



UIRR

Statistics 2006

International Union of combined
Road-Rail transport companies



GLOSSARY

Intermodal Transport

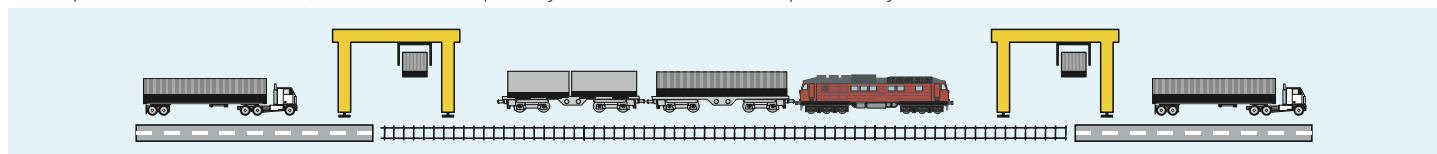
The movement of goods in one and the same loading unit or road vehicle, which uses successively two or more modes of transport without handling of the goods themselves in changing modes.

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.

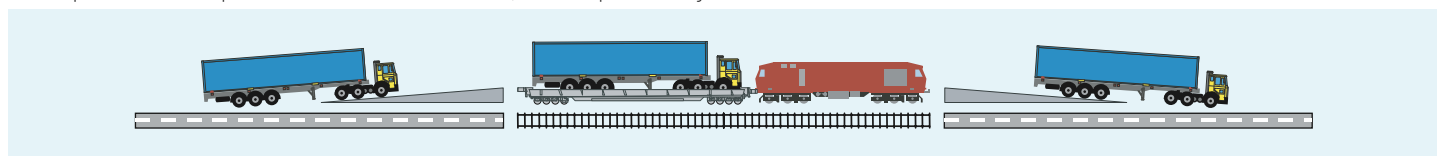
Unaccompanied CT

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 2.0 TEU), meaning:

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

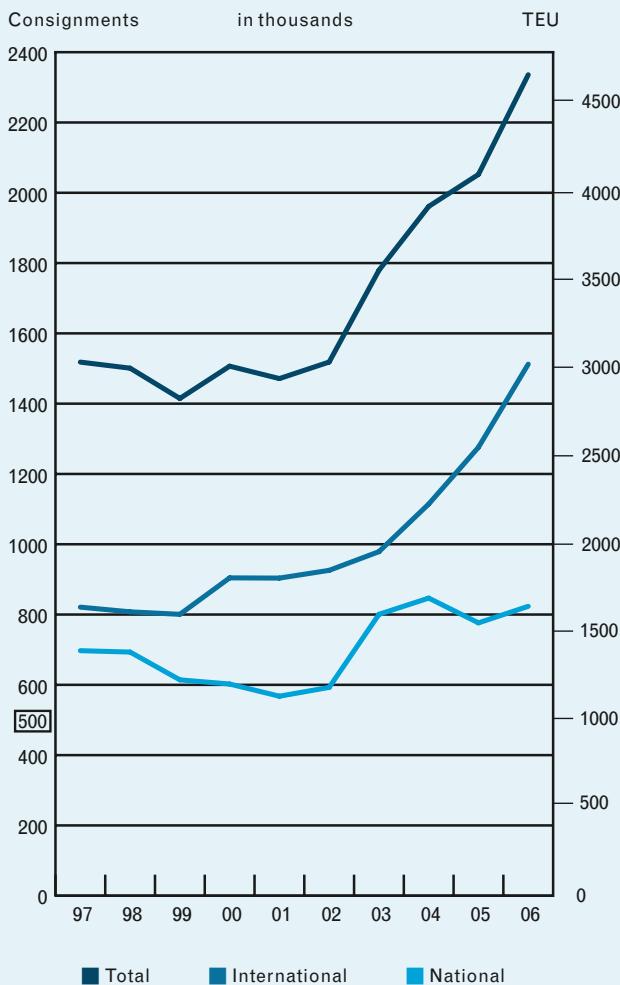
TEU	Twenty-foot Equivalent Unit
t	Tonnes
tkm	Tonne-kilometre
Consignments	C
ST	Semi-trailers
SB	Swap-bodies
CT	Container
RoMo	Rolling Motorway



