



Statistics

2009

International Union of combined Road-Rail transport companies



Members of UIRR



The complete 2009 Annual Report of UIRR Operators can be downloaded from www.uirr.com.

GLOSSARY

Intermodal Transport

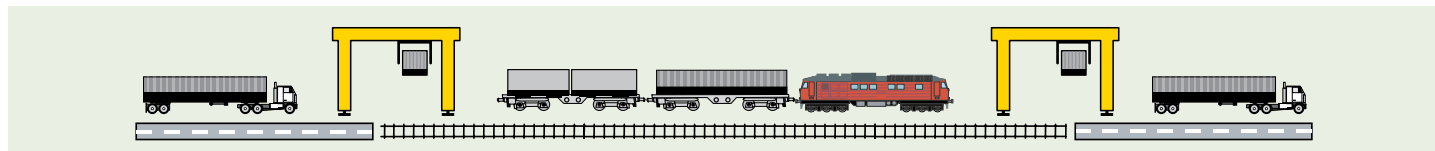
The movement of goods in one and the same loading unit or road vehicle, which uses successively two or more modes of transport without handling of the goods themselves in changing modes.

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.

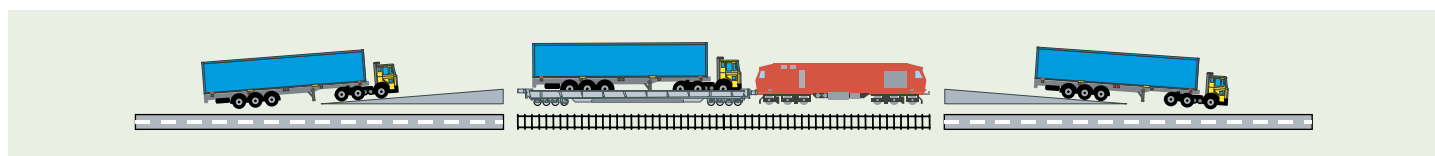
Unaccompanied CT

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)

WITH IFB¹

	International			Domestic			Total		
	2008	2009	% 09-08	2008	2009	% 09-08	2008	2009	% 09-08
Unaccompanied CT	1 631 593	1 385 659	-15%	934 087	1 016 710	9%	2 565 680	2 402 369	-6%
Accompanied CT	265 765	229 276	-14%	163 180	186 704	14%	428 945	415 980	-3%
Total CONSIGNMENTS	1 897 358	1 614 935	-15%	1 097 267	1 203 414	10%	2 994 625	2 818 349	-6%
Total TEU	3 794 716	3 229 870	-15%	2 194 534	2 406 828	10%	5 989 250	5 636 698	-6%

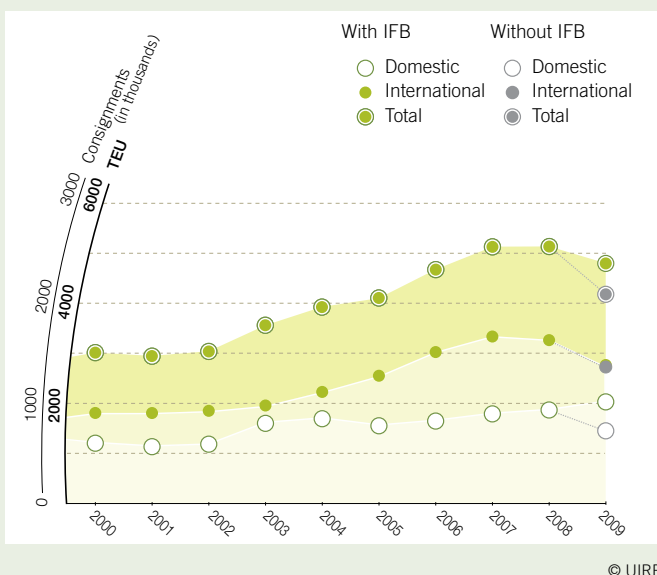
WITHOUT IFB¹

	International			Domestic			Total		
	2008	2009	% 09-08	2008	2009	% 09-08	2008	2009	% 09-08
Unaccompanied CT	1 631 593	1 366 249	-16%	934 087	713 301	-24%	2 565 680	2 079 550	-19%
Accompanied CT	265 765	229 276	-14%	163 180	186 704	14%	428 945	415 980	-3%
Total CONSIGNMENTS	1 897 358	1 595 525	-16%	1 097 267	900 005	-18%	2 994 625	2 495 530	-17%
Total TEU	3 794 716	3 191 050	-16%	2 194 534	1 800 010	-18%	5 989 250	4 991 060	-17%

