



Statistics

2010



International Union of combined Road-Rail transport companies

Members of UIRR



The complete 2010 Annual Report of UIRR Operators can be downloaded from www.uirr.com.

GLOSSARY

Intermodal Transport

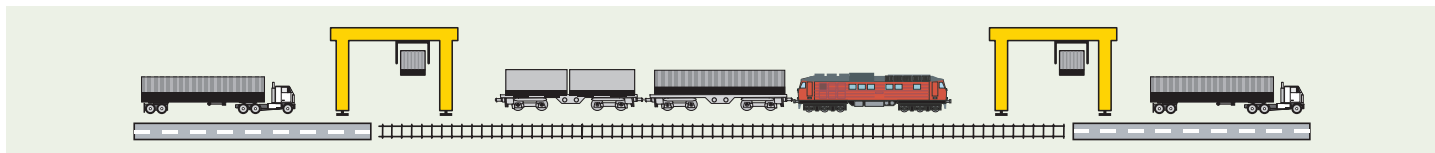
The movement of goods in one and the same loading unit or road vehicle, which uses successively two or more modes of transport without handling of the goods themselves in changing modes.

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.

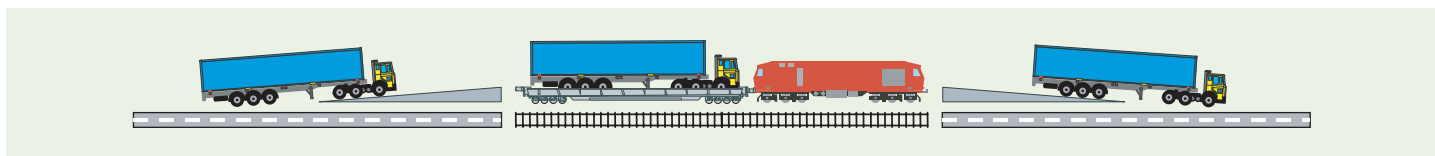
Unaccompanied CT

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



Overview

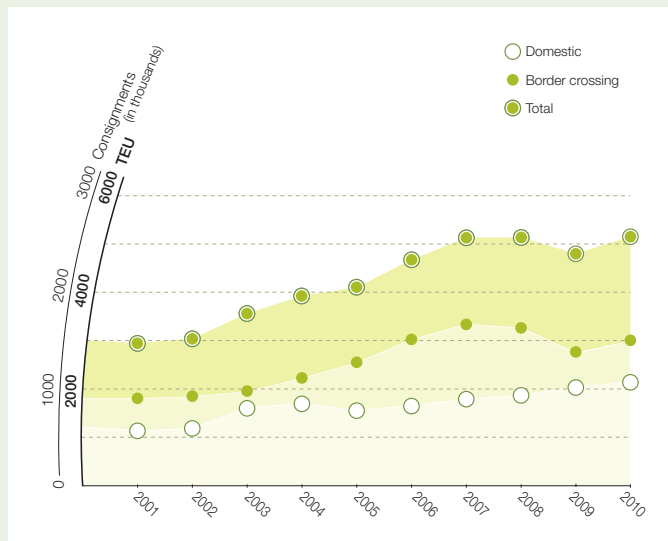
(in UIRR consignments)

	International			Domestic			Total		
	2009	2010	% 10-09	2009	2010	% 10-09	2009	2010	% 10-09
Unaccompanied CT	1 385 659	1 509 152	9%	1 016 710	1 073 461	6%	2 402 369	2 582 613	8%
Accompanied CT	229 276	250 663	9%	186 704	197 589	6%	415 980	448 252	8%
Total CONSIGNMENTS	1 614 935	1 759 815	9%	1 203 414	1 271 050	6%	2 818 349	3 030 865	8%
Total TEU	3 229 870	3 519 629	9%	2 406 828	2 542 100	6%	5 636 698	6 061 729	8%

