90%
AT	IT	46 937	13 396 901	285	30	1 426 857	405 906		14%	9%	77%
IT	AT	38 548	11 563 959	300	31	1 178 311	337 286		11%	7%	82%
AT	NL	10 444	9 399 150	900	29	301 878	271 690		29%	71%	
NL	AT	14 050	12 645 000	900	19	271 651	244 486		37%	63%	
AT	PL	9	8 075	950	6	54	51		100%		
PL	AT	17	16 150	950	25	424	403		100%		
AT	RO	1 413	1 130 400	800	19	27 392	21 914			100%	
RO	AT	2 759	2 206 800	800	6	15 656	12 525			100%	
AT	SI	27 799	9 581 545	345	30	832 837	286 932		6%	5%	89%
SI	AT	30 494	12 065 300	396	27	833 702	330 783		16%	5%	79%
AT	TR	1 501	2 551 700	1 700	20	30 609	52 035			100%	
TR	AT	690	1 173 000	1 700	20	13 658	23 219			100%	
BA	GR	8	6 800	850	27	216	184		89%	11%	
BA	SI	35	28 000	800	3	105	84		100%		
SI	BA	34	27 200	800	8	272	218		100%		
BE	CH	19 323	12 469 251	645	23	436 886	281 925		58%	42%	
CH	BE	21 367	12 402 735	580	14	309 605	179 714		46%	54%	
BE	DE	4 103	3 495 756	852	26	105 067	89 517		40%	60%	
DE	BE	3 564	3 089 138	867	16	56 582	49 369		43%	57%	
BE	ES	11 077	13 679 478	1 235	25	277 009	342 106		8%	92%	
ES	BE	9 531	14 144 238	1 484	13	121 542	180 380		35%	65%	

UIRR international relations 2008

(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	C*km	km	t/C	t	1000 tkm	7	8	9	10
Column number		1	2	3=2/1	4=5/1	5	6 =2*4	7	8	9	10
BE	FR	31 546	31 847 737	1 010	19	613 610	660 223		51%	49%	
FR	BE	24 756	24 755 400	1 000	16	399 835	417 046		48%	52%	
BE	GR	1 160	2 291 491	1 975	22	25 021	49 427			100%	
GR	BE	210	402 892	1 919	22	4 690	8 997		10%	90%	
BE	HU	22	30 800	1 400	22	484	678			100%	
BE	IT	93 657	101 524 145	1 084	27	2 496 577	2 709 216	10%	24%	66%	
IT	BE	85 353	85 880 025	1 006	20	1 697 914	1 706 019	10%	24%	66%	
BE	LU	6 962	2 412 089	346	17	119 270	41 323		10%	90%	
LU	BE	5 516	2 178 347	395	15	81 729	32 279		20%	80%	
BE	PL	4 927	4 197 525	852	27	132 321	112 730		48%	52%	
PL	BE	2 451	1 226 280	500	9	22 155	11 084		50%	50%	
BE	RO	4 175	6 958 982	1 667	22	91 313	152 202		3%	97%	
RO	BE	3 401	6 194 126	1 822	12	41 787	76 117		13%	87%	
BE	RU	12	12 372	1 031	25	302	312		100%		
RU	BE	84	225 012	2 679	4	354	948		11%	89%	
BE	SI	350	636 816	1 822	10	3 559	6 485		35%	65%	
SI	BE	357	661 500	1 853	16	5 738	10 632		37%	63%	
CH	DE	27 880	18 425 690	661	16	439 864	302 391	21%	56%	22%	1%
DE	CH	38 184	24 767 715	649	25	952 332	613 962	17%	59%	23%	1%
CH	DK	16	20 786	1 341	30	464	622		87%	13%	
DK	CH	25	38 475	1 539	27	670	1 031		100%		
CH	ES	140	166 842	1 196	21	2 905	3 475		100%		
CH	FR	177	211 692	1 196	29	5 081	6 077		100%		
CH	IT	4 030	1 213 704	301	22	88 638	26 695		84%	16%	
IT	CH	4 529	1 311 237	290	24	108 940	31 540		70%	30%	
CH	NO	161	209 783	1 303	29	4 676	6 093	76%	24%		
NO	CH	284	370 052	1 303	20	5 631	7 338	68%	20%	12%	
CH	SE	516	679 429	1 317	23	12 026	15 835	89%	11%		
SE	CH	131	187 209	1 429	28	3 692	5 277	17%	83%		
CZ	DE	5 918	3 782 151	639	12	71 036	45 400	8%	78%	14%	
DE	CZ	6 592	4 177 008	634	20	134 086	84 966	11%	75%	14%	
CZ	IT	165	148 500	900	5	775	698		64%	36%	
CZ	PL	108	52 675	490	19	2 043	1 001		40%	60%	
CZ	SI	17	13 753	809	4	68	55		100%		
SI	CZ	766	689 400	900	14	10 724	9 652		100%		
DE	DK	2 077	2 362 973	1 138	24	50 732	57 731	2%	33%	65%	-
DK	DE	2 710	3 004 836	1 109	9	24 958	27 678		35%	65%	
DE	ES	20 413	29 719 902	1 456	26	532 296	775 004	2%	55%	43%	
ES	DE	17 714	25 534 828	1 442	18	316 297	455 957	2%	55%	43%	