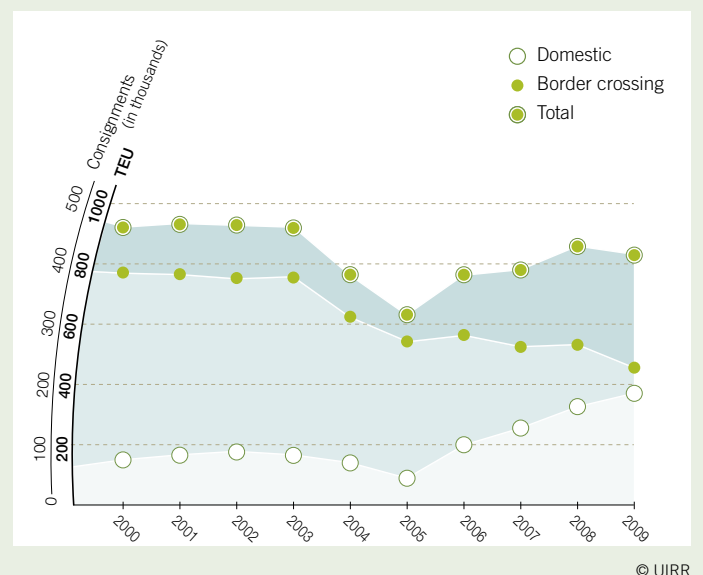
¹ In July 2009 the Belgian-based company IFB joined the UIRR as active member, also taking over TRW's activities.

Market evolution 2000-2009 (in consignments/TEU)

Unaccompanied CT 2000-2009 (Swap bodies, Containers, Semi-trailers)



Accompanied CT 2000-2009 (Rolling Motorway)



Proportion of CT techniques per UIRR member 2009

BORDER CROSSING TRAFFIC

Techniques	Adria Kombi	Alpe Adria	Bohemiakombi	Cemat	Combiberia
Semi-trailers			908 14%	42 618 22%	204 1%
Swap bodies and containers	30 469 67%	15 222 57%	5 493 86%	154 511 78%	22 968 99%
Rolling Motorway	14 933 33%	11 493 43%			
SUM in consignments	45 402 100%	26 715 100%	6 401 100%	197 129 100%	23 172 100%

Techniques	Crokombi	Hungarokombi	Hupac	Hupac NV	ICA
Semi-trailers			42 324 13%	1 558 3%	5 546 4%
Swap bodies and containers	1 090 100%		290 702 87%	56 383 97%	129 825 96%
Rolling Motorway		13 216 100%			
SUM in consignments	1 090 100%	13 216 100%	333 026 100%	57 941 100%	135 371 100%

Techniques	IFB ¹	Kombiverkehr	Naviland Cargo	Novatrans	Ökombi
Semi-trailers		68 826 19%		350 1%	
Swap bodies and containers	19 410 100%	286 175 81%	27 928 100%	32 046 99%	
Rolling Motorway					97 170 100%
SUM in consignments	19 410 100%	355 001 100%	27 928 100%	32 396 100%	97 170 100%

Techniques	Polzug	RAIpin	Rocombi	TRW ²
Semi-trailers				7 511 8%
Swap bodies and containers	55 708 100%		3 100%	87 882 92%
Rolling Motorway		92 464 100%		
SUM in consignments	55 708 100%	92 464 100%	3 100%	95 393 100%

Techniques	Total UIRR Border crossing
Semi-trailers	169 845 11%
Swap bodies and containers	1 215 814 75%
Rolling Motorway	229 276 14%
SUM in consignments	1 614 935 100%
SUM TEU	3 229 870 100%

¹ IFB joined the UIRR in July 2009 but the figures include the traffic volume for the entire year (excluding TRW figures).

² The 2009 figures of TRW have been estimated on the basis of a full year without their merging with IFB.

Proportion of CT techniques per UIRR member 2009

DOMESTIC TRAFFIC

Techniques	Adria Kombi	Alpe Adria	Cemat	Hupac	ICA
Semi-trailers			303	20 232 38%	
Swap bodies and containers	36 040 100%	9 806 100%	90 746 100%	23 353 44%	36 136 100%
Rolling Motorway				9 998 18%	
SUM in consignments	36 040 100%	9 806 100%	91 049 100%	53 583 100%	36 136 100%

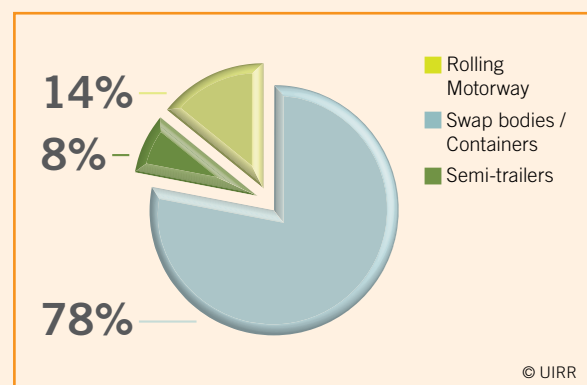
Techniques	IFB ¹	Kombiverkehr	Naviland Cargo	Novatrans	Ökombi
Semi-trailers		28 186 12%		1 234 1%	
Swap bodies and containers	303 409 100%	215 817 88%	102 908 100%	122 138 99%	
Rolling Motorway					176 706 100%
SUM in consignments	303 409 100%	244 003 100%	102 908 100%	123 372 100%	176 706 100%

