



INTERNATIONAL UNION  
FOR ROAD-RAIL  
COMBINED TRANSPORT

INFOSESSION

# UIRR STATISTICS 2026

30/01/2026

# Agenda

- **Why does UIRR collect data?**
- **What is expected in the OPS file?**
- **What is expected in the TER file?**
- **What is expected in the WAG file?**
- **Questions?**
- **Next steps**

# Why this data collection?

## 1. UIRR data is an irreplaceable tool to assess the sector's performance

- No common methodology among Member-States for data collection
- Delivers assessment of the completion rates of the Commission's modal shift objectives
- UIRR data is scrutinised by academics, and the business

## 2. UIRR data enhances our lobbying impact

- Appeal to national sentiments of European parliament representatives and ministries
- Identification painpoints for the sector. E.g: wagons used that could be impacted by a legislation, impact of additional maintenance works etc.
- Identification of dynamics / best practice among outperforming countries.

## 3. UIRR data is used to calculate Member-Companies' contributions

- Cross border and domestic UIRR Consignments ( $2 \times \text{TEU}$ ) transported gauge the company's economic performance

Note: UIRR consignment = 2 TEU. To avoid duplicate entries, only the export units at country's departure must be recorded. Exception: please count the import units in countries where you are working with CT operators who are not (yet) member of UIRR.

# What is expected in the OPS file?



GENERAL DATA ON COMPANY'S PERFORMANCE: 2024	
Company Name	
<b>Train-related figures</b>	
Number of operating trains	
Number of cancelled trains	
Average length of trains (in m)	
Average weight of trains (in tonnes)	
<b>ILU-Type related figures</b>	
Craneable Semi-trailers	
Non Craneable semi-trailers	
ISO containers	
Non ISO containers	
<b>Other-related figures</b>	
Number of destinations (Country-based)	
Number of terminals used	
Number of total CO <sub>2</sub> savings	

> General Data Unaccompanied RoLA +

TOTAL FOR ALL TERMINALS UNDER OPERATION		
<u>Unit breakdown (expressed in % of total)</u>		
fill-in where data is available	Average road leg distance	
	Dangerous goods consignments	
	Heavy <sup>5</sup>	
	Empty	
	Craneable semi-trailer	
	Non-craneable semi-trailer	
	Swap-body <sup>6</sup> (vs ISO container)	
	Reefer	

<sup>5</sup> consignments that weight more than 15 tonnes (gross)

<sup>6</sup> every non-semi-trailer handled using grapple-arms

RFC1:	Atlantic
RFC2:	Baltic - Adriatic
RFC3:	Mediterranean
RFC4:	North Sea - Baltic
RFC5:	Baltic Sea - Black Sea - Aegean Sea
RFC6:	Western Balkans Eastern Mediterranean
RFC7:	North Sea Rhine Mediterranean
RFC8:	Rhine - Danube
RFC9:	Scandinavian Mediterranean

# What is expected in the WAG file?

Listing of the CT-Wagon in use, 2025 (owner, keeper, long-term leasing)

Semelle de bloc													
Category	Type	Number in use	Number of wagons with iron cast	Number of wagons with K blocks	Number of wagons with LL blocks	Category	Type	compatibility codes	Number in use	Number of wagons with iron cast	Number of wagons with K blocks	Number of wagons with LL blocks	Construction Year
Container Swap-Bodies	40'					Pocket Wagons	1a and 1b	-					
	41'						T4	a					
	45'						739 / 744	b					
	47'						T2000	c					
	48'						Mega II	d					
	49'						T5	e					
	52'						T3000e	e					
	54'						T3000	f					
	60'						Twin	g					
	80'						Twin II	g					
	90'						T4.2	h					
	92'						Multitaschenwagen	i					
	104'					Horizontal wagons							
	106'												
	120'												



# Any questions?



## Next steps

- **Info session to be sent to you via email and available on the UIRR website.**
- **The deadline for data collection is set to 27 February.**



THANK YOU  
For your attention

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