



Statistics 2004

International Union of combined Road-Rail transport companies

UIRR



GLOSSARY

Intermodal Transport

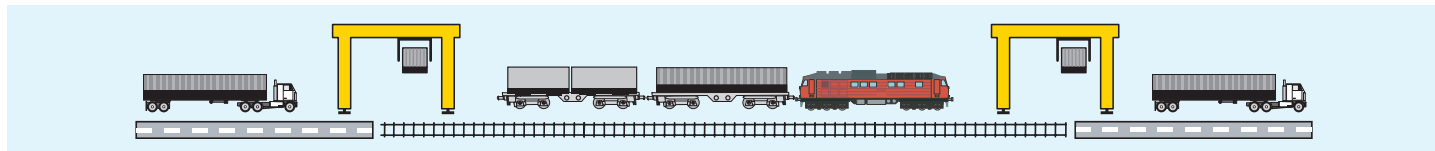
The movement of goods in one and the same loading unit or road vehicle, which uses successively two or more modes of transport without handling of the goods themselves in changing modes.

Combined Transport road-rail

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

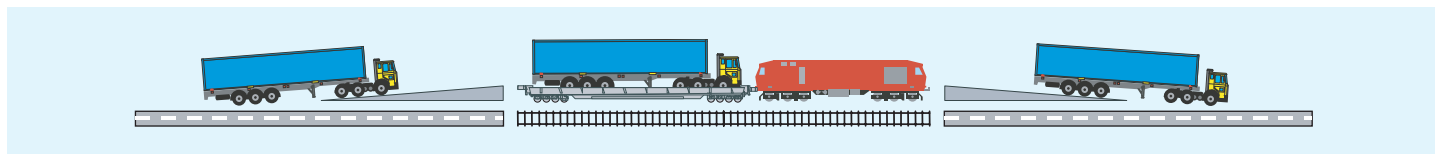
Unaccompanied CT

Transport of a road vehicle, container, swap body or trailer, not accompanied by the driver.



Accompanied transport (Rolling Motorway)

Transport of a complete road vehicle on train, accompanied by the driver.



GENERAL CONSIDERATIONS

A UIRR consignment corresponds to the transport capacity of one lorry on the road (equivalent to 2.3 TEU), meaning :

- one semi-trailer;
- two swap bodies less than 8.30 m and under 16t;
- one swap body more than 8.30 m and 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