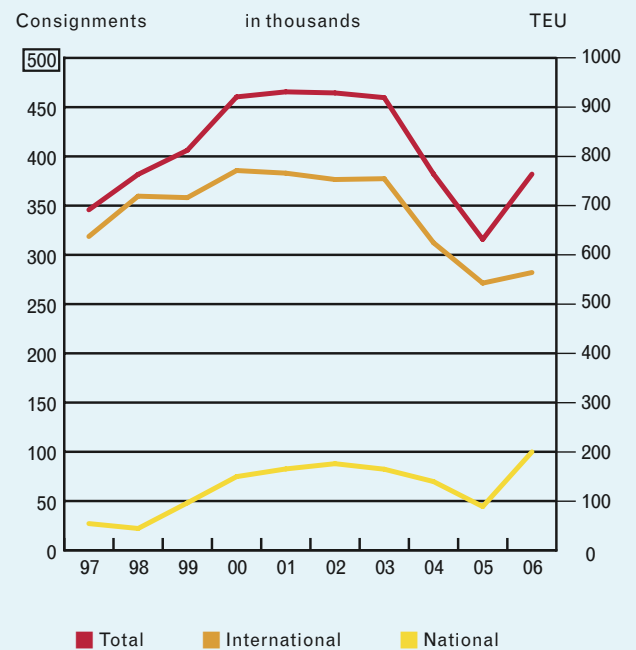
	International			National			Total		
	2005	2006	% 06-05	2005	2006	% 06-05	2005	2006	% 06-05
Unaccompanied	1 275 927	1 512 370	19%	776 318	823 406	6%	2 052 245	2 335 776	14%
Accompanied	271 311	282 064	4%	44 369	99 911	125%	315 680	381 975	21%
Total CONSIGNMENTS	1 547 238	1 794 434	16%	820 687	923 317	13%	2 367 925	2 717 751	15%
Total TEU²	3 094 476	3 588 868	16%	1 641 373	1 846 633	13%	4 735 849	5 435 501	15%

Market evolution 1997-2006 (in consignments/TEU)

Unaccompanied Transport 1997-2006
(Swap bodies, Containers, Semi-trailers)



Accompanied Transport 1997-2006
(Rolling Motorway)



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¹ The data of the new member Polzug are included in these statistics since 2006.

² The ration TEU to UIRR consignment has been recalculated: one UIRR consignment (accompanied and unaccompanied) is equivalent to 2 TEU. The 2005 figures have been accordingly adapted.

Proportion of CT techniques per UIRR member

INTERNATIONAL TRAFFIC

Techniques	Adria-Kombi	Alpe Adria	Bohemiakombi	Cemat	Combiberia
Semi-trailers			725 20%	44 114 17%	397 1%
Swap bodies and containers	22 080 42%	11 214 42%	2 918 80%	222 379 83%	29 102 99%
Rolling Motorway	30 964 58%	15 775 58%			
SUM in consignments	53 044 100%	26 989 100%	3 643 100%	266 493 100%	29 499 100%

Techniques	Crokombi	Hungarokombi	Hupac	Hupac NV	ICA
Semi-trailers			31 612 9%	2 825 4%	2 397 2%
Swap bodies and containers	1 571 91%		304 866 88%	66 729 96%	152 400 98%
Rolling Motorway	148 9%	27 275 100%	9 582 3%		
SUM in consignments	1 719 100%	27 275 100%	346 060 100%	69 554 100%	154 797 100%

Techniques	Kombi Dan	Kombiverkehr	Naviland Cargo	Novatrans	Ökombi
Semi-trailers	1 785 26%	66 584 18%		492 1%	
Swap bodies and containers	5 037 74%	309 252 82%	15 629 100%	43 222 99%	
Rolling Motorway					117 456 100%
SUM in consignments	6 822 100%	375 836 100%	15 629 100%	43 714 100%	117 456 100%

Techniques	Polzug	Ralpin	Rocombi	TRW
Semi-trailers				3 216 3%
Swap bodies and containers	76 513 100%		15 100%	95 300 97%
Rolling Motorway		80 864 100%		
SUM in consignments	76 513 100%	80 864 100%	15 100%	98 516 100%

Techniques	Total UIRR
Semi-trailers	154 147 9%
Swap bodies and containers	1 358 223 76%
Rolling Motorway	282 064 16%
SUM in consignments	1 794 434 100%
SUM TEU	4 127 198 100%