Techniques	Polzug	Rocombi	TRW ²
Semi-trailers			
Swap bodies and containers	11 553 100%	2 315 100%	12 534 100%
Rolling Motorway			
SUM in consignments	11 553 100%	2 315 100%	12 534 100%

Techniques	Total UIRR Domestic
Semi-trailers	49 955 4%
Swap bodies and containers	966 755 80%
Rolling Motorway	186 704 16%
SUM in consignments	1 203 414 100%
SUM TEU	2 406 828 100%

BORDER CROSSING + DOMESTIC TRAFFIC

Techniques	Total UIRR Border crossing + Domestic
Semi-trailers	219 800 8%
Swap bodies and containers	2 182 569 78%
Rolling Motorway	415 980 14%
SUM in consignments	2 818 349 100%
SUM TEU	5 636 698 100%



¹ IFB joined the UIRR in July 2009 but the figures include the traffic volume for the entire year (excluding TRW figures).

² The 2009 figures of TRW have been estimated on the basis of a full year without their merging with IFB.

Border crossing traffic per UIRR member company¹ 2005-2009

Company	Number of consignments					
	2005	2006	2007	2008	2009	% 09-08

UNACCOMPANIED TRAFFIC

Adria Kombi	14 047	22 080	37 738	38 257	30 469	-20%
Alpe Adria	8 747	11 214	18 614	21 299	15 222	-29%
Bohemiakombi	1 424	3 643	5 309	6 302	6 401	2%
Cemat	236 824	266 493	270 822	259 464	197 129	-24%
Combiberia	24 406	29 499	29 167	27 244	23 172	-15%
Conliner	45 337					
Crokombi	1 796	1 571	2 814	2 399	1 090	-55%
Hungarokombi	10 345					
Hupac	279 856	336 478	387 763	385 278	333 026	-14%
Hupac NV	57 085	69 554	71 567	72 533	57 941	-20%
ICA	96 585	154 797	167 946	166 115	135 371	-19%
Kombi Dan	7 205	6 822	7 940	6 972		
Kombiverkehr	351 371	375 836	402 148	401 443	355 001	-12%
Naviland Cargo	12 804	15 629	18 791	35 355	27 928	-21%
Novatrans	37 848	43 714	46 538	35 647	32 396	-9%
Ökombi	4 321					
Polzug		76 513	88 569	90 329	55 708	-38%
Rocombi	38	15	41	10	3	-70%
T.R.W. ²	85 889	98 516	98 786	82 946	95 393	15%
SUM	1 275 927	1 512 370	1 654 553	1 631 593	1 366 249	-16%
IFB ³					19 410	
SUM	1 275 927	1 512 370	1 654 553	1 631 593	1 385 659	-15%

ACCOMPANIED TRAFFIC

Adria Kombi	27 084	30 964	27 206	24 206	14 933	-38%
Alpe Adria	13 423	15 775	15 559	11 432	11 493	1%
Crokombi		148	27	324	0	-100%
Hungarokombi	26 731	27 275	16 831	18 278	13 216	-28%
Hupac	11 301	9 582	8 878	5 584	0	-100%
ICA	27 168					
Ökombi	86 356	117 456	113 412	120 835	97 170	-20%
RAAlpin	79 248	80 864	80 342	85 106	92 464	9%
SUM	271 311	282 064	262 255	265 765	229 276	-14%

Border crossing traffic per UIRR member company¹ 2005-2009

Company	Number of consignments					
	2005	2006	2007	2008	2009	% 09-08
UNACCOMPANIED + ACCOMPANIED						
Adria Kombi	41 131	53 044	64 944	62 463	45 402	-27%
Alpe Adria	22 170	26 989	34 173	32 731	26 715	-18%
Bohemiakombi	1 424	3 643	5 309	6 302	6 401	2%
Cemat	236 824	266 493	270 822	259 464	197 129	-24%
Combiberia	24 406	29 499	29 167	27 244	23 172	-15%
Conliner	45 337					
Crokombi	1 796	1 719	2 841	2 723	1 090	-60%
Hungarokombi	37 076	27 275	16 831	18 278	13 216	-28%
Hupac	291 157	346 060	396 641	390 862	333 026	-15%
Hupac NV	57 085	69 554	71 567	72 533	57 941	-20%
ICA	123 753	154 797	167 946	166 115	135 371	-19%
Kombi Dan	7 205	6 822	7 940	6 972	-	
Kombiverkehr	351 371	375 836	402 148	401 443	355 001	-12%
Naviland Cargo	12 804	15 629	18 791	35 355	27 928	-21%
Novatrans	37 848	43 714	46 538	35 647	32 396	-9%
Ökombi	90 677	117 456	113 412	120 835	97 170	-20%
Polzug		76 513	88 569	90 329	55 708	-38%
RAlpin	79 248	80 864	80 342	85 106	92 464	9%
Rocombi	38	15	41	10	3	-70%
T.R.W. ²	85 889	98 516	98 786	82 946	95 393	15%
SUM	1 547 238	1 794 434	1 916 808	1 897 358	1 595 525	-16%
IFB ³					19 410	
SUM	1 547 238	1 794 434	1 916 808	1 897 358	1 614 935	-15%