Market evolution 2001-2010

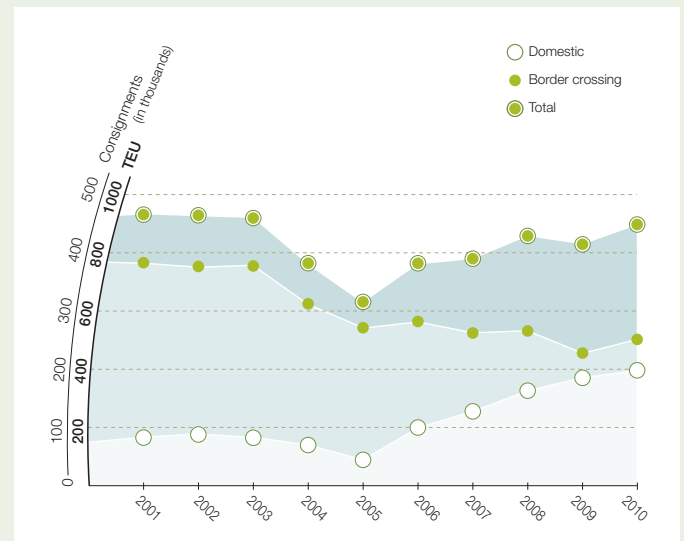
(in consignments/TEU)

Unaccompanied CT 2001-2010
(Swap bodies, Containers, Semi-trailers)



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Accompanied CT 2001-2010
(Rolling Motorway)



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Proportion of CT techniques per UIRR member 2010

BORDER CROSSING TRAFFIC

Techniques	Adria Kombi	Alpe Adria	Bohemiakombi	Cemat	Combiberia
Semi-trailers			2 377 31%	60 672 30%	331 2%
Swap bodies and containers	52 765 77%	15 280 53%	5 228 69%	139 830 70%	19 773 98%
Rolling Motorway	15 919 23%	13 608 47%			
SUM in consignments	68 684 100%	28 888 100%	7 605 100%	200 502 100%	20 104 100%

Techniques	Crokombi	Hungarokombi	Hupac	Hupac NV	ICA
Semi-trailers			52 342 13%	1 048 2%	14 226 11%
Swap bodies and containers	977 100%		353 058 87%	56 504 98%	110 318 89%
Rolling Motorway		15 476 100%			
SUM in consignments	977 100%	15 476 100%	405 400 100%	57 552 100%	124 544 100%

Techniques	IFB	Kombiverkehr	Naviland Cargo	Novatrans	Ökombi
Semi-trailers	12 895 12%	96 002 24%		387 1%	
Swap bodies and containers	93 694 88%	309 644 76%	30 999 100%	30 018 99%	
Rolling Motorway					114 125 100%
SUM in consignments	106 589 100%	405 646 100%	30 999 100%	30 405 100%	114 125 100%

Techniques	Polzug	RAIpin	Rocombi
Semi-trailers			
Swap bodies and containers	50 783 100%		2 100%
Rolling Motorway		91 535 100%	
SUM in consignments	50 783 100%	91 535 100%	2 100%

Techniques	Total UIRR Border crossing
Semi-trailers	240 279 14%
Swap bodies and containers	1 268 873 72%
Rolling Motorway	250 663 14%
SUM in consignments	1 759 815 100%
SUM TEU	3 519 629 100%

Proportion of CT techniques per UIRR member 2010

DOMESTIC TRAFFIC

Techniques	Adria Kombi	Alpe Adria	Cemat	Hupac	ICA
Semi-trailers			93	24 007 38%	
Swap bodies and containers	39 752 100%	12 307 100%	101 248 100%	28 496 44%	46 419 100%
Rolling Motorway				11 185 18%	
SUM in consignments	39 752 100%	12 307 100%	101 341 100%	63 688 100%	46 419 100%

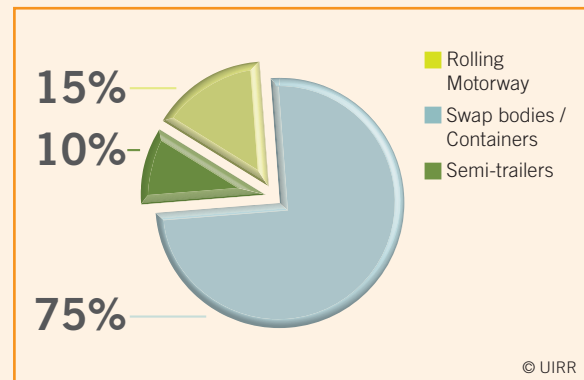
Techniques	IFB	Kombiverkehr	Naviland Cargo	Novatrans	Ökombi
Semi-trailers		35 820 14%		668 1%	
Swap bodies and containers	323 158 100%	221 000 86%	109 177 100%	121 800 99%	
Rolling Motorway					186 404 100%
SUM in consignments	323 158 100%	256 820 100%	109 177 100%	122 468 100%	186 404 100%