Proportion of CT techniques per UIRR member

NATIONAL TRAFFIC

Techniques	Adria-Kombi	Alpe Adria	Cemat	Hupac	ICA
Semi-trailers			2 183 1%	12 264 30%	
Swap bodies and containers	15 876 100%	22 479 100%	171 178 99%	16 971 41%	41 639 100%
Rolling Motorway				11 737 29%	
SUM in consignments	15 876 100%	22 479 100%	173 361 100%	40 972 100%	41 639 100%

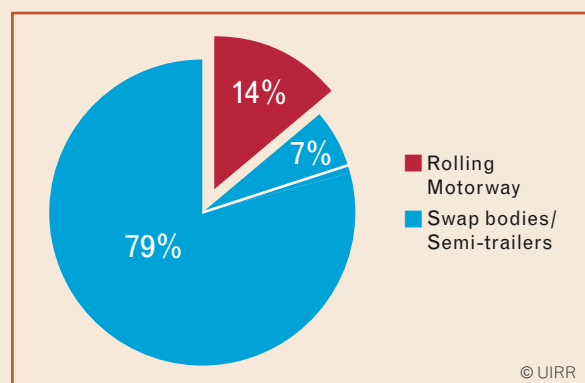
Techniques	Kombi Dan	Kombiverkehr	Naviland Cargo	Novatrans	Ökombi
Semi-trailers		28 214 10%		2 982 2%	
Swap bodies and containers	441 100%	257 337 90%	68 838 100%	150 607 98%	
Rolling Motorway					88 174 100%
SUM in consignments	441 100%	285 551 100%	68 838 100%	153 589 100%	88 174 100%

Techniques	Polzug	Rocombi	TRW
Semi-trailers			10
Swap bodies and containers	10 083 100%	9 840 100%	12 464 100%
Rolling Motorway			
SUM in consignments	10 083 100%	9 840 100%	12 474 100%

Techniques	Total UIRR
Semi-trailers	45 653 5%
Swap bodies and containers	777 753 84%
Rolling Motorway	99 911 11%
SUM in consignments	923 317 100%
SUM TEU	2 123 628 100%

INTERNATIONAL + NATIONAL TRAFFIC

Techniques	Total UIRR
Semi-trailers	199 800 7%
Swap bodies and containers	2 135 976 79%
Rolling Motorway	381 975 14%
SUM in consignments	2 717 751 100%
SUM TEU	6 250 826 100%



International traffic per member company¹ 2002-2006

Company	Number of consignments					
	2002	2003	2004	2005	2006	% 06-05

UNACCOMPANIED TRAFFIC

Adria Kombi	9 137	8 917	14 363	14 047	22 080	57%
Alpe Adria			21 548	8 747	11 214	28%
Bohemiakombi	1 749	1 337	1 080	1 424	3 643	156%
BTZ	12 546					
Cemat	163 428	206 459	216 765	236 824	266 493	13%
Combiberia	12 779	13 714	16 851	24 406	29 499	21%
Conliner			56 028	45 337		
Crokombi	1 376	2 005	3 520	1 796	1 571	-13%
C.T.L.	5 482					
Hungarokombi	11 589	10 813	10 677	10 345	0	-100%
Hupac	201 450	204 953	234 478	279 856	336 478	20%
Hupac NV	34 115	36 926	47 899	57 085	69 554	22%
ICA				96 585	154 797	60%
Kombi Dan	6 479	5 543	5 568	7 205	6 822	-5%
Kombiverkehr	284 977	313 888	330 802	351 371	375 836	7%
Naviland Cargo ²		29 502	27 832	12 804	15 629	22%
Novatrans ³	74 659	44 210	41 733	37 848	43 714	15%
Ökombi	37 141	37 935	25 461	4 321	0	-100%
Polkombi	372					
Polzug				-	76 513	-
Rocombi	102	4	0	38	15	-61%
Swe-Kombi	3 759					
T.R.W.	64 601	62 711	59 762	85 889	98 516	15%
SUM	925 741	978 915	1 114 364	1 275 927	1 512 370	19%

ACCOMPANIED TRAFFIC

Adria Kombi	22 774	25 430	25 882	27 084	30 964	14%
Alpe Adria			-	13 423	15 775	18%
Bohemiakombi	34 059	45 093	13 333	0		
Cemat	13 062	12 918	10 726	0		
Crokombi					148	-
Hungarokombi	54 517	51 973	39 891	26 731	27 275	2%
Hupac ⁴	14 982	12 266	14 214	11 301	9 582	-15%
ICA				27 168	0	-100%
Kombiverkehr	93 145	98 108	41 488	0		
Ökombi	143 973	131 560	102 080	86 356	117 456	36%
Ralpin ⁴			64 715	79 248	80 864	2%
SUM	376 512	377 348	312 329	271 311	282 064	4%