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

² The 2009 figures of TRW have been estimated on the basis of a full year without their merging with IFB.

³ IFB joined the UIRR in July 2009 but the figures include the traffic volume for the entire year (excluding TRW figures).

Domestic traffic per UIRR member company¹ 2005-2009

Company	Country	Number of consignments					
		2005	2006	2007	2008	2009	% 09-08

UNACCOMPANIED TRAFFIC

Adria Kombi	SI	12 401	15 876	29 060	37 525	36 040	-4%
Alpe Adria	IT	20 324	22 479	21 888	30 701	9 806	-68%
Cemat	IT	187 125	173 361	177 228	163 182	91 049	-44%
Hupac	CH, DE, IT	21 410	29 235	34 894	43 151	43 585	1%
ICA	AT	19 925	41 639	42 816	40 753	36 136	-11%
Kombi Dan	DK	1 408	441	1 264	1 036	-	
Kombiverkehr ²	DE	224 989	285 551	306 099	306 397	244 003	-20%
Naviland Cargo	FR	111 592	68 838	82 787	113 850	102 908	-10%
Novatrans	FR	145 909	153 589	157 699	154 053	123 372	-20%
Ökombi	AT	14 623	0				
Polzug	PL		10 083	13 506	18 081	11 553	-36%
Rocombi	RO	11 496	9 840	11 280	12 300	2 315	-81%
T.R.W. ³	BE	5 117	12 474	14 586	13 059	12 534	-4%
SUM		776 318	823 406	893 106	934 087	713 301	-24%
IFB ⁴						303 409	
SUM		776 318	823 406	893 106	934 087	1 016 710	9%

ACCOMPANIED TRAFFIC

Hupac	CH	12 200	11 737	11 852	10 944	9 998	-9%
Ökombi	AT	32 169	88 174	115 776	152 236	176 706	16%
SUM		44 369	99 911	127 628	163 180	186 704	14%

Domestic traffic per UIRR member company¹ 2005-2009

Company	Country	Number of consignments					
		2005	2006	2007	2008	2009	% 09-08

UNACCOMPANIED + ACCOMPANIED

Adria Kombi	SI	12 401	15 876	29 060	37 525	36 040	-4%
Alpe Adria	IT	20 324	22 479	21 888	30 701	9 806	-68%
Cemat	IT	187 125	173 361	177 228	163 182	91 049	-44%
Hupac	CH, DE, IT	33 610	40 972	46 746	54 095	53 583	-1%
ICA	AT	19 925	41 639	42 816	40 753	36 136	-11%
Kombi Dan	DK	1 408	441	1 264	1 036	-	
Kombiverkehr ²	DE	224 989	285 551	306 099	306 397	244 003	-20%
Naviland Cargo	FR	111 592	68 838	82 787	113 850	102 908	-10%
Novatrans	FR	145 909	153 589	157 699	154 053	123 372	-20%
Ökombi	AT	46 792	88 174	115 776	152 236	176 706	16%
Polzug	PL		10 083	15 470	18 081	11 553	-36%
Rocombi	RO	11 496	9 840	11 280	12 300	2 315	-81%
T.R.W. ³	BE	5 117	12 474	14 586	13 059	12 534	-4%
SUM		820 687	923 317	1 020 734	1 097 267	900 005	-18%
IFB ⁴						303 409	
SUM		820 687	923 317	1 020 734	1 097 267	1 203 414	10%

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

² Kombiverkehr without traffic of Basel (carried out by Railion, but border-crossing)

³ The 2009 figures of TRW have been estimated on the basis of a full year without their merging with IFB.

⁴ IFB joined the UIRR in July 2009 but the figures include the traffic volume for the entire year (excluding TRW figures).