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(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	C*km	km	t/C	t	1000 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	169	186 020	1 104	23	3 830	4 229		59%	41%	
FI	DE	71	70 500	1 000	8	532	532		82%	18%	
DE	FR	7 558	7 505 478	993	24	181 973	180 720	5%	70%	25%	
FR	DE	5 888	6 874 661	1 168	18	107 445	125 450	6%	72%	22%	
DE	GR	425	745 237	1 756	27	11 444	20 091		100%		
GR	DE	260	356 679	1 374	8	2 056	2 826		99%	1%	
DE	HR	157	197 939	1 265	26	4 069	5 146		47%	53%	
HR	DE	19	20 332	1 099	7	136	150		100%		
DE	HU	10 088	12 187 419	1 208	18	178 271	215 460	2%	35%	63%	
HU	DE	7 181	8 260 630	1 150	16	112 426	129 772	4%	33%	63%	
DE	IT	298 085	233 905 726	785	28	8 467 366	6 582 664	21%	38%	23%	18%
IT	DE	305 404	211 984 207	694	24	7 379 578	4 979 720	20%	35%	27%	18%
DE	NL	34 837	21 046 224	604	21	739 095	434 725		54%	46%	
NL	DE	33 668	17 830 361	530	21	705 175	370 284		52%	48%	
DE	NO	2 672	2 998 177	1 122	23	62 445	70 067	7%	64%	29%	
NO	DE	1 432	1 596 044	1 115	20	29 197	32 554	8%	66%	26%	
DE	PL	65 019	63 415 733	975	12	807 248	768 111		36%	64%	
PL	DE	40 161	38 949 682	970	11	434 193	424 715		36%	64%	
DE	PT	246	558 522	2 270	26	6 478	14 709		65%	35%	
PT	DE	242	584 548	2 420	11	2 660	6 439		74%	26%	
DE	RO	33	54 450	1 650	9	300	495		75%	25%	
DE	RU	62	38 330	618	24	1 491	922		5%	95%	
RU	DE	63	169 391	2 689	3	191	514		2%	98%	
DE	SE	6 301	6 496 971	1 031	27	170 456	175 781	5%	64%	31%	
SE	DE	3 649	3 929 402	1 077	16	58 447	62 938	9%	75%	16%	
DE	SI	3 745	5 000 141	1 335	29	107 846	144 008		85%	15%	
SI	DE	4 607	5 074 250	1 102	7	32 151	35 397		73%	27%	
DE	SK	319	346 713	1 087	24	7 743	8 412		100%		
DE	TR	1 208	2 067 254	1 711	26	31 601	49 180		34%	66%	
TR	DE	380	742 900	1 955	20	7 737	15 126			100%	
DK	IT	10 618	15 720 262	1 481	23	243 338	360 217	43%	40%	17%	
IT	DK	11 703	17 317 863	1 480	26	300 267	444 561	43%	37%	20%	
DK	FR	36	32 388	900	10	351	316		61%	39%	
FR	DK	60	55 539	926	27	1 596	1 477		85%	15%	
DK	NO	7	6 475	925	25	177	164			100%	
DK	SE	40	28 419	719	15	574	413	5%	87%	8%	
FR	GR	397	786 288	1 981	23	9 001	17 827		61%	39%	
GR	FR	187	404 988	2 166	8	1 463	3 168		89%	11%	