International traffic per member company¹ 2002-2006

Company	Number of consignments					
	2002	2003	2004	2005	2006	% 06-05
UNACCOMPANIED + ACCOMPANIED						
Adria Kombi	31 911	34 347	40 245	41 131	53 044	29%
Alpe Adria			21 548	22 170	26 989	22%
Bohemiakombi	35 808	46 430	14 413	1 424	3 643	156%
BTZ	12 546	0				
Cemat	176 490	219 377	227 491	236 824	266 493	13%
Combiberia	12 779	13 714	16 851	24 406	29 499	21%
Conliner			56 028	45 337		
Crokombi	1 376	2 005	3 520	1 796	1 719	-4%
C.T.L.	5 482	0				
Hungarokombi	66 106	62 786	50 568	37 076	27 275	-26%
Hupac ⁴	216 432	217 219	248 692	291 157	346 060	19%
Hupac NV	34 115	36 926	47 899	57 085	69 554	22%
ICA				123 753	154 797	-
Kombi Dan	6 479	5 543	5 568	7 205	6 822	-5%
Kombiverkehr	378 122	411 996	372 290	351 371	375 836	7%
Naviland Cargo ²		29 502	27 832	12 804	15 629	22%
Novatrans ³	74 659	44 210	41 733	37 848	43 714	15%
Ökombi	181 114	169 495	127 541	90 677	117 456	30%
Polkombi	372					
Polzug					76 513	-
Ralpin ⁴			64 715	79 248	80 864	2%
Rocombi	102	4	0	38	15	-
Swe-Kombi	3 759					
T.R.W.	64 601	62 711	59 762	85 889	98 516	15%
SUM	1 302 253	1 356 263	1 426 693	1 547 238	1 794 434	16%

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 Naviland Cargo (former CNC) consignments has been modified in 2004.

The figures published in 2003 have thus been adapted on the basis of 2004. The data for 2005 and 2006 have been estimated based on the same rules as 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.

The 2005 figures have been corrected due to transshipments that were carried out for non UIRR member companies.

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.

National traffic per member company¹ 2002-2006

Company	Country	Number of consignments					
		2002	2003	2004	2005	2006	% 06-05

UNACCOMPANIED TRAFFIC

Adria Kombi	SLO	6 540	7 914	11 927	12 401	15 876	28%
Alpe Adria	I	-	-	21 743	20 324	22 479	11%
Cemat	I	161 506	171 507	176 828	187 125	173 361	-7%
Hupac	CH, D, I	6 814	8 464	11 589	21 410	29 235	37%
ICA ²	A				19 925	41 639	109%
Kombi Dan	DK	2 416	2 216	1 900	1 408	441	-69%
Kombiverkehr ³	D	155 165	171 096	205 397	224 989	285 551	27%
Naviland Cargo ⁴	F	-	199 582	177 130	111 592	68 838	-38%
Novatrans	F, I	169 013	152 090	152 891	145 909	153 589	5%
Ökombi	A	78 083	72 301	70 339	14 623	0	-100%
Polkombi	PL	341					
Polzug	D				-	10 083	-
Rocombi	RO	9 900	11 164	12 025	11 496	9 840	-14%
T.R.W.	B	2 953	4 278	5 007	5 117	12 474	144%
SUM		592 731	800 612	846 775	776 318	823 406	6%

ACCOMPANIED TRAFFIC

Hupac	CH	10 852	8 629	10 939	12 200	11 737	-4%
Ökombi	A	77 070	73 679	58 847	32 169	88 174	174%
SUM		87 922	82 308	69 786	44 369	99 911	125%