UIRR traffic volume and performances 2008/2009

Company	Domestic						Border crossing					
	Gross tonnes			Tonne-kilometres			Gross tonnes			Tonne-kilometres		
	t			1000 tkm			t			1000 tkm		
	2008	2009	% 09-08	2008	2009	% 09-08	2008	2009	% 09-08	2008	2009	% 09-08
Adria Kombi	487 825	468 520	-4%	121 956	117 130	-4%	1 162 762	910 408	-22%	609 374	507 868	-17%
Alpe Adria	465 735	153 466	-67%	123 332	41 314	-67%	611 250	575 194	-6%	267 635	246 522	-8%
Bohemiakombi							75 167	97 074	29%	47 333	89 907	90%
Cemat	2 832 975	1 602 761	-43%	2 616 515	1 483 774	-43%	5 835 733	4 287 491	-27%	5 313 959	3 898 479	-27%
Combiberia							437 838	379 680	-13%	636 337	552 050	-13%
Crokombi							30 866	7 895	-74%	17 655	3 039	-83%
Hungarokombi							530 062	383 264	-28%	347 721	251 421	-28%
Hupac	1 254 574	1 259 857	0%	444 938	444 615	0%	8 311 676	6 933 091	-17%	6 898 659	5 949 965	-14%
Hupac NV							1 735 472	1 358 506	-22%	1 534 388	1 278 001	-17%
ICA	620 650	372 201	-40%	45 163	22 332	-51%	3 483 314	2 399 621	-31%	3 388 701	2 250 212	-34%
Kombi Dan	4 144	-		858	-		120 129	-		169 413	-	
Kombiverkehr	6 468 920	5 190 402	-20%	3 309 975	2 699 106	-18%	10 187 399	9 048 379	-11%	9 561 775	8 460 093	-12%
Naviland Cargo	1 646 000	1 487 284	-10%	811 478	825 443	2%	530 000	433 385	-18%	426 120	314 882	-26%
Novatrans	2 728 647	2 173 138	-20%	2 052 092	1 610 559	-22%	873 754	794 136	-9%	869 878	780 251	-10%
Ökombi	5 609 285	6 447 497	15%	561 253	642 233	14%	4 000 108	3 322 945	-17%	1 489 708	1 210 565	-19%
Polzug	90 405	46 212	-49%	35 258	18 023	-49%	914 354	562 394	-38%	931 879	570 811	-39%
RAAlpin							2 838 681	3 042 091	7%	1 172 375	1 259 426	7%
Rocombi	196 708	32 469	-83%	98 354	16 235	-83%	45	12	-73%	65	10	-84%
T.R.W. ¹	139 107	140 932	1%	28 221	23 528	-17%	1 917 984	2 156 156	12%	2 039 362	2 322 090	14%
TOTAL	22 544 974	19 374 739	-14%	10 249 394	7 944 291	-22%	43 596 593	36 691 722	-16%	35 722 336	29 945 592	-16%
IFB ²	-	4 892 774	-	-	499 063	-	-	473 303	-	-	509 727	-
TOTAL	22 544 974	24 267 513	8%	10 249 394	8 443 354	-18%	43 596 593	37 165 025	-15%	35 722 336	30 455 319	-15%

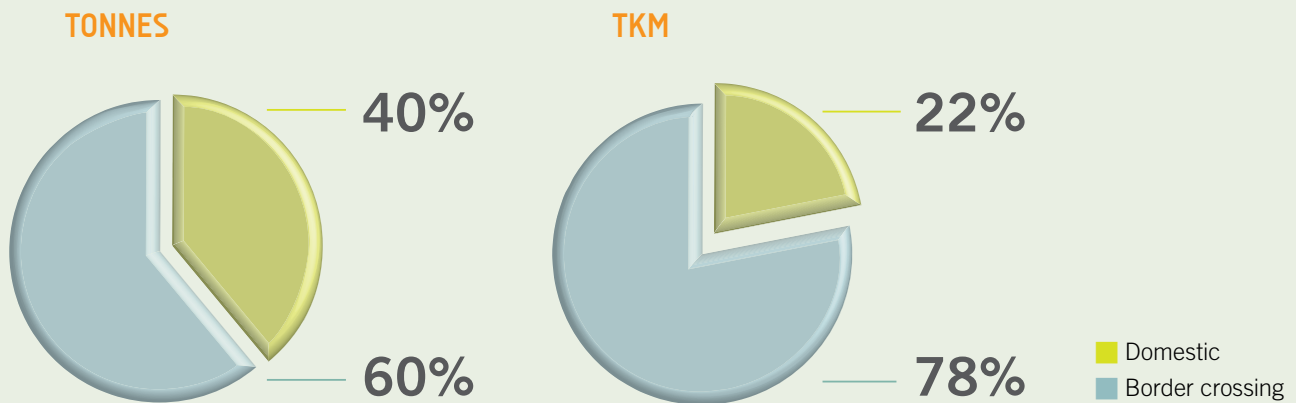
¹ The 2009 figures of TRW have been estimated on the basis of a full year without their merging with IFB.

² IFB joined the UIRR in July 2009 but the figures include the traffic volume for the entire year (excluding TRW figures).