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

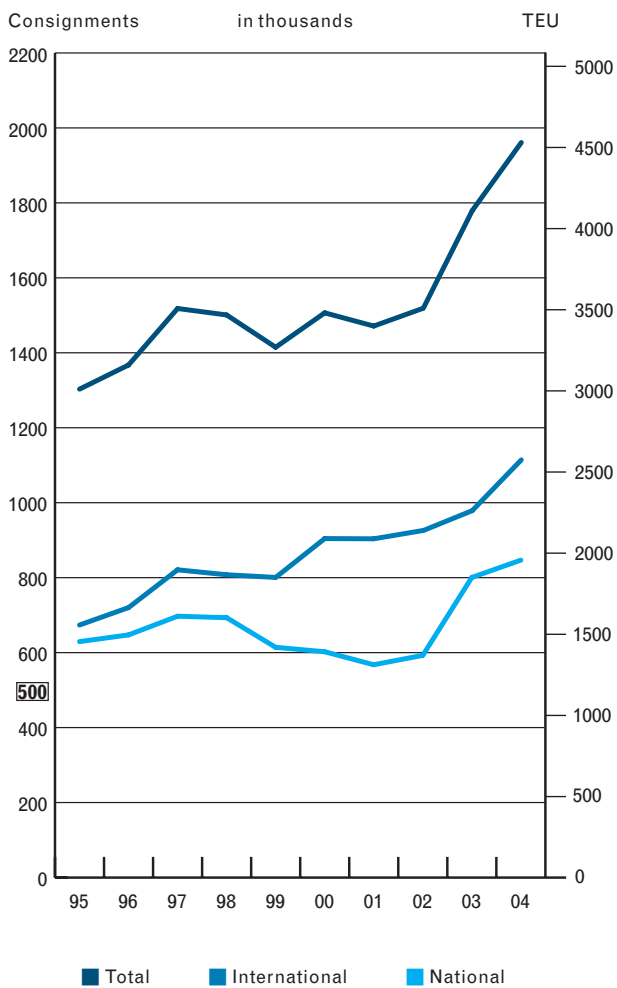


Overview¹

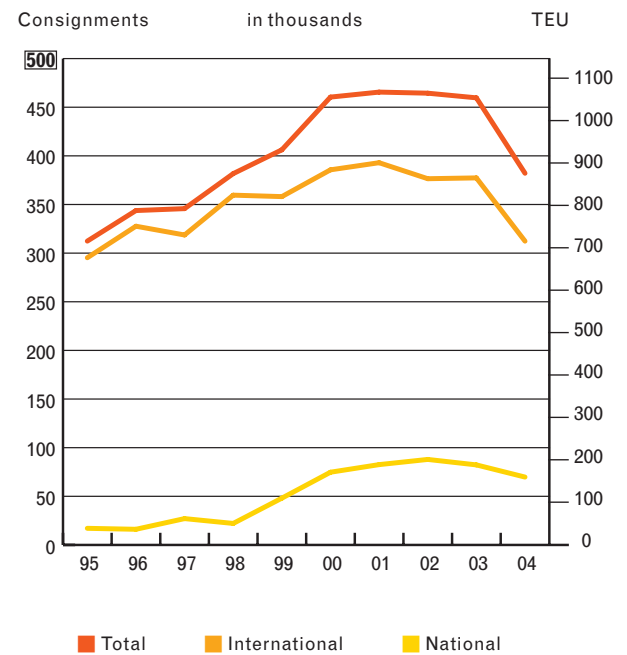
(in consignments/TEU)

	International			National			Total		
	2003	2004	% 04-03	2003	2004	% 04-03	2003	2004	% 04-03
Unaccompanied	978 915	1 114 364	+14%	800 612	846 775	+6%	1 779 527	1 961 139	+10%
Accompanied	377 348	312 329	-17%	82 308	69 786	-15%	459 656	382 115	-17%
Total CONSIGNMENTS	1 356 263	1 426 693	+5%	882 920	916 561	+4%	2 239 183	2 343 254	+5%
Total TEU	3 119 405	3 281 394	+5%	2 030 716	2 108 090	+4%	5 150 121	5 389 484	+5%

Unaccompanied Transport 1995-2004
(Swap bodies, Containers, Semi-trailers)



Accompanied Transport 1995-2004
(Rolling Motorway)



¹ The CNC figures have been incorporated since 2003. The data of the new members Alpe Adria, Conliner and Ralpin are included in these statistics since 2004.

Proportion of CT techniques per UIRR member

INTERNATIONAL TRAFFIC

Techniques	Adria-Kombi	Alpe Adria	Bohemiakombi	Cemat	CNC
Semi-trailers				40 636 18%	
Swap bodies and containers	14 363 36%	21 548 100%	1 080 7%	176 129 77%	27 832 100%
Rolling Motorway	25 882 64%		13 333 93%	10 726 5%	
SUM in consignments	40 245 100%	21 548 100%	14 413 100%	227 491 100%	27 832 100%

Techniques	Combiberia	Conliner	Crokombi	Hungarokombi	Hupac
Semi-trailers	588 3%			135	22 135 9%
Swap bodies and containers	16 263 97%	56 028 100%	3 520 100%	10 542 21%	212 343 85%
Rolling Motorway				39 891 79%	14 214 6%
SUM in consignments	16 851 100%	56 028 100%	3 520 100%	50 568 100%	248 692 100%

Techniques	Hupac NV	Kombi Dan	Kombiverkehr	Novatrans	Ökombi
Semi-trailers	2 771 6%	622 11%	52 632 14%	2 986 7%	236
Swap bodies and containers	45 128 94%	4 946 89%	278 170 75%	38 747 93%	25 225 20%
Rolling Motorway			41 488 11%		102 080 80%
SUM in consignments	47 899 100%	5 568 100%	372 290 100%	41 733 100%	127 541 100%