Techniques	Polzug	Rocombi
Semi-trailers		
Swap bodies and containers	8 287 100%	1 229 100%
Rolling Motorway		
SUM in consignments	8 287 100%	1 229 100%

Techniques	Total UIRR Domestic
Semi-trailers	60 588 5%
Swap bodies and containers	1 012 873 80%
Rolling Motorway	197 589 15%
SUM in consignments	1 271 050 100%
SUM TEU	2 542 100 100%

BORDER CROSSING + DOMESTIC TRAFFIC

Techniques	Total UIRR Border crossing + Domestic
Semi-trailers	300 867 10%
Swap bodies and containers	2 281 746 75%
Rolling Motorway	448 252 15%
SUM in consignments	3 030 865 100%
SUM TEU	6 061 729 100%



Border crossing traffic per UIRR member company¹ 2006-2010

Company	Number of consignments					
	2006	2007	2008	2009	2010	% 10-09

UNACCOMPANIED TRAFFIC

Adria Kombi	22 080	37 738	38 257	30 469	52 765	73%
Alpe Adria	11 214	18 614	21 299	15 222	15 280	0%
Bohemiakombi	3 643	5 309	6 302	6 401	7 605	19%
Cemat ²	266 493	270 822	259 464	180 534	200 502	11%
Combiberia	29 499	29 167	27 244	23 172	20 104	-13%
Crokombi	1 571	2 814	2 399	1 090	977	-10%
Hupac ²	336 478	387 763	385 278	349 622	405 400	16%
Hupac NV	69 554	71 567	72 533	57 941	57 552	-1%
ICA	154 797	167 946	166 115	135 371	124 544	-8%
IFB ³	98 516	98 786	82 946	114 803	106 589	-7%
Kombi Dan	6 822	7 940	6 972			
Kombiverkehr	375 836	402 148	401 443	355 001	405 646	14%
Naviland Cargo	15 629	18 791	35 355	27 928	30 999	11%
Novatrans	43 714	46 538	35 647	32 396	30 405	-6%
Polzug	76 513	88 569	90 329	55 708	50 783	-9%
Rocombi	15	41	10	3	2	-33%
SUM	1 512 370	1 654 553	1 631 593	1 385 659	1 509 152	9%

ACCOMPANIED TRAFFIC

Adria Kombi	30 964	27 206	24 206	14 933	15 919	7%
Alpe Adria	15 775	15 559	11 432	11 493	13 608	18%
Crokombi	148	27	324			
Hungarokombi	27 275	16 831	18 278	13 216	15 476	17%
Hupac	9 582	8 878	5 584			
Ökombi	117 456	113 412	120 835	97 170	114 125	17%
RApin	80 864	80 342	85 106	92 464	91 535	-1%
SUM	282 064	262 255	265 765	229 276	250 663	9%

Border crossing traffic per UIRR member company¹ 2006-2010

Company	Number of consignments					
	2006	2007	2008	2009	2010	% 10-09
UNACCOMPANIED + ACCOMPANIED						
Adria Kombi	53 044	64 944	62 463	45 402	68 684	51%
Alpe Adria	26 989	34 173	32 731	26 715	28 888	8%
Bohemiakombi	3 643	5 309	6 302	6 401	7 605	19%
Cemat ²	266 493	270 822	259 464	180 534	200 502	11%
Combiberia	29 499	29 167	27 244	23 172	20 104	-13%
Crokombi	1 719	2 841	2 723	1 090	977	-10%
Hungarokombi	27 275	16 831	18 278	13 216	15 476	17%
Hupac ²	346 060	396 641	390 862	349 622	405 400	16%
Hupac NV	69 554	71 567	72 533	57 941	57 552	-1%
ICA	154 797	167 946	166 115	135 371	124 544	-8%
IFB ³	98 516	98 786	82 946	114 803	106 589	-7%
Kombi Dan	6 822	7 940	6 972			
Kombiverkehr	375 836	402 148	401 443	355 001	405 646	14%
Naviland Cargo	15 629	18 791	35 355	27 928	30 999	11%
Novatrans	43 714	46 538	35 647	32 396	30 405	-6%
Ökombi	117 456	113 412	120 835	97 170	114 125	17%
Polzug	76 513	88 569	90 329	55 708	50 783	-9%
RAlpin	80 864	80 342	85 106	92 464	91 535	-1%
Rocombi	15	41	10	3	2	-33%
SUM	1 794 434	1 916 808	1 897 358	1 614 935	1 759 815	9%

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

² The unaccompanied figures of Hupac and Cemat have been modified in 2009 due to a newly adopted repartition key on commercially shared services.