UIRR traffic volume and performances 2008/2009

RELATIVE SHARE OF THE REPARTITION OF THE TRAFFIC PERFORMANCES

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UIRR Country matrix 2009 (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	BE	122	109 800	900	13	1 549	1 394		34%	66%	
BE	AT	108	97 200	900	24	2 624	2 362		5%	95%	
AT	CH	17	2 040	120	9	145	17		100%		
CH	AT	15	1 800	120	8	120	14		93%	7%	
AT	CS	140	210 000	1 500	25	3 472	5 208			100%	
AT	CZ	273	68 250	250	5	1 310	328		14%	86%	
CZ	AT	559	279 216	499	6	3 192	1 594		35%	65%	
AT	DE	65 217	65 226 307	1 000	19	1 217 146	1 217 340	6%	12%	82%	
DE	AT	43 417	40 121 371	924	21	929 053	854 265	18%	31%	51%	
AT	ES	12	13 200	1 100	27	324	356		96%	4%	
ES	AT	12	12 000	1 000	2	24	24		100%		
AT	FR	45	61 396	1 364	20	878	1 228		89%	11%	
FR	AT	28	27 338	976	27	749	731		100%		
AT	GR	7 842	12 547 200	1 600	18	138 019	220 831	12%		88%	
GR	AT	7 698	12 316 800	1 600	17	128 557	205 691	13%		87%	
AT	HU	13 814	8 707 188	630	29	403 198	255 717	2%		2%	96%
HU	AT	15 675	9 776 246	624	35	398 018	258 060	2%	9%	5%	84%
AT	IT	40 568	11 455 646	282	31	1 242 320	349 937		3%	23%	74%
IT	AT	36 770	10 998 490	299	31	1 135 844	328 190		8%	9%	83%
AT	NL	11 677	10 509 300	900	18	213 689	192 320		13%	87%	
NL	AT	11 056	9 950 400	900	17	189 058	170 152		6%	94%	
AT	NO	36	68 400	1 900	24	853	1 621		1%	99%	
AT	PL	13	12 350	950	2	26	25			100%	
PL	AT	20	19 000	950	29	580	551			100%	

UIRR Country matrix 2009

(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	SI	19 570	6 756 578	345	29	573 971	198 027		1%	20%	79%
SI	AT	19 022	6 699 535	352	33	623 251	218 787		12%	9%	79%
AT	SK	16	3 200	200	21	341	68		6%	94%	
SK	AT	1 111	222 200	200	3	2 778	556		58%	42%	
AT	TR	111	191 220	1 723	22	2 417	4 166			92%	8%
TR	AT	7	13 860	1 980	21	147	291				100%
BA	DE	1	581	1 161	4	2	2		100%		
DE	BA	12	15 523	1 350	23	264	356		57%	43%	
BA	SI	15	12 000	800	3	45	36		100%		
SI	BA	13	10 400	800	8	104	83		100%		
BE	CH	16 324	10 862 632	665	23	376 546	250 594		58%	42%	
CH	BE	17 160	10 449 625	609	14	237 592	144 682		54%	46%	
BE	DE	8 351	4 830 241	578	26	214 113	125 691		45%	55%	
DE	BE	3 535	2 898 045	820	12	43 811	35 864	12%	41%	47%	
BE	ES	10 464	15 843 675	1 514	25	265 686	402 255		7%	93%	
ES	BE	7 976	15 836 955	1 986	26	106 195	152 758		32%	68%	
BE	FR	40 977	37 522 133	916	22	921 212	875 955		45%	55%	
FR	BE	21 832	20 150 516	923	11	250 720	207 774		48%	52%	
BE	HU	15	21 000	1 400	22	329	460			100%	
BE	IT	82 564	91 433 315	1 107	27	2 207 044	2 439 599	11%	26%	63%	
IT	BE	74 352	80 992 434	1 089	19	1 423 715	1 562 586	12%	20%	68%	
BE	LU	6 215	2 213 658	356	19	115 574	41 165		11%	89%	
LU	BE	4 919	2 242 003	456	14	66 475	30 298		40%	60%	
BE	PL	4 812	3 912 702	813	28	134 419	109 298		38%	62%	
PL	BE	2 843	1 577 715	555	10	27 167	15 077		38%	62%	
BE	RO	4 419	7 703 710	1 743	21	92 216	160 761		5%	95%	
RO	BE	3 319	6 420 312	1 935	16	53 529	103 547	2%	17%	81%	
BE	RU	295	831 015	2 817	3	801	2 255		100%		
RU	BE	174	498 830	2 867	6	1 115	3 196		88%	12%	
CH	DE	23 526	15 312 544	651	15	363 158	244 582	21%	59%	20%	
DE	CH	32 593	21 063 832	646	25	818 102	525 925	16%	60%	24%	
CH	DK	15	20 115	1 341	29	434	582		100%		
DK	CH	14	13 449	961	20	286	241		100%		
CH	ES	78	93 288	1 196	21	1 640	1 961		100%		
CH	FR	104	123 786	1 196	30	3 057	3 656		100%		
CH	IT	2 137	622 001	291	19	41 211	11 995		68%	32%	
IT	CH	3 425	1 023 229	299	23	79 963	23 889		67%	33%	
CH	NO	264	343 341	1 303	29	7 695	10 027	87%	13%		
NO	CH	298	388 294	1 303	19	5 734	7 471	77%	20%	3%	