Techniques	Ralpin	TRW
Semi-trailers		4 213 7%
Swap bodies and containers		55 549 93%
Rolling Motorway	64 715 100%	
SUM in consignments	64 715 100%	59 762 100%

Techniques	Total UIRR
Semi-trailers	126 954 9%
Swap bodies and containers	987 410 69%
Rolling Motorway	312 329 22%
SUM in consignments	1 426 693 100%
SUM TEU	3 281 394 100%

Proportion of CT techniques per UIRR member

NATIONAL TRAFFIC

Techniques

Semi-trailers

Swap bodies
and containers

Rolling Motorway

SUM
in consignments

Adria-Kombi
11 927 100%
11 927 100%

Alpe Adria

21 743 100%

21 743 100%

Cemat

2 012 1%

174 816 99%

176 828 100%

CNC

177 130 100%

177 130 100%

Hupac

5 168 23%

6 421 28%

10 939 49%

22 528 100%

Techniques

Semi-trailers

Swap bodies
and containers

Rolling Motorway

SUM
in consignments

Kombi Dan
19 1%
1 881 99%
1 900 100%

Kombiverkehr

16 461 8%

188 936 92%

205 397 100%

Novatrans

4 226 3%

148 665 97%

152 891 100%

Ökombi

100

70 239 54%

58 847 46%

129 186 100%

Rocombi

12 025 100%

12 025 100%

Techniques

Semi-trailers

Swap bodies
and containers

Rolling Motorway

SUM
in consignments

TRW
20
4 987 100%
5 007 100%

Techniques

Semi-trailers

Swap bodies
and containers

Rolling Motorway

SUM
in consignments

SUM TEU

Total UIRR

28 006 3%

818 769 89%

69 786 8%

916 561 100%

2 108 090 100%

INTERNATIONAL + NATIONAL TRAFFIC

Techniques

Semi-trailers

Swap bodies
and containers

Rolling Motorway

SUM
in consignments

SUM TEU

Total UIRR

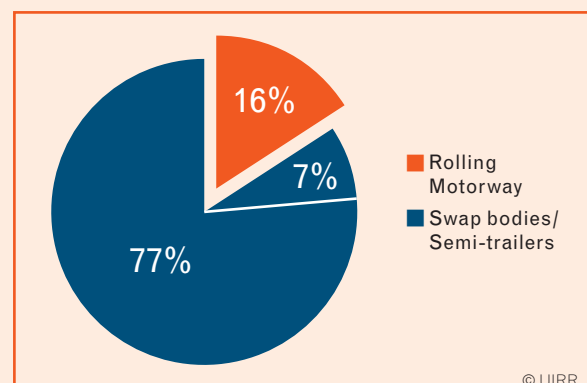
154 960 7%

1 806 179 77%

382 115 16%

2 343 254 100%

5 389 484 100%



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International traffic per member company¹ 2000-2004

Company	Number of consignments					
	2000	2001	2002	2003	2004	% '04/03
UNACCOMPANIED TRAFFIC						
Adria Kombi	7 193	6 851	9 137	8 917	14 363	61%
Alpe Adria					21 548	-
Bohemiakombi	9 423	6 328	1 749	1 337	1 080	-19%
BTZ	17 757	18 088	12 546			
Cemat	149 395	156 420	163 428	206 459	216 765	5%
CNC ²				29 502	27 832	-6%
Combiberia	13 142	11 669	12 779	13 714	16 851	23%
Conliner					56 028	-
Crokombi	2 005	1 844	1 376	2 005	3 520	76%
C.T.L.	26 417	14 073	5 482			
Hungarokombi	10 229	11 119	11 589	10 813	10 677	-1%
Hupac	189 196	197 431	201 450	204 953	234 478	14%
Hupac NV	26 375	31 760	34 115	36 926	47 899	30%
Kombi Dan	5 424	6 212	6 479	5 543	5 568	1%
Kombiverkehr	261 890	259 309	284 977	313 888	330 802	5%
Novatrans ³	77 274	72 765	74 659	44 210	41 733	-6%
Ökombi	32 491	36 208	37 141	37 935	25 461	-33%
Polkombi	10 572	4 570	372			
Rokombi	315	217	102	4	0	-100%
Swe-Kombi	7 493	8 065	3 759			
T.R.W.	57 747	60 780	64 601	62 711	59 762	-5%
SUM	904 338	903 709	925 741	978 915	1 114 364	14%