³ 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 company¹ 2006-2010

Company	Country	Number of consignments					
		2006	2007	2008	2009	2010	% 10-09

UNACCOMPANIED TRAFFIC

Adria Kombi	SI	15 876	29 060	37 525	36 040	39 752	10%
Alpe Adria	IT	22 479	21 888	30 701	9 806	12 307	26%
Cemat	IT	173 361	177 228	163 182	91 049	101 341	11%
Hupac	CH, DE, IT	29 235	34 894	43 151	43 585	52 503	20%
ICA	AT	41 639	42 816	40 753	36 136	46 419	28%
IFB ²	BE	12 474	14 586	13 059	315 943	323 158	2%
Kombi Dan	DK	441	1 264	1 036			
Kombiverkehr ³	DE	285 551	306 099	306 397	244 003	256 820	5%
Naviland Cargo	FR	68 838	82 787	113 850	102 908	109 177	6%
Novatrans	FR	153 589	157 699	154 053	123 372	122 468	-1%
Polzug	PL	10 083	13 506	18 081	11 553	8 287	-28%
Rocombi	RO	9 840	11 280	12 300	2 315	1 229	-47%
SUM		823 406	893 106	934 087	1 016 710	1 073 461	6%

ACCOMPANIED TRAFFIC

Hupac	CH	11 737	11 852	10 944	9 998	11 185	12%
Ökombi	AT	88 174	115 776	152 236	176 706	186 404	5%
SUM		99 911	127 628	163 180	186 704	197 589	6%

Domestic traffic per UIRR member company¹ 2006-2010

Company	Country	Number of consignments					
		2006	2007	2008	2009	2010	% 10-09

UNACCOMPANIED + ACCOMPANIED

Adria Kombi	SI	15 876	29 060	37 525	36 040	39 752	10%
Alpe Adria	IT	22 479	21 888	30 701	9 806	12 307	26%
Cemat	IT	173 361	177 228	163 182	91 049	101 341	11%
Hupac	CH, DE, IT	40 972	46 746	54 095	53 583	63 688	19%
ICA	AT	41 639	42 816	40 753	36 136	46 419	28%
IFB ²	BE	12 474	14 586	13 059	315 943	323 158	2%
Kombi Dan	DK	441	1 264	1 036			
Kombiverkehr ³	DE	285 551	306 099	306 397	244 003	256 820	5%
Naviland Cargo	FR	68 838	82 787	113 850	102 908	109 177	6%
Novatrans	FR	153 589	157 699	154 053	123 372	122 468	-1%
Ökombi	AT	88 174	115 776	152 236	176 706	186 404	5%
Polzug	PL	10 083	13 506	18 081	11 553	8 287	-28%
Rocombi	RO	9 840	11 280	12 300	2 315	1 229	-47%
SUM		923 317	1 020 734	1 097 267	1 203 414	1 271 050	6%

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

² 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.