National traffic per member company¹ 2002-2006

Company	Country	Number of consignments					
		2002	2003	2004	2005	2006	% 06-05
UNACCOMPANIED + ACCOMPANIED							
Adria Kombi	SLO	6 540	7 914	11 927	12 401	15 876	28%
Alpe Adria	I	-	-	21 743	20 324	22 479	11%
Cemat	I	161 506	171 507	176 828	187 125	173 361	-7%
Hupac	CH, D, I	17 666	17 093	22 528	33 610	40 972	22%
ICA ²	A				19 925	41 639	109%
Kombi Dan	DK	2 416	2 216	1 900	1 408	441	-69%
Kombiverkehr ³	D	155 165	171 096	205 397	224 989	285 551	27%
Naviland Cargo ⁴	F	-	199 582	177 130	111 592	68 838	-38%
Novatrans	F, I	169 013	152 090	152 891	145 909	153 589	5%
Ökombi	A	155 153	145 980	129 186	46 792	88 174	88%
Polkombi	PL	341	0				
Polzug	PL				-	10 083	
Rocombi	RO	9 900	11 164	12 025	11 496	9 840	-14%
T.R.W.	B	2 953	4 278	5 007	5 117	12 474	144%
SUM		680 653	882 920	916 561	820 687	923 317	13%

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

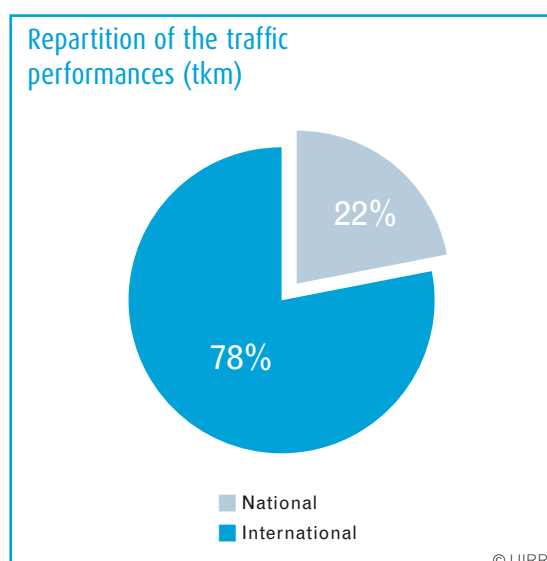
² The ICA figures of 2005 have been adapted due to multiple countings of the pre- and posthaulages.

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

⁴ The data for 2005 and 2006 have been estimated based on the same rules as 2004.

Traffic volume and performances 2006

Company	Country	National		International	
		Gross tons	Tonne-kilometres	Gross tons	Tonne-kilometres
		t	1000 tkm	t	1000 tkm
Adria-Kombi, Ljubljana	SLO	190 512	30 291	1 142 084	491 566
Alpe Adria, Trieste	I	337 185	100 144	626 492	245 237
Bohemiakombi, Prague	CZ			43 796	27 703
Cemat, Milano	I	3 369 128	3 038 285	5 908 903	5 453 897
Combiberia, Madrid	E			466 047	733 180
Crokombi, Zagreb	HR			7 121	2 970
Hungarokombi, Budapest	H			763 700	498 067
Hupac, Chiasso	CH	1 013 046	346 461	7 268 617	5 616 364
Hupac, Rotterdam	NL			1 605 120	1 635 281
ICA, Wien	A	633 223	37 993	2 849 463	2 891 600
Kombi Dan, Padborg	DK	7 783	1 701	164 577	215 735
Kombiverkehr, Frankfurt	D	6 032 686	3 187 200	9 640 566	9 189 248
Naviland Cargo, Vincennes ¹	F	1 661 573	749 370	519 044	464 326
Novatrans, Paris	F	2 679 509	1 981 555	1 077 255	998 412
Ökombi, Wien	A	3 251 836	323 462	3 722 220	1 523 377
Polzug, Hamburg	D	50 415	18 704	1 806 457	1 691 438
Ralpin, Bern	CH			2 718 895	1 177 281
Rocombi, Bukaresti	RO			310	483
T.R.W., Bruxelles	B	126 298	21 385	2 404 443	2 701 986
TOTAL		19 353 194	9 836 551	42 735 110	35 558 151



¹ The Naviland Cargo data for 2006 have been estimated based on the same rules as 2004 and 2005.