UIRR Country matrix 2009

(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
CH	SE	368	474 100	1 290	22	8 265	10 663	86%	14%		
SE	CH	79	120 414	1 524	27	2 111	3 218	20%	80%		
CZ	DE	6 056	5 686 584	939	15	93 417	87 719	15%	73%	12%	
DE	CZ	6 470	6 062 875	937	23	145 758	136 586	21%	65%	14%	
CZ	FR	2	3 185	1 593	3	6	10		100%		
FR	CZ	2	3 216	1 608	32	63	101		100%		
CZ	PL	61	48 800	800	20	1 207	966		57%	43%	
DE	DK	1 763	1 946 046	1 104	26	45 051	49 743	7%	30%	63%	
DK	DE	1 878	2 191 079	1 167	8	15 122	17 643		29%	71%	
DE	ES	15 883	23 190 623	1 460	27	421 335	615 187	1%	62%	37%	
ES	DE	15 206	21 914 121	1 441	18	273 669	394 411	1%	61%	38%	
DE	FI	122	121 500	1 000	28	3 350	3 350		70%	30%	
FI	DE	71	65 968	936	6	458	429		59%	41%	
DE	FR	5 678	5 798 854	1 021	25	140 778	143 774	6%	69%	25%	
FR	DE	4 368	5 411 352	1 239	19	81 055	100 416	7%	75%	18%	
DE	GR	304	516 884	1 700	26	8 041	13 672		100%		
GR	DE	196	242 741	1 242	8	1 500	1 862		100%		
DE	HR	77	92 376	1 200	24	1 815	2 178		17%	83%	
DE	HU	4 758	5 357 285	1 126	20	93 593	104 591	5%	42%	53%	
HU	DE	4 567	4 669 182	1 022	15	68 283	69 690	9%	32%	59%	
DE	IT	265 643	204 620 886	770	29	7 630 779	5 830 884	21%	35%	23%	21%
IT	DE	269 323	185 939 153	690	24	6 454 395	4 297 118	20%	31%	28%	21%
DE	NL	34 726	24 027 948	692	22	756 080	519 563		58%	42%	
NL	DE	31 903	22 053 693	691	19	617 798	424 223		48%	52%	
DE	NO	2 394	2 659 018	1 111	27	64 356	71 495	7%	68%	25%	
NO	DE	1 369	1 495 595	1 092	20	26 755	29 229	18%	57%	25%	
DE	PL	46 414	45 188 791	974	13	598 292	564 657		37%	63%	
PL	DE	21 315	19 793 921	929	10	216 444	205 109		37%	63%	
DE	PT	301	698 317	2 320	28	8 386	19 455		68%	32%	
PT	DE	247	561 518	2 273	12	3 030	6 888		60%	40%	
DE	RO	3	3 888	1 296	40	119	154		100%		
RO	DE	7	8 673	1 239	10	69	85		86%	14%	
DE	RU	95	213 750	2 250	24	2 324	5 230		47%	53%	
RU	DE	157	438 088	2 790	3	532	1 484		10%	90%	
DE	SE	4 503	4 800 161	1 066	27	120 542	128 511	2%	80%	18%	
SE	DE	2 574	2 780 464	1 080	16	42 140	45 521	4%	77%	19%	
DE	SI	3 710	5 015 653	1 352	30	109 784	148 440		89%	11%	
SI	DE	4 887	5 375 700	1 100	7	34 209	37 630		81%	19%	