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

UIRR traffic volume and performances 2009/2010

Company	Domestic						Border crossing					
	Gross tonnes			Tonne-kilometres			Gross tonnes			Tonne-kilometres		
	t			1000 tkm			t			1000 tkm		
	2009	2010	% 10-09	2009	2010	% 10-09	2009	2010	% 10-09	2009	2010	% 10-09
Adria Kombi	468 520	516 776	10%	117 130	129 194	10%	910 408	1 154 717	27%	507 868	696 453	37%
Alpe Adria	153 466	221 526	44%	41 314	56 195	36%	575 194	647 574	13%	246 522	269 849	9%
Bohemiakombi							97 074	133 009	37%	89 907	120 773	34%
Cemat ¹	1 602 761	1 896 110	18%	1 483 774	1 560 952	5%	3 937 207	4 484 161	14%	3 499 213	4 061 635	16%
Combiberia							379 680	361 632	-5%	552 050	513 364	-7%
Crokombi							7 895	5 832	-26%	3 039	2 177	-28%
Hungarokombi							383 264	448 804	17%	251 421	290 825	16%
Hupac ¹	1 259 857	1 521 169	21%	444 615	529 202	19%	7 283 375	8 844 368	21%	6 349 231	7 794 319	23%
Hupac NV							1 358 506	1 333 361	-2%	1 278 001	1 237 912	-3%
ICA	372 201	584 879	57%	22 332	35 093	57%	2 399 621	2 385 312	-1%	2 250 212	2 171 775	-3%
IFB ²	5 033 706	5 138 212	2%	522 591	588 938	13%	2 629 459	2 347 982	-11%	2 831 816	2 441 791	-14%
Kombiverkehr	5 190 402	5 636 053	9%	2 699 106	2 875 714	7%	9 048 379	10 198 801	13%	8 460 093	9 368 238	11%
Naviland Cargo	1 487 284	1 615 820	9%	825 443	896 780	9%	433 385	457 447	6%	314 882	329 759	5%
Novatrans	2 173 138	2 020 867	-7%	1 610 559	1 752 092	9%	794 136	706 591	-11%	780 251	708 237	-9%
Ökombi	6 447 497	6 852 965	6%	642 233	684 400	7%	3 322 945	3 934 887	18%	1 210 565	1 441 093	19%
Polzug	46 212	33 148	-28%	18 023	12 928	-28%	562 394	525 077	-7%	570 811	529 024	-7%
RAlpin							3 042 091	3 046 037	0%	1 259 426	1 261 059	0%
Rocombi	32 469	15 646	-52%	16 235	7 119	-56%	12	24	100%	10	6	-43%
TOTAL	24 267 513	26 053 172	7%	8 443 354	9 128 605	8%	37 165 025	41 015 616	10%	30 455 319	33 238 289	9%

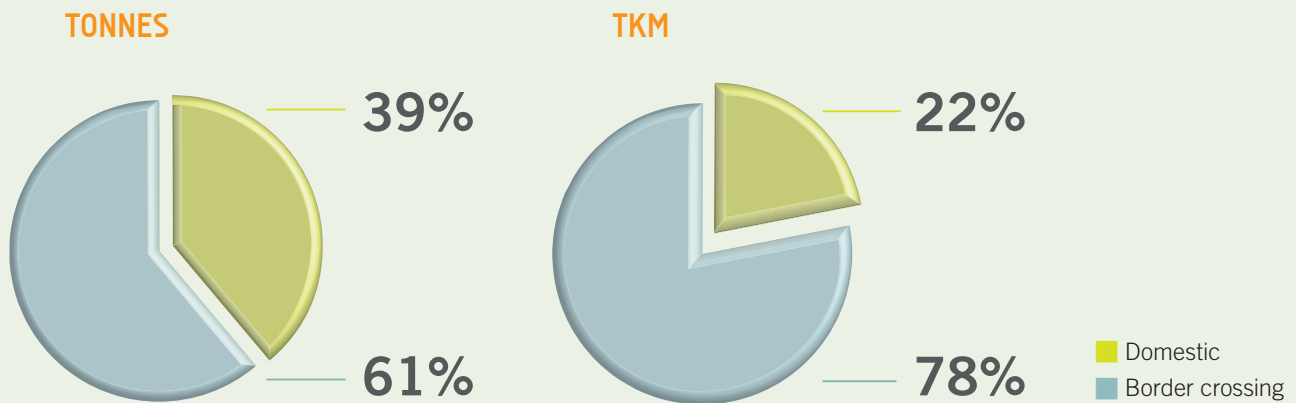
¹ The Hupac and Cemat cross-border figures have been modified in 2009 due to a newly adopted repartition key on commercially shared services.

² IFB joined the UIRR in 2009 as active member. The 2009 data also include TRW's activities, which have been taken over by IFB during the year.