International relations 2006 (terminal to terminal)

Relations from to		Consignments C	Consignments-km C*km	Average distance km	Average weight t/C	Gross weight t	Tonne-km 1000 tkm	Techniques, % consignments			
Country	Country							ST	SB/CT < 8,30m	SB/CT > 8,30m	RoMo
Column number		1	2	3=2/1	4=5/1	5	6=2*4	7	8	9	10
A	B	1 383	1 244 250	900	22	30 099	27 089		86%	14%	
B	A	1 775	1 509 701	851	16	28 439	24 189		70%	30%	
A	BG	14	18 900	1 350	16	220	297		100%		
BG	A	5	6 750	1 350	6	32	43		100%		
A	CH	601	420 350	700	13	7 679	5 375		75%	25%	
CH	A	908	476 897	525	18	16 611	8 724		80%	20%	
A	CZ	155	77 250	500	4	662	331		74%	26%	
CZ	A	1 465	638 648	436	5	7 260	3 165		90%	10%	
A	D	68 001	66 307 153	975	20	1 387 052	1 352 502		45%	51%	5%
D	A	43 707	40 698 789	931	21	936 377	871 930		43%	49%	8%
A	GR	8 813	14 100 000	1 600	18	158 607	253 771	12%	1%	87%	
GR	A	9 925	15 880 000	1 600	18	179 699	287 518	11%	1%	88%	
A	H	28 205	17 652 776	626	29	816 503	511 037		2%	4%	94%
H	A	30 663	19 046 612	621	24	732 639	455 086		10%	7%	83%
A	I	37 581	11 097 427	295	31	1 167 761	344 837		14%	6%	80%
I	A	38 133	11 920 711	313	32	1 207 785	377 564		9%	4%	87%
A	KZH	7	17 150	2 450	28	194	475		82%	18%	
A	NL	4 834	4 350 150	900	18	88 211	79 390		57%	43%	
NL	A	5 148	4 633 200	900	21	106 612	95 951		62%	38%	
A	PL	50	47 500	950	9	432	410		70%	30%	
PL	A	408	387 600	950	23	9 348	8 881		86%	14%	
A	RO	6 246	4 717 094	755	26	160 705	121 368			36%	64%
RO	A	6 245	4 707 782	754	19	118 344	89 214			34%	66%
A	RU	13	39 000	3 000	26	338	1 014		100%		
A	SK	23	2 875	125	10	226	28		75%	25%	
SK	A	511	102 200	200	5	2 290	458		87%	13%	
A	SLO	32 487	11 197 241	345	30	969 907	334 301		6%	5%	89%
SLO	A	37 626	12 181 200	324	25	938 168	303 727		16%	7%	77%
A	TR	3 602	6 134 246	1 703	20	72 310	123 161			99%	1%
TR	A	3 563	6 068 252	1 703	14	48 389	82 412		1%	99%	1%
A	YU	5	3 250	650	3	15	10			100%	
B	CH	19 029	11 937 767	627	22	422 234	264 887		44%	56%	
CH	B	22 983	13 895 765	605	15	341 392	206 409		49%	51%	
B	D	7 870	5 299 963	674	24	189 678	127 745		45%	55%	
D	B	7 705	5 478 780	711	20	156 116	111 009		50%	50%	

International relations 2006

(terminal to terminal)

Relations from to		Consignments C	Consignments-km C*km	Average distance km	Average weight t/C	Gross weight t	Tonne-km 1000 tkm	Techniques, % consignments			
Country	Country							ST	SB/CT < 8,30m	SB/CT > 8,30m	RoMo
Column number		1	2	3=2/1	4=5/1	5	6=2*4	7	8	9	10
B	E	15 836	24 184 229	1 527	26	415 814	635 037		5%	95%	
E	B	11 830	21 087 934	1 783	14	168 106	299 676		32%	68%	
B	F	17 223	17 924 293	1 041	28	487 365	503 826		14%	86%	
F	B	14 410	14 485 648	1 005	28	402 118	385 198		40%	60%	
B	GR	87	213 568	2 455	6	486	1 192		23%	77%	
GR	B	44	98 712	2 269	17	718	1 629		24%	76%	
B	H	20	27 340	1 402	31	600	841		3%	97%	
B	HR	3	3 789	1 263	9	27	34			100%	
B	I	96 328	108 786 641	1 129	26	2 530 266	2 857 534	5%	21%	74%	
I	B	90 653	94 713 640	1 045	20	1 833 026	1 915 134	5%	24%	71%	
B	LU	7 481	1 644 739	220	14	106 007	23 306		8%	92%	
LU	B	6 737	1 192 449	177	18	119 546	21 160		12%	88%	
B	PL	2 574	3 133 135	1 217	28	72 559	88 321		47%	53%	
PL	B	1 746	2 145 632	1 229	9	15 153	18 621		35%	65%	
B	RO	496	815 738	1 646	23	11 479	18 897		2%	99%	
B	S	8	9 456	1 182	27	213	251			100%	
BiH	SLO	59	41 300	700	2	118	83		100%		
SLO	BiH	47	32 900	700	16	752	526		100%		
CH	D	29 220	19 485 930	667	16	477 978	318 749	27%	51%	21%	1%
D	CH	30 958	20 780 665	671	25	779 449	523 216	25%	56%	18%	1%
CH	DK	93	124 043	1 341	26	2 432	3 261	83%	17%		
DK	CH	32	32 827	1 026	25	801	822		97%	3%	
CH	I	11 759	3 880 635	330	26	307 316	101 419	2%	79%	19%	
I	CH	11 420	3 981 574	349	19	218 623	76 223	3%	70%	28%	
CH	N	254	330 311	1 303	26	6 487	8 453	88%	12%		
N	CH	242	314 675	1 303	21	5 140	6 698	75%	12%	13%	
CH	S	737	931 934	1 265	24	17 415	22 036	91%	9%		
S	CH	430	551 324	1 282	26	11 362	14 567	73%	27%		
CRO	A	2	1 200	600	22	44	26		100%		
CRO	H	515	290 460	564	3	1 730	973		100%		
CRO	SLO	1 204	453 908	377	4	5 391	1 997		88%		12%
SLO	CRO	1 018	356 300	350	16	16 288	5 701		88%		12%
CZ	D	2 800	1 736 730	620	12	32 606	20 228	26%	72%	2%	
D	CZ	4 368	4 262 541	976	20	88 257	86 126	18%	74%	8%	
CZ	I	458	411 750	900	8	3 543	3 189		40%	60%	
CZ	PL	122	109 958	905	17	2 075	1 878		34%	66%	

