

Evolution of Combined Transport Traffic from 1990 - 2021

| Combined Transport | 1990 | 1995 | 2000 | 2005 |
|-------------------------------|-----------|-----------|-----------|-----------|
| Number of consignments | 1.183.361 | 1.615.364 | 1.967.072 | 2.457.579 |
| swap bodies and containers | 727.275 | 1.078.979 | 1.334.377 | 1.977.630 |
| (craneable) semi-trailers | 241.816 | 224.029 | 172.275 | 164.269 |
| complete trucks (RoLa) | 214.270 | 312.356 | 460.420 | 315.680 |
| Total billion TKM | 18,68 | 24,97 | 35,18 | 38,84 |
| < 300 km | 1% | 2% | 2% | 3% |
| 300 km - 600 km | 35% | 37% | 28% | 11% |
| 600 km - 900 km | 33% | 19% | 43% | 52% |
| > 900 km | 31% | 42% | 27% | 34% |

| Combined Transport | 2006 | 2007 | 2008 | 2009 |
|-------------------------------|-----------|-----------|-----------|-----------|
| Number of consignments | 2.717.751 | 2.952.543 | 2.994.625 | 2.818.349 |
| swap bodies and containers | 2.135.976 | 2.341.690 | 2.318.990 | 2.182.569 |
| (craneable) semi-trailers | 199.800 | 220.970 | 246.690 | 219.800 |
| complete trucks (RoLa) | 381.975 | 389.883 | 428.945 | 415.980 |
| Total billion TKM | 45,39 | 46,07 | 45,97 | 38,90 |
| < 300 km | 3% | 3% | 3% | 4% |
| 300 km - 600 km | 12% | 15% | 17% | 16% |
| 600 km - 900 km | 41% | 41% | 35% | 36% |
| > 900 km | 44% | 41% | 45% | 44% |

| Combined Transport | 2010 | 2011 | 2012 | 2013 |
|-------------------------------|-----------|-----------|-----------|-----------|
| Number of consignments | 3.030.865 | 3.075.808 | 2.529.264 | 2.645.950 |
| swap bodies and containers | 2.281.746 | 2.330.918 | 2.067.488 | 2.134.004 |
| (craneable) semi-trailers | 300.867 | 318.567 | 333.597 | 375.432 |
| complete trucks (RoLa) | 448.252 | 426.323 | 128.179 | 136.514 |
| Total billion TKM | 42,37 | 42,58 | 39,08 | 40,74 |
| < 300 km | 5% | 7% | 3% | 2% |
| 300 km - 600 km | 16% | 12% | 12% | 21% |
| 600 km - 900 km | 42% | 44% | 47% | 39% |
| > 900 km | 37% | 37% | 38% | 38% |

| Combined Transport | 2014 | 2015 | 2016 | 2017 |
|-------------------------------|-----------|-----------|-----------|-----------|
| Number of consignments | 2.819.606 | 2.876.585 | 3.014.344 | 4.085.455 |
| swap bodies and containers | 2.302.831 | 2.348.762 | 2.409.070 | 3.322.172 |
| (craneable) semi-trailers | 362.654 | 382.250 | 470.535 | 446.279 |
| complete trucks (RoLa) | 154.121 | 145.573 | 134.739 | 317.004 |
| Total billion TKM | 52,17 | 54,98 | 58,32 | 75,12 |
| < 300 km | 2% | 1% | 1% | 1% |
| 300 km - 600 km | 17% | 14% | 12% | 11% |
| 600 km - 900 km | 36% | 36% | 34% | 31% |
| > 900 km | 45% | 49% | 53% | 57% |

| Combined Transport | 2018 | 2019 | 2020 | 2021 |
|-------------------------------|-----------|-----------|-----------|-----------|
| Number of consignments | 4.511.573 | 4.511.573 | 4.721.209 | 5.105.822 |
| swap bodies and containers | 3.654.271 | 3.595.611 | 3.654.271 | 4.095.019 |
| (craneable) semi-trailers | 659.742 | 659.742 | 683.282 | 734.910 |
| complete trucks (RoLa) | 256.220 | 256.220 | 220.558 | 275.893 |
| Total billion TKM | 83,54 | 83,54 | 90,34 | 100,23 |
| < 300 km | 2% | 1% | 1% | 1% |
| 300 km - 600 km | 13% | 12% | 13% | 12% |
| 600 km - 900 km | 32% | 39% | 36% | 36% |
| > 900 km | 54% | 48% | 50% | 51% |

UIRR CT Growth Index - Consignments and Tonne-Kilometres

(reference year = 1990 = 100)

| | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 |
|--|--------|--------|--------|-------|--------|--------|
| UIRR CT Growth Index - Consignments | 100,00 | 103,49 | 107,81 | 106,8 | 125,77 | 128,41 |
| UIRR CT Growth Index - TKM | 100,00 | 102,11 | 104,88 | 103,8 | 120,13 | 121,53 |

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|--|--------|--------|--------|-------|--------|--------|
| UIRR CT Growth Index - Consignments | 136,03 | 148,13 | 149,69 | 144,7 | 154,82 | 152,45 |
| UIRR CT Growth Index - TKM | 132,23 | 145,34 | 147,16 | 138,8 | 155,96 | 153,05 |

| | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
|--|--------|--------|--------|--------|--------|--------|
| UIRR CT Growth Index - Consignments | 156,07 | 160,02 | 155,74 | 148,10 | 161,54 | 175,50 |
| UIRR CT Growth Index - TKM | 158,79 | 167,16 | 158,55 | 162,9 | 185,73 | 188,48 |

| | 2008 | 2010 | 2011 | 2012 | 2013 | 2014 |
|--|--------|--------|--------|--------|--------|--------|
| UIRR CT Growth Index - Consignments | 178,00 | 180,64 | 194,28 | 172,10 | 178,71 | 190,44 |
| UIRR CT Growth Index - TKM | 188,09 | 173,98 | 183,61 | 175,9 | 187,67 | 224,96 |

| | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
|--|--------|--------|--------|-------|--------|--------|
| UIRR CT Growth Index - Consignments | 194,28 | 203,59 | 274,56 | 287,4 | 287,92 | 301,30 |
| UIRR CT Growth Index - TKM | 237,06 | 251,50 | 323,00 | 326 | 334,95 | 362,00 |

| | 2021 |
|--|--------|
| UIRR CT Growth Index - Consignments | 325,84 |
| UIRR CT Growth Index - TKM | 402,00 |

General Considerations

A UIRR consignment corresponds to the transport capacity of one full size truck on road (equivalent to 2 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).

Abbreviations

| | |
|-----------------|------------------|
| C | consignments |
| CT | container |
| RoLa | rolling motorway |
| SB | swap-body |
| ST | semi-trailer |
| t | tonnes |
| TEU | twenty-foot |
| equivalent unit | |
| tkm | tonne-kilometre |