UIRR traffic volume and performances 2009/2010

RELATIVE SHARE OF THE REPARTITION OF THE TRAFFIC PERFORMANCES

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UIRR Country matrix 2010 (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	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	BE	341	327 900	962	20	6 965	6 871		11%	89%	
BE	AT	426	387 390	909	27	11 311	10 297		1%	99%	
AT	BG	2	3 196	1 598	6	12	19				100%
BG	AT	4	6 392	1 598	15	60	97				100%
AT	CZ	869	217 250	250	20	17 380	4 345		5%	95%	
CZ	AT	565	214 207	379	7	3 802	1 653		26%	74%	
AT	DE	55 132	55 117 174	1 000	20	1 122 858	1 122 510	25%	13%	62%	
DE	AT	52 201	48 509 935	929	23	1 181 383	1 093 000	27%	28%	45%	
AT	ES	293	644 600	2 200	21	6 153	13 537		16%	84%	
AT	FR	23	26 450	1 150	14	322	370		38%	62%	
AT	GR	7 661	12 257 600	1 600	18	137 898	220 637	17%		83%	
GR	AT	7 383	11 812 800	1 600	19	138 362	221 379	17%	1%	82%	
AT	HU	16 258	10 152 690	624	29	471 207	298 468	2%	2%	2%	94%
HU	AT	18 185	10 976 598	604	26	481 085	302 123		6%	9%	85%
AT	IT	47 260	13 522 859	286	31	1 457 519	416 406		4%	21%	75%
IT	AT	43 454	12 983 497	299	31	1 367 069	397 022		7%	10%	83%
AT	NL	9 529	8 576 100	900	21	200 109	180 098		10%	90%	
NL	AT	8 838	7 954 200	900	18	154 887	139 398		9%	91%	
AT	NO	32	60 800	1 900	26	832	1 581			100%	
AT	PL	10	9 500	950	14	140	133		58%	42%	
AT	SE	94	159 800	1 700	24	2 256	3 835		4%	96%	
AT	SI	23 007	7 954 368	346	29	675 511	233 375		1%	28%	71%
SI	AT	19 322	6 265 966	324	32	613 506	205 267		16%	2%	82%

UIRR Country matrix 2010

(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	SK	24	4 800	200	24	576	115		6%	94%	
SK	AT	1 823	364 600	200	7	11 998	2 400		43%	57%	
BA	SI	5	1 795	359	3	15	5		100%		
SI	BA	8	2 872	359	21	168	60		100%		
BE	CH	16 293	10 677 558	655	23	370 056	242 515		61%	39%	
CH	BE	18 081	10 884 886	602	14	256 325	154 309		49%	51%	
BE	DE	8 215	5 601 221	682	25	203 642	140 725	16%	45%	39%	
DE	BE	9 212	6 276 458	681	22	199 068	133 151	14%	44%	42%	
BE	ES	8 554	10 586 392	1 238	24	205 538	253 553		18%	82%	
ES	BE	6 550	8 215 683	1 254	13	82 528	104 747		35%	65%	
BE	FR	36 973	31 913 557	863	20	741 528	682 119		51%	49%	
FR	BE	25 387	23 713 032	934	15	385 300	362 354		42%	58%	
BE	HU	2	2 152	1 076	24	47	51		100%		
HU	BE	8	8 297	1 106	3	23	25		100%		
BE	IT	92 000	98 938 146	1 075	26	2 427 144	2 613 068	11%	27%	62%	
IT	BE	85 423	90 122 716	1 055	19	1 645 637	1 736 441	12%	20%	68%	
BE	LU	1 127	358 553	318	13	14 646	4 660		21%	79%	
LU	BE	713	229 263	322	9	6 623	2 130		45%	55%	
BE	PL	5 027	6 941 597	1 381	28	140 480	194 003		47%	53%	
PL	BE	3 127	4 055 719	1 297	11	34 298	44 485		37%	63%	
BE	RO	5 783	8 888 296	1 537	22	127 312	195 675	4%	2%	94%	
RO	BE	4 257	6 537 119	1 536	13	55 462	85 179	6%	14%	80%	
BE	RU	792	1 896 048	2 394	28	22 334	53 469		100%		
RU	BE	453	868 052	1 916	7	3 270	6 265		99%	1%	
BE	TR	11	28 400	2 582	24	264	680		100%		
TR	BE	13	32 852	2 628	5	62	162		92%	8%	
BG	SI	4	5 064	1 266	4	16	20		100%		
SI	BG	5	5 825	1 165	28	140	163		100%		
CH	DE	28 070	18 227 270	649	16	457 418	305 620	24%	57%	19%	
DE	CH	37 362	24 225 524	648	25	943 550	609 150	17%	60%	23%	
CH	DK	4	4 694	1 341	29	101	136	29%	71%		
DK	CH	2	2 012	1 341	13	20	27		100%		
CH	ES	93	110 630	1 196	25	2 285	2 732		100%		
CH	FR	109	123 918	1 137	29	3 213	3 653		100%		
CH	IT	1 726	498 407	289	18	30 645	8 849		62%	38%	
IT	CH	4 949	1 530 294	309	19	96 057	29 061		56%	44%	
CH	NO	227	295 047	1 303	27	6 170	8 037	94%	6%		
NO	CH	380	494 393	1 301	21	8 008	10 419	64%	34%	2%	