International relations 2006

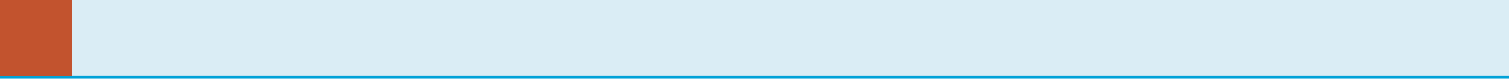
(terminal to terminal)

Relations from to		Consignments C	Consignments-km C*km	Average distance km	Average weight t/C	Gross weight t	Tonne-km 1000 tkm	Techniques, % consignments			
Country	Country							ST	SB/CT < 8,30m	SB/CT > 8,30m	RoMo
Column number		1	2	3=2/1	4=5/1	5	6 =2*4	7	8	9	10
CZ	SLO	261	210 745	809	22	5 763	4 662		86%	14%	
SLO	CZ	26	20 800	800	11	286	229		89%	11%	
D	CRO	1 184	1 376 368	1 163	28	33 052	38 438		91%	9%	
D	DK	2 402	2 241 383	933	21	49 887	46 551	14%	54%	32%	
DK	D	2 111	1 847 125	875	21	44 878	39 268	16%	55%	29%	
D	E	21 276	30 526 689	1 435	26	552 744	793 074	2%	57%	41%	
E	D	17 669	25 708 395	1 455	17	297 941	433 504	2%	53%	45%	
D	F	6 458	6 700 583	1 038	24	154 968	160 790	7%	70%	23%	
F	D	4 991	5 229 217	1 048	18	90 016	94 313	8%	87%	5%	
D	FIN	803	97 7251	1 217	9	7 300	8 884		6%	94%	
FIN	D	61	61 000	1 000	20	1 200	1 200			100%	
D	GR	436	772 609	1 774	25	10 869	19 282		86%	15%	
GR	D	127	185 166	1 458	8	997	1 454		97%	3%	
D	H	10 101	12 517 191	1 239	17	168 090	208 308		35%	65%	
H	D	8 740	10 778 326	1 233	16	139 720	171 926	1%	35%	64%	
D	I	274 512	217 371 246	792	29	7 862 651	6 226 021	19%	39%	26%	16%
I	D	275 757	192 195 391	697	24	6 468 628	4 508 472	20%	36%	28%	16%
D	N	2 000	2 272 042	1 136	22	43 103	48 979	16%	67%	17%	
N	D	963	982 958	1 021	14	13 843	14 130	21%	59%	20%	
D	NL	31 151	21 160 724	679	21	662 400	449 965		58%	42%	
NL	D	25 171	19 381 670	770	20	495 846	381 801		56%	44%	
D	P	146	339 303	2 332	25	3 652	8 517		58%	42%	
P	D	63	154 832	2 458	7	466	1 144		52%	48%	
D	PL	48 528	45 333 584	934	23	1 115 001	1 041 615		44%	56%	
PL	D	32 214	28 798 636	894	23	751 673	671 980		53%	48%	
D	S	8 293	8 309 586	1 002	26	217 116	217 550	14%	58%	28%	
S	D	5 083	5 325 045	1 048	18	91 532	95 900	18%	59%	23%	
D	SK	510	600 773	1 178	30	15 165	17 864		100%		
SK	D	33	32 500	1 000	14	464	464		100%		
D	SLO	4 004	5 161 667	1 289	29	114 189	147 222		79%	21%	
SLO	D	3 739	4 563 013	1 223	9	33 579	41 067		77%	23%	
DK	I	10 227	15 215 042	1 488	26	265 977	395 703	27%	67%	6%	
I	DK	10 848	16 067 133	1 481	25	269 908	399 764	28%	65%	7%	
DK	N	36	16 632	462	30	1 089	503		28%	72%	
DK	NL	29	17 489	603	8	234	141		83%	17%	
DK	S	202	25 013	124	10	2 070	256		95%	5%	