ACCOMPANIED TRAFFIC

Adria Kombi	12 636	13 937	22 774	25 430	25 882	2%
Bohemiakombi	49 594	41 163	34 059	45 093	13 333	-70%
Cemat	0	3 034	13 062	12 918	10 726	-17%
Hungarokombi	51 551	55 477	54 517	51 973	39 891	-23%
Hupac	41 864	26 086	14 982	12 266	14 214	16%
Kombiverkehr	112 945	113 484	93 145	98 108	41 488	-58%
Ökombi	116 278	129 783	143 973	131 560	102 080	-22%
Polkombi	775	0	0			
Ralpin ⁴					64 715	-
SUM	385 643	382 964	376 512	377 348	312 329	-17%

International traffic per member company¹ 2000-2004

Company	Number of consignments					
	2000	2001	2002	2003	2004	% '04/03
UNACCOMPANIED + ACCOMPANIED						
Adria Kombi	19 829	20 788	31 911	34 347	40 245	17%
Alpe Adria					21 548	-
Bohemiakombi	59 017	47 491	35 808	46 430	14 413	-69%
BTZ	17 757	18 088	12 546			
Cemat	149 395	159 454	176 490	219 377	227 491	4%
CNC ²				29 502	27 832	-6%
Combiberia	13 142	11 669	12 779	13 714	16 851	23%
Conliner					56 028	
Crokombi	2 005	1 844	1 376	2 005	3 520	76%
C.T.L.	26 417	14 073	5 482			
Hungarokombi	61 780	66 596	66 106	62 786	50 568	-20%
Hupac	231 060	223 517	216 432	217 219	248 692	15%
Hupac NV	26 375	31 760	34 115	36 926	47 899	30%
Kombi Dan	5 424	6 212	6 479	5 543	5 568	1%
Kombiverkehr	374 835	372 793	378 122	411 996	372 290	-10%
Novatrans ³	77 274	72 765	74 659	44 210	41 733	-6%
Ökombi	148 769	165 991	181 114	169 495	127 541	-25%
Polkombi	11 347	4 570	372			
Ralpin ⁴					64 715	-
Rocombi	315	217	102	4	0	-100%
Swe-Kombi	7 493	8 065	3 759			
T.R.W.	57 747	60 780	64 601	62 711	59 762	-5%
SUM	1 289 981	1 286 673	1 302 253	1 356 263	1 426 693	5%

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 the CNC consignments has been modified in 2004. The figures published in 2003 have thus been adapted on the basis of 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.

⁴ From 2001, the figures do not include the RoMo traffic of the company Ralpin AG, which became an active member of the UIRR in 2004. It has recorded an increase of 15% compared to 2003.

National traffic per member company¹ 2000-2004

Company	Country	Number of consignments					
		2000	2001	2002	2003	2004	% '04/03

UNACCOMPANIED TRAFFIC

Adria Kombi	SLO	2 650	4 571	6 540	7 914	11 927	51%
Alpe Adria	I					21 743	-
Cemat	I	194 327	162 441	161 506	171 507	176 828	3%
CNC	F				199 582	177 130	-11%
Crokombi	HR	8					
Hupac	CH, D, I	4 486	3 487	6 814	8 464	11 589	37%
Kombi Dan	DK	1 415	1 648	2 416	2 216	1 900	-14%
Kombiverkehr ²	D	163 290	161 157	155 165	171 096	205 397	20%
Novatrans	F, I	176 145	166 285	169 013	152 090	152 891	1%
Ökombi	A	54 077	60 438	78 083	72 301	70 339	-3%
Polkombi	PL	588	993	341			
Rocombi	RO	392	1 620	9 900	11 164	12 025	8%
Swe-Kombi	S	3 589	3 655				
T.R.W.	B	1 347	1 347	2 953	4 278	5 007	17%
SUM		602 314	567 642	592 731	800 612	846 775	6%