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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	C*km	km	t/C	t	1000 tkm	7	8	9	10
Column number		1	2	3=2/1	4=5/1	5	6=2*4	7	8	9	10
FR	IT	25 969	24 436 295	941	26	686 867	646 328	1%	16%	83%	
IT	FR	30 661	26 946 321	879	18	563 143	494 924	1%	19%	80%	
FR	NL	51	40 845	801	6	285	228		100%		
NL	FR	120	96 012	800	25	2 985	2 388		97%	3%	
FR	NO	133	159 872	1 202	30	3 991	4 797		100%		
NO	FR	39	46 272	1 202	8	318	382		100%		
FR	PL	135	115 088	853	26	3 481	2 968		99%	1%	
PL	FR	8	6 371	796	8	63	50		100%		
FR	SE	13	15 603	1 200	30	386	463		100%		
SE	FR	5	5 376	1 195	10	43	51		100%		
GR	NL	4	10 000	2 500	4	15	38		86%	14%	
HR	CZ	3	1 569	523	4	11	6		100%		
HR	HU	669	331 485	495	3	2 321	1 150		57%	43%	
HU	HR	1 083	540 797	499	15	16 692	8 335		55%	45%	
HR	SI	644	157 567	245	4	2 492	610		48%	52%	
SI	HR	731	255 850	350	18	13 158	4 605		46%	54%	
HU	IT	5 622	3 541 545	630	4	22 486	14 166		37%	63%	
IT	HU	5 566	3 602 823	647	15	84 036	54 677		37%	63%	
HU	NL	109	168 175	1 550	15	1 620	2 511		7%	93%	
NL	HU	307	475 075	1 550	21	6 488	10 056		47%	53%	
HU	SI	4 161	2 237 865	538	12	50 112	26 989		100%		
SI	HU	5 212	2 808 003	539	15	78 425	42 304		99%	1%	
IT	LU	1 419	1 000 312	705	9	12 863	9 071		90%	10%	
LU	IT	2 813	2 000 337	711	30	83 537	59 414		94%	6%	
IT	NL	37 201	42 045 004	1 130	22	815 959	922 219	5%	38%	58%	
NL	IT	46 700	51 717 975	1 107	25	1 188 728	1 316 459	4%	43%	53%	
IT	PL	21	35 574	1 694	22	460	779			100%	
PL	IT	11	13 750	1 250	28	312	390		100%		
IT	RO	4	6 392	1 598	3	12	19			100%	
IT	RU	24	72 000	3 000	23	551	1 654		100%		
RU	IT	5	15 000	3 000	8	38	114		100%		
IT	SE	7 206	10 491 798	1 456	22	159 605	232 382	7%	81%	12%	
SE	IT	6 560	8 220 611	1 253	24	159 136	198 652	8%	65%	27%	
IT	SI	138	54 360	394	27	3 767	1 484		100%		
SI	IT	183	64 050	350	4	732	256		100%		
LU	ES	20	33 896	1 695	19	387	655			100%	
LU	FR	3	2 500	1 000	18	45	45		100%		
MK	SI	15	15 750	1 050	28	420	441		100%		
SI	MK	23	24 150	1 050	8	184	193		100%		

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Country	Country	C	C*km	km	t/C	t	1000 tkm	7	8	9	10
Column number		1	2	3=2/1	4=5/1	5	6 =2*4	7	8	9	10
NL	PL	3 959	5 004 176	1 264	12	47 508	60 050		61%	39%	
PL	NL	1 573	1 988 272	1 264	12	18 876	23 859		56%	44%	
NL	RU	24	68 544	2 856	26	625	1 785		100%		
RU	NL	32	91 403	2 856	6	194	553		63%	37%	
NL	SI	20	26 325	1 350	21	402	543		5%	95%	
SI	NL	4	5 400	1 350	16	64	86			100%	
PL	GR	10	25 500	2 550	24	244	622		100%		
PL	RU	26	40 170	1 545	29	749	1 157		4%	96%	
RU	PL	13	20 085	1 545	11	146	226		23%	77%	
PL	SI	157	188 400	1 200	24	3 768	4 522		100%		
SI	PL	173	207 600	1 200	4	692	830		100%		
RO	SI	10	14 400	1 440	5	45	65		100%		
SI	RO	29	31 900	1 100	29	841	925		100%		
SI	RS	1 135	794 500	700	20	22 700	15 890		100%		
RS	SI	1 028	719 600	700	5	5 140	3 598		100%		
SI	SK	7 395	5 916 000	800	14	103 530	82 824		100%		
SK	SI	7 647	6 115 400	800	4	30 640	24 454		100%		
SI	TR	760	1 117 200	1 470	30	22 800	33 516		100%		
TR	SI	624	917 280	1 470	13	8 112	11 925		100%		
SK	AT	643	128 600	200	4	2 488	498		93%	7%	
TR	RO	709	602 650	850	21	15 156	12 883			100%	
TOTAL		1 897 358	1 600 513 527	844	23	43 596 593	35 722 336	10%	37%	39%	14%



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UIRR s.c.r.l

International Union of combined
Road-Rail transport companies

Rue Montoyer 31/box 11
B-1000 Brussels

Tel.: +32 2 548 78 90
Fax: +32 2 512 63 93
headoffice.brussels@uirr.com
www.uirr.com