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(terminal to terminal)

Relations from to		Consignments C	Consignments-km C*km	Average distance km	Average weight t/C	Gross weight t	Tonne-km 1000 tkm	Techniques, % consignments			
Country	Country							ST	SB/CT < 8,30m	SB/CT > 8,30m	RoMo
Column number		1	2	3=2/1	4=5/1	5	6 =2*4	7	8	9	10
F	I	31 440	27 545 506	876	27	846 892	741 987		64%	36%	
I	F	31 578	27 569 463	873	20	615 599	537 454		77%	23%	
H	I	2 802	1 765 320	630	5	14 071	8 865		42%	59%	
I	H	2 933	1 898 806	648	15	44 365	28 727		37%	63%	
H	NL	178	275 125	1 550	18	3 120	4 836		37%	63%	
NL	H	334	517 700	1 550	18	6 086	9 433		24%	76%	
H	SLO	5 579	3 909 754	701	21	114 663	80 356		68%		32%
SLO	H	6 217	4 662 750	750	21	130 062	97 547		70%	2%	28%
I	LU	323	224 224	694	25	8 059	5 595		90%	10%	
LU	I	845	598 279	708	28	23 586	16 709		79%	21%	
I	NL	40 269	45 574 161	1 132	21	853 673	966 139	7%	35%	58%	
NL	I	44 386	50 152 790	1 130	25	1 109 274	1 253 480	6%	44%	50%	
I	PL	20	30 666	1 533	19	373	572		20%	80%	
I	RO	12	19 110	1 593	31	372	592		83%	17%	
RO	I	5	8 420	1 684	30	150	253		100%		
I	S	7 319	10 713 492	1 464	23	166 162	243 226	6%	90%	4%	
S	I	5 522	6 900 007	1 250	27	146 533	182 779	10%	79%	11%	
I	SLO	140	53 273	382	27	3 749	1 432		74%	27%	
SLO	I	86	30 100	350	2	172	60		100%		
LU	E	11	19 828	1 803	19	208	375			100%	
LU	F	9	10 098	1 122	7	62	69		78%	22%	
NL	PL	5 047	6 359 220	1 260	27	136 269	171 699		56%	44%	
PL	NL	2 602	3 278 520	1 260	12	31 224	39 342		52%	48%	
NL	RO	7	12 250	1 750	22	154	270			100%	
RO	NL	6	10 500	1 750	22	132	231			100%	
NL	SK	264	356 400	1 350	15	3 886	5 246		16%	84%	
NL	SLO	11	14 850	1 350	9	98	132		84%	16%	
SLO	NL	3	3 900	1 300	18	54	70		100%		
RO	SLO	10	14 400	1 440	16	160	230		100%		
SK	SLO	54	35 100	650	22	1 210	787		54%	46%	
SLO	SK	1 120	784 000	700	5	5 600	3 920		100%		
SLO	PL	12	14 950	1 246	21	247	308		42%	58%	
SLO	YU	2 208	1 324 800	600	13	28 704	17 222		100%		
YU	SLO	2 045	1 227 000	600	5	10 225	6 135		100%		
TOTAL		1 794 434	1 519 267 022	847	24	42 735 110	35 558 151	9%	38%	38%	16%





Your Partners in Combined Transport

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