ACCOMPANIED TRAFFIC

Hupac	CH	11 708	10 951	10 852	8 629	10 939	27%
Ökombi	A	63 069	71 638	77 070	73 679	58 847	-20%
SUM		74 777	82 589	87 922	82 308	69 786	-15%

National traffic per member company¹ 2000-2004

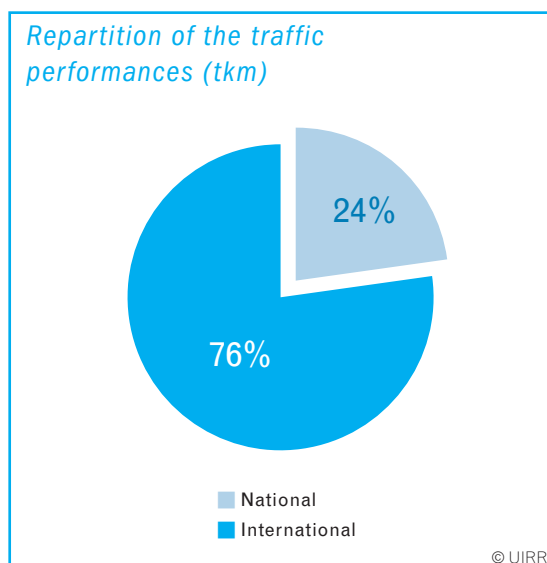
Company	Country	Number of consignments					
		2000	2001	2002	2003	2004	% '04/03
UNACCOMPANIED + ACCOMPANIED							
Adria Kombi	SLO	2 650	4 571	6 540	7 914	11 927	51%
Alpe Adria	I					21 743	-
Cemat	I	194 327	162 441	161 506	171 507	176 828	3%
CNC	F				199 582	177 130	-11%
Crokombi	HR	8					
Hupac	CH, D, I	16 194	14 438	17 666	17 093	22 528	32%
Kombi Dan	DK	1 415	1 648	2 416	2 216	1 900	-14%
Kombiverkehr ²	D	163 290	161 157	155 165	171 096	205 397	20%
Novatrans	F, I	176 145	166 285	169 013	152 090	152 891	1%
Ökombi	A	117 146	132 076	155 153	145 980	129 186	-12%
Polkombi	PL	588	993	341			
Rocombi	RO	392	1 620	9 900	11 164	12 025	8%
Swe-Kombi	S	3 589	3 655				
T.R.W.	B	1 347	1 347	2 953	4 278	5 007	17%
SUM		677 091	650 231	680 653	882 920	916 561	4%

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

² Kombiverkehr without traffic of Basel (carried out by Railion, but cross-bording)

Traffic volume and performances 2004

Company	Country	National		International	
		Gross tons	Tonne-kilometres	Gross tons	Tonne-kilometres
		t	1000 tkm	t	1000 tkm
Adria-Kombi, Ljubljana	SLO	143 124	22 757	910 760	358 602
Alpe Adria, Trieste	I	344 649	98 280	433 798	97 481
Bohemiakombi, Prague	CZ			233 140	47 526
Cemat, Milano	I	3 588 678	2 906 257	5 117 306	4 066 013
CNC, Vincennes	F	4 275 469		780 372	820 374
Combiberia, Madrid	E			250 909	369 532
Conliner, Rotterdam	NL			1 026 911	714 546
Crokombi, Zagreb	HR			39 341	21 875
Hungarokombi, Budapest	H			1 352 916	829 200
Hupac, Chiasso	CH	585 120	191 149	5 127 835	3 683 959
Hupac, Rotterdam	NL			1 127 909	1 357 115
Kombi Dan, Padborg	DK	14 876	4 634	136 309	177 529
Kombiverkehr, Frankfurt	D	4 295 957	2 238 194	9 778 064	8 261 956
Novatrans, Paris	F	2 530 067	1 836 459	1 055 138	1 013 152
Ökombi, Wien	A	3 247 544	919 792	3 518 083	1 594 773
Ralpin, Bern	CH			2 205 340	954 912
Rocombi, Bukaresti	RO	192 400	109 971		
T.R.W., Bruxelles	B	38 299	10 455	1 621 192	1 804 662
TOTAL		19 256 182	8 337 946	34 720 322	26 172 969