UIRR Country matrix 2010

(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
CH	SE	346	420 680	1 216	25	8 820	10 724	83%	17%		
SE	CH	103	156 771	1 529	25	2 588	3 958	28%	72%		
CZ	DE	7 214	6 643 361	921	18	127 540	117 461	33%	46%	21%	
DE	CZ	8 322	7 877 582	947	22	186 295	176 360	29%	49%	22%	
CZ	PL	112	81 395	730	25	2 817	2 056		10%	90%	
DE	BA	7	7 144	1 099	23	147	162		69%	31%	
DE	DK	1 499	1 552 571	1 036	25	37 889	39 243	23%	32%	45%	
DK	DE	1 912	1 763 412	922	9	16 507	15 224	3%	29%	68%	
DE	ES	14 464	21 327 385	1 475	26	381 976	563 249	2%	68%	30%	
ES	DE	14 132	20 445 447	1 447	20	284 701	411 906	2%	69%	29%	
DE	FI	183	179 458	981	27	4 882	4 788	2%	94%	4%	
FI	DE	46	44 525	979	8	346	339		85%	15%	
DE	FR	6 253	6 502 755	1 040	24	151 897	157 976	5%	68%	27%	
FR	DE	5 967	7 394 509	1 239	17	99 996	123 105	6%	70%	24%	
DE	GR	267	506 630	1 897	26	6 994	13 272		94%	6%	
GR	DE	168	213 448	1 274	11	1 805	2 300		83%	17%	
DE	HR	62	79 947	1 289	24	1 495	1 928		15%	85%	
DE	HU	5 239	5 287 496	1 009	25	133 259	133 250	37%	33%	30%	
HU	DE	5 975	5 799 454	971	16	98 571	91 256	31%	24%	45%	
DE	IT	288 765	219 359 951	760	29	8 309 912	6 234 411	24%	34%	22%	20%
IT	DE	302 247	213 651 222	707	24	7 338 332	5 053 422	25%	31%	25%	19%
DE	NL	43 154	31 538 948	731	21	914 406	641 244		43%	57%	
NL	DE	41 891	29 009 680	693	18	745 674	501 648		42%	58%	
DE	NO	2 399	2 657 013	1 108	27	65 250	72 282	12%	65%	23%	
NO	DE	1 573	1 760 727	1 120	22	33 972	38 038	15%	68%	17%	
DE	PL	42 968	41 295 535	961	14	593 291	557 878		38%	62%	
PL	DE	22 431	20 382 352	909	10	222 330	195 848		42%	58%	
DE	PT	431	991 111	2 300	28	12 039	27 683		78%	22%	
PT	DE	244	592 458	2 428	8	1 896	4 605		86%	14%	
DE	RO	376	487 296	1 296	27	10 116	13 111	57%	33%	10%	
RO	DE	307	388 969	1 267	22	6 678	8 461	68%	31%	1%	
DE	RS	21	25 262	1 203	16	327	393		38%	62%	
RS	DE	5	5 997	1 199	21	105	126		100%		
DE	RU	225	581 455	2 590	27	6 064	15 705		74%	26%	
RU	DE	187	394 794	2 111	7	1 332	2 813		68%	32%	
DE	SE	5 260	5 633 259	1 071	27	140 416	150 394	1%	88%	11%	
SE	DE	2 895	3 155 864	1 090	18	51 204	55 817	2%	85%	13%	