UIRR Country matrix 2009

(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	SK	201	202 781	1 011	29	5 859	5 925		97%	3%	
DE	TR	1 243	1 365 508	1 099	28	35 275	38 767		70%	30%	
TR	DE	753	826 998	1 099	16	11 743	12 905		59%	41%	
DE	YO	14	16 243	1 203	11	153	184		26%	74%	
YO	DE	3	3 483	1 161	24	73	85		100%		
DK	FR	27	24 332	901	11	296	267		100%		
FR	DK	62	55 835	901	23	1 418	1 277		100%		
DK	IT	9 116	11 601 695	1 273	25	231 942	295 186	46%	35%	19%	
IT	DK	9 459	13 956 600	1 476	25	237 761	351 000	47%	31%	22%	
ES	FR	508	274 828	541	4	1 801	974		50%	50%	
FR	ES	253	136 873	541	4	952	515		50%	50%	
ES	IT	21	18 501	881	28	588	518		90%	10%	
IT	ES	28	25 032	894	29	821	734		96%	4%	
FR	GR	206	429 486	2 085	24	5 029	10 485		100%		
GR	FR	98	208 132	2 124	7	718	1 525		100%		
FR	HU	2	2 007	1 003	26	52	52		100%		
FR	IT	22 981	21 465 724	934	27	615 162	574 601		12%	88%	
IT	FR	24 877	21 881 375	880	18	445 019	391 439		14%	86%	
FR	NL	32	25 694	803	5	147	118		100%		
NL	FR	77	61 612	800	25	1 926	1 541		100%		
FR	NO	122	146 658	1 202	30	3 657	4 396		100%		
NO	FR	56	67 311	1 202	8	463	557		100%		
FR	PL	65	53 037	816	26	1 675	1 367		100%		
FR	SE	66	126 104	1 911	28	1 817	3 472		100%		
SE	FR	39	54 771	1 404	15	580	815		100%		
FR	SK	21	33 777	1 608	31	661	1 063		100%		
SK	FR	9	14 612	1 624	4	40	65		100%		
HR	AT	43	22 204	516	7	311	176		5%	95%	
HR	HU	685	391 453	571	6	3 779	2 160		26%	74%	
HR	SI	374	77 569	207	11	4 024	835		65%	35%	
SI	HR	437	152 950	350	18	7 866	2 753		50%	50%	
HU	IT	3 115	1 962 450	630	10	31 150	19 625		33%	67%	
IT	HU	2 896	1 840 978	636	18	52 112	33 119		43%	57%	
HU	NL	26	39 000	1 500	12	312	468		6%	94%	
NL	HU	236	354 000	1 500	17	3 965	5 947		22%	78%	
HU	SI	2 094	1 570 500	750	12	25 128	18 846		100%		
SI	HU	2 267	1 700 250	750	15	34 005	25 504		100%		
IT	LU	1 785	1 259 857	706	6	10 854	7 663		100%		

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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
IT	NL	33 191	37 832 234	1 140	21	700 568	798 532	5%	37%	58%	
NL	IT	37 795	43 396 111	1 148	25	962 836	1 105 526	4%	41%	55%	
IT	PL	346	238 661	690	27	9 352	6 289		91%	9%	
PL	IT	385	236 074	613	27	10 320	6 328		51%	49%	
IT	RU	1	258	258	20	20	5		100%		
IT	SE	5 633	8 252 345	1 465	22	124 906	182 987	4%	72%	24%	
SE	IT	5 865	7 424 478	1 266	25	145 410	183 942	7%	69%	24%	
IT	SI	9	3 473	409	25	215	88		100%		
SI	IT	10	3 500	350	4	40	14		100%		
NL	GR	13	32 500	2 500	3	39	98			100%	
NL	HR	8	12 800	1 600	22	178	285		12%	88%	
NL	PL	1 926	2 434 464	1 264	12	23 112	29 214		59%	41%	
PL	NL	731	923 984	1 264	12	8 772	11 088		53%	47%	
NL	RO	161	34 973	1 217	29	4 616	5 617		100%		
RO	NL	66	15 774	1 239	8	513	636		100%		
NL	RU	6	13 410	2 235	26	156	348		100%		
RU	NL	26	56 179	2 161	7	171	370		73%	27%	
NL	SI	24	32 400	1 350	19	456	616			100%	
PL	RU	68	105 400	1 550	28	1 910	2 960		31%	69%	
RU	PL	11	17 050	1 550	6	68	105		73%	27%	
PL	SI	147	176 400	1 200	24	3 528	4 234		100%		
SI	PL	174	208 800	1 200	4	696	835		100%		
RO	AT	334	267 200	800	13	4 208	3 367			100%	
RO	HU	3	2 520	840	4	12	10		100%		
RS	SI	467	326 900	700	5	2 335	1 635		100%		
SI	RS	471	329 700	700	20	9 420	6 594		100%		
SI	CZ	2 596	2 336 400	900	14	36 344	32 710		100%		
SI	MK	1	1 050	1 050	8	8	8		100%		
SI	RO	5	5 500	1 100	29	145	160		100%		
SI	SK	6 717	5 373 600	800	14	94 038	75 230		100%		
SK	SI	5 403	4 322 400	800	4	21 612	17 290		100%		
SI	TR	1 255	1 844 850	1 470	30	37 650	55 346		100%		
TR	SI	1 180	1 734 600	1 470	13	15 340	22 550		100%		
TR	RO	133	113 050	850	18	2 381	2 024			100%	
TOTAL		1 614 935	1 368 154 040	847	23	37 165 025	30 455 319	11%	34%	41%	14%



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