International relations 2004 (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
A	B	637	731 706	1 149	17	10 501	12 062		57%	44%	
B	A	11 597	13 206 206	1 139	12	137 054	156 079		4%	96%	
A	CH	521	363 397	698	19	9 887	6 896		51%	49%	
CH	A	686	489 459	714	20	13 545	9 664		74%	26%	
A	CZ	1	207	414	15	8	3		100%		
CZ	A	55	16 459	302	4	223	68		100%		
A	D	51 197	22 459 377	439	24	1 247 300	547 172	1%	22%	17%	60%
D	A	54 509	33 263 138	610	30	1 618 517	987 671		34%	16%	50%
A	H	38 082	21 394 168	562	30	1 126 403	632 812		1%	2%	97%
H	A	39 154	21 502 484	549	29	1 115 145	612 420	1%	2%	1%	96%
A	I	23 990	6 588 355	275	27	645 205	177 192		37%	15%	48%
I	A	20 215	5 722 831	283	28	562 056	171 135		29%	18%	53%
A	NL	2 310	2 303 493	997	17	38 878	38 777		53%	47%	
NL	A	1 450	1 513 960	1 044	21	30 181	31 512		36%	64%	
A	PL	19	16 496	892	17	307	274		84%	16%	
A	SK	117	36 568	313	29	3 368	1 053		100%		
A	SLO	23 095	7 746 511	335	30	692 388	232 245		1%	1%	99%
SLO	A	28 827	9 224 640	320	26	749 502	239 841		18%		82%
B	CH	16 705	10 438 056	625	22	361 872	226 114		55%	45%	
CH	B	18 037	11 301 153	627	15	269 604	168 921		51%	49%	
B	CZ	29	7 077	244	16	459	112		90%	10%	
CZ	B	51	65 892	1 292	18	893	1 153		100%		
B	D	6 066	3 677 456	606	20	121 181	73 465		59%	41%	
D	B	6 073	3 947 125	650	20	121 880	79 222		53%	47%	
B	E	4 761	6 107 310	1 283	27	129 651	166 313		3%	97%	
E	B	3 541	5 633 622	1 591	14	47 717	75 927		68%	32%	
B	F	12 978	13 582 010	1 047	28	363 967	377 063		16%	84%	
F	B	10 611	10 623 615	1 001	28	296 986	282 007		28%	72%	
B	GR	44	66 490	1 511	26	1 128	1 704		2%	98%	
GR	B	3	7 378	2 951	8	19	56			100%	
B	H	7	10 521	1 503	25	173	260		14%	86%	
H	B	1	683	1 366	24	12	16		100%		
B	I	66 243	72 383 936	1 093	28	1 844 142	2 015 099	7%	19%	74%	
I	B	59 105	62 471 687	1 057	21	1 212 110	1 281 153	8%	27%	65%	
B	LU	371	137 134	370	5	1 854	686		5%	95%	
LU	B	326	118 485	364	20	6 453	2 349		99%	1%	