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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	SI	4 462	5 427 465	1 216	29	131 622	160 041	5%	82%	13%	
SI	DE	7 198	7 879 055	1 095	6	43 188	47 274		100%		
DE	SK	545	655 868	1 205	19	10 586	12 772		49%	51%	
DE	TR	2 677	2 941 474	1 099	29	76 292	83 845		79%	21%	
TR	DE	1 401	1 539 699	1 099	12	16 136	17 734		73%	27%	
DK	IT	9 718	12 543 908	1 291	25	247 069	318 930	57%	25%	18%	
IT	DK	11 757	17 392 083	1 479	26	307 047	454 512	55%	20%	25%	
ES	FR	1 304	705 464	541	6	7 563	4 092		50%	50%	
FR	ES	950	513 950	541	10	9 880	5 345		50%	50%	
ES	IT	930	207 170	223	24	22 630	5 044		44%	56%	
IT	ES	819	720 207	879	21	16 902	14 864		47%	53%	
FR	IT	18 344	17 322 380	944	28	519 739	489 591		12%	88%	
IT	FR	22 708	19 821 237	873	19	424 443	372 654		16%	84%	
HR	AT	23	12 914	561	13	293	159		4%	96%	
HR	HU	584	337 661	578	4	2 343	1 354		10%	90%	
HR	SI	371	67 450	182	8	3 004	546		100%		
SI	HR	308	48 048	156	21	6 468	1 009		100%		
HR	SK	10	6 070	607	25	254	154			100%	
HU	IT	1 522	1 039 526	683	9	13 698	9 356		30%	70%	
IT	HU	1 675	1 172 346	700	10	17 317	12 390		39%	61%	
HU	NL	41	61 500	1 500	12	478	717		1%	99%	
NL	HU	267	400 500	1 500	22	5 864	8 796		40%	60%	
HU	SI	3 340	2 285 946	684	16	53 470	36 598		99%	1%	
SI	HU	5 052	3 495 840	692	13	67 242	46 620		97%	3%	
HU	SK	7	2 800	400	18	127	51			100%	
IT	LU	1 604	1 132 071	706	7	10 737	7 580		97%	3%	
LU	IT	2 590	1 826 777	705	31	80 478	56 774		99%	1%	
IT	NL	30 966	34 648 718	1 119	22	677 734	759 247	5%	36%	59%	
NL	IT	34 574	39 599 328	1 145	26	889 861	1 019 203	3%	36%	61%	
IT	PL	705	436 874	620	27	19 052	11 791		75%	25%	
PL	IT	207	125 055	604	23	4 816	2 909		72%	28%	
IT	RU	67	59 527	895	21	1 429	1 279		71%	29%	
RU	IT	1	1 924	1 924	7	7	13		100%		
IT	SE	7 215	10 569 243	1 465	23	164 652	241 215	3%	69%	28%	
SE	IT	7 657	11 216 312	1 465	26	201 298	294 867	14%	63%	23%	
IT	SI	1	415	415	32	32	13		100%		
NL	PL	818	1 033 952	1 264	14	11 452	14 475		52%	48%	
PL	NL	700	884 800	1 264	5	3 500	4 424		65%	35%	

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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	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	RO	703	1 200 021	1 707	28	20 034	34 199		100%		
RO	NL	324	546 588	1 687	8	2 612	4 407		100%		
NL	RU	24	58 968	2 457	31	739	1 816		100%		
RU	NL	56	118 711	2 120	7	405	859		91%	9%	
NL	SI	8	10 800	1 350	19	151	204			100%	
PL	RU	179	263 667	1 473	29	5 114	7 532		100%		
RU	PL	62	74 152	1 196	7	452	540		100%		
PL	SI	142	173 808	1 224	24	3 408	4 171		100%		
SI	PL	133	162 792	1 224	4	532	651		100%		
RO	HU	2	480	240	12	24	6			100%	
RS	SI	344	230 136	669	6	2 064	1 381		100%		
SI	RS	366	204 594	559	19	6 954	3 887		100%		
SI	CZ	652	560 720	860	18	11 736	10 093		100%		
SI	MK	4	3 844	961	13	52	50		100%		
SI	SK	16 208	12 852 944	793	13	210 704	167 088		100%		
SK	SI	10 738	8 719 256	812	5	53 690	43 596		100%		
SI	TR	2 651	3 631 870	1 370	28	74 228	101 692		100%		
TR	SI	2 793	4 686 654	1 678	7	19 551	32 807		100%		
TOTAL		1 759 815	1 470 645 837	836	23	41 015 616	33 238 289	14%	34%	38%	14%



Your Partners in Combined Transport

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