International relations 2004

(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
B	PT	6	12 390	2 065	27	165	340			100%	
B	SLO	267	334 577	1 253	27	7 198	9 020		100%		
SLO	B	245	294 000	1 200	4	980	1 176		100%		
BIH	HR	70	40 670	581	16	1 120	651		100%		
HR	BIH	79	45 899	581	3	237	138		100%		
BiH	SLO	10	7 000	700	2	20	14		100%		
SLO	BiH	27	18 900	700	16	432	302		100%		
BUL	HR	20	27 160	1 358	2	44	60		100%		
CH	D	36 934	26 060 901	706	18	675 258	488 686	15%	64%	16%	5%
D	CH	40 709	28 787 091	707	26	1 058 351	737 432	14%	66%	13%	7%
CH	DK	148	197 798	1 341	28	4 136	5 547	71%	29%		
DK	CH	98	117 269	1 197	24	2 348	2 810	16%	84%		
CH	I	12 341	3 957 366	321	26	315 657	101 221		83%	17%	
I	CH	12 615	4 326 944	343	20	252 161	86 491		78%	22%	
CH	N	233	303 599	1 303	26	5 983	7 796	89%	11%		
N	CH	251	326 402	1 303	25	6 212	8 094	64%	31%	6%	
CH	S	632	842 059	1 333	24	15 286	20 382	95%	4%	1%	
S	CH	484	685 801	1 417	28	13 388	18 970	47%	50%	3%	
CZ	D	13 605	1 945 515	143	16	217 680	31 128		1%	1%	98%
D	CZ	15 089	1 881 127	125	18	272 948	34 028		4%	1%	95%
CZ	H	2	429	286	5	8	2		100%		
H	CZ	40	8 520	213	4	160	34		93%	7%	
CZ	I	379	447 220	1 180	20	7 694	9 079		70%	30%	
I	CZ	455	441 809	972	24	10 665	10 367		77%	23%	
CZ	PL	289	269 348	932	20	5 722	5 333		98%	2%	
CZ	SLO	31	25 376	832	30	906	754		99%	1%	
SLO	CZ	20	16 000	800	11	220	176		100%		
D	DK	1 368	1 146 795	839	22	30 016	25 172	1%	71%	28%	
DK	D	1 370	1 045 960	764	24	32 975	25 176		67%	33%	
D	E	17 294	24 976 197	1 444	26	445 069	642 792	3%	55%	42%	
E	D	13 328	19 265 246	1 446	15	203 680	294 424	4%	51%	45%	
D	F	3 661	4 477 615	1 223	25	90 425	110 610	14%	74%	12%	
F	D	2 644	3 329 037	1 259	16	41 793	52 632	16%	83%	1%	
D	FIN	43	40 764	948	28	1 188	1 126	7%	67%	26%	
FIN	D	16	14 694	948	10	161	153		94%	7%	

International relations 2004 (terminal to terminal)

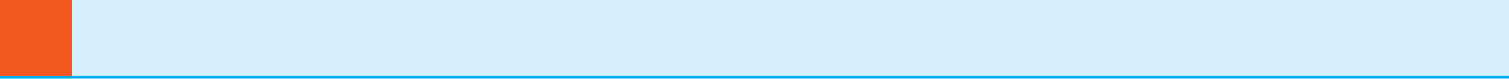
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from	to							ST	SB/CT < 8,30m	SB/CT > 8,30m	RoMo
Country	Country	C	C*km	km	t/C	t	1000 tkm	7	8	9	10
Column number		1	2	3=2/1	4=5/1	5	6=2*4	7	8	9	10
D	GR	337	544 181	1 617	25	8 547	13 821		72%	28%	
GR	D	106	128 744	1 220	8	847	1 034		96%	4%	
D	H	10 202	12 763 168	1 251	16	166 347	208 108		36%	64%	
H	D	6 036	7 242 600	1 200	18	108 639	130 367	2%	48%	50%	
D	HR	109	138 657	1 272	28	3 039	3 866		62%	38%	
D	I	234 478	183 070 263	781	29	6 806 997	5 254 242	19%	42%	23%	16%
I	D	225 025	148 588 085	660	23	5 076 095	3 228 304	21%	37%	26%	16%
D	N	1 029	1 176 117	1 143	26	27 212	31 103	17%	57%	26%	
N	D	733	814 085	1 111	20	14 455	16 065	26%	54%	20%	
D	NL	26 794	18 154 039	678	22	578 840	392 176		58%	42%	
NL	D	27 501	17 538 774	638	18	498 022	313 574		52%	48%	
D	P	261	661 019	2 533	27	6 989	17 700		64%	36%	
P	D	110	280 959	2 566	8	846	2 171		94%	6%	
D	PL	6 195	5 946 720	960	25	152 769	146 659		56%	44%	
PL	D	4 746	4 508 700	950	10	45 974	43 675		42%	58%	
D	S	4 403	4 506 273	1 024	26	116 216	118 942	2%	72%	26%	
S	D	2 621	2 941 029	1 122	14	35 305	39 623	2%	74%	24%	
D	SK	348	498 709	1 435	30	10 295	14 775		97%	3%	
D	SLO	1 995	2 454 342	1 230	28	55 604	68 406		88%	12%	
SLO	D	2 398	2 398 000	1 000	9	21 582	21 582		89%	11%	
DK	B	1	1 017	1 017	8	8	8		100%		
DK	I	9 729	14 311 363	1 471	25	245 846	361 640	8%	89%	3%	
I	DK	9 893	14 464 834	1 462	23	229 218	335 163	8%	87%	5%	
DK	N	4	4 374	1 094	13	53	58		100%		
DK	NL	92	74 925	814	8	762	621		85%	15%	
NL	DK	13	10 010	770	22	289	223		100%		
DK	S	336	137 258	409	12	3 939	1 609	1%	86%	13%	
E	F	1 936	3 148 564	1 626	26	50 459	82 063		25%	75%	
F	E	1 211	1 893 413	1 564	23	27 432	42 890		27%	73%	
E	GB	21	37 380	1 780	29	616	1 097		24%	76%	
GB	E	79	130 350	1 650	10	761	1 256		25%	75%	
F	GB	2 982	2 489 487	835	15	45 641	38 103		25%	75%	
GB	F	366	300 108	820	21	7 806	6 401		25%	75%	
F	I	36 021	33 651 857	934	27	986 618	921 740	7%	20%	73%	
I	F	34 178	21 021 855	615	20	681 099	418 930	7%	18%	75%	

International relations 2004

(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
GB	I	323	403 750	1 250	29	9 279	11 599		25%	75%	
I	GB	1 760	2 356 782	1 339	24	42 331	56 685		10%	90%	
H	HR	256	151 552	592	11	2 816	1 667		80%	20%	
HR	H	1 960	1 160 320	592	16	31 360	18 565		100%		
H	I	90	84 600	940	18	1 620	1 523		94%	6%	
I	H	463	515 588	1 115	24	10 959	12 217		76%	24%	
H	PL	21	21 218	1 035	4	82	85			100%	
H	RO	13	5 125	410	2	29	12		100%		
H	SLO	4 959	3 263 440	658	25	124 414	81 875		31%	25%	44%
SLO	H	5 075	3 806 250	750	21	106 575	79 931		55%		45%
HR	F	3	4 830	1 610	21	63	101		100%		
HR	I	219	97 893	447	3	657	294		100%		
HR	SK	3	2 604	868	10	30	26		100%		
SK	HR	2	1 350	675	7	14	9		100%		
HR	SLO	1 166	408 100	350	5	5 830	2 041		100%		
SLO	HR	751	262 850	350	16	12 016	4 206		100%		
I	E	588	987 840	1 680	27	15 733	26 431		25%	75%	
I	LU	4	2 450	700	27	94	66		100%		
I	NL	32 341	36 284 657	1 122	21	673 266	755 376	9%	37%	55%	
NL	I	37 036	47 737 612	1 289	26	957 806	1 234 565	8%	47%	47%	
I	PL	55	83 394	1 516	15	830	1 259		24%	76%	
I	RO	65	104 199	1 603	32	2 073	3 323		59%	42%	
I	S	4 913	7 039 570	1 433	22	105 441	151 080	4%	94%	2%	
S	I	3 056	3 814 567	1 248	26	79 089	98 720	8%	88%	5%	
I	SK	17	27 604	1 673	18	298	499		70%	30%	
I	SLO	180	69 540	386	12	2 167	837		33%	67%	
SLO	I	833	291 550	350	2	1 666	583		100%		
SLO	SK	261	182 700	700	5	1 305	914		100%		
SLO	YU	934	560 400	600	13	12 142	7 285		100%		
YU	SLO	864	518 400	600	5	4 320	2 592		100%		

TOTAL	1 426 693	1 089 158 553	763	24	34 720 322	26 172 969	9%	37%	32%	22%
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