

# EU Intermodal Freight Transport

Key Statistical Data 1992-1999



EUROPEAN  
COMMISSION



THEME 7  
Transport

7

A great deal of additional information on the European Union is available on the Internet.  
It can be accessed through the Europa server (<http://europa.eu.int>).

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## FOREWORD

In 1999 Eurostat published the first edition of *Intermodal freight transport – key statistical data*. It was the first step towards statistical data on intermodal freight transport in the European Union, making available existing data from a wide range of sources.

This publication is an updated version of the 1999 edition. As far as possible, the tables on intermodal transport have been updated, while some general tables and charts have been omitted.

The publication will be progressively improved in the future as more data on intermodal transport become available.

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## SYMBOLS AND UNITS

:	data not available
mio	million
t	tonnes
TEU	Twenty-foot Equivalent Unit
tkm	tonne-kilometre
ITU	Intermodal Transport Unit

# TABLE OF CONTENTS

<b>Foreword</b>	.....	<b>3</b>
<b>Publication information</b>	.....	<b>4</b>
<b>Introduction</b>	.....	<b>7</b>
<b>Executive summary</b>	.....	<b>8</b>
<b>General situation and trends of transport in Europe</b>	.....	<b>10</b>
Table 1.1	Transport in EU-15 by kind of commodities.....	11
Table 1.2(a)	External trade EU-15 - Export.....	12
Table 1.2(b)	External trade EU-15 - Import.....	13
Chart 1.1	Growth of transport and gross domestic products.....	14
Table 1.3	Share of each mode in total transport.....	15
Chart 1.2	Evolution of the modal split for inland goods transport in EU-15.....	16
<b>Transport infrastructure</b>	.....	<b>17</b>
Map 2.1	Inland terminals by type of transshipment.....	18
<b>Transport chains</b>	.....	<b>19</b>
Table 3.1	Continental and intercontinental transport chains, by type.....	20
Table 3.2	Total transport by transport chains between Ruhrgbiet and Andalusia.....	21
<b>Unitised transport by country</b>	.....	<b>22</b>
Table 4.1	Rail-sea and road-sea traffic.....	23
Table 4.2	Container traffic of maritime ports by country.....	24
Table 4.3.a	International unitised traffic of UIRR members.....	25
Table 4.3.b	International unitised traffic of UIRR members.....	26
<b>Unitised transport by operator</b>	.....	<b>27</b>
Table 5.1	Intermodal transport main operators.....	28
Table 5.2	Intermodal rail traffic by operator.....	29
Table 5.3	Unitised rail transport: import of large containers by kind of frontier point.....	30
Table 5.4	Unitised rail transport: export of large containers by kind of frontier point.....	31
Table 5.5	Unitised rail transport: transit of large containers by kind of frontier point.....	32
Table 5.6.a	Traffic ICF by origin and destination railway.....	33
Table 5.6.b	Traffic ICF by origin and destination railway.....	34
Table 5.7	Share of combined transport technologies (UIRR members).....	35
Table 5.8	Top 20 container service (maritime operators).....	36
<b>Unitised transport by nodes and links</b>	.....	<b>37</b>
Table 6.1	Port traffic of the major European sea ports.....	38
Table 6.2	Container traffic in major European ports.....	39
Table 6.3	Inland ports : fluvial and fluvio-maritime traffic.....	40
Table 6.4	Journey times on the Rhine.....	41
Table 6.5	Freight traffic of major airports.....	42
<b>Freight traffic through selected corridors</b>	.....	<b>43</b>
Table 7.1	Traffic through the Mont-Cenis / Brenner segment.....	44
Table 7.2	Traffic between Germany / Benelux and Italy (Mont Cenis / Brenner segment).....	44
Table 7.3	Channel Tunnel freight traffic.....	45
Table 7.4.a	Pyrenees rail crossing traffic.....	45
Table 7.4.b	Pyrenees road goods traffic.....	45

<b>Key contacts</b> .....	<b>46</b>
---------------------------	-----------

**Appendix**

Abbreviations (countries) .....	50
Acronyms of organisations.....	51
Abbreviations .....	51
Glossary .....	52

## Introduction

The promotion and development of intermodal transport is an important element of the Common Transport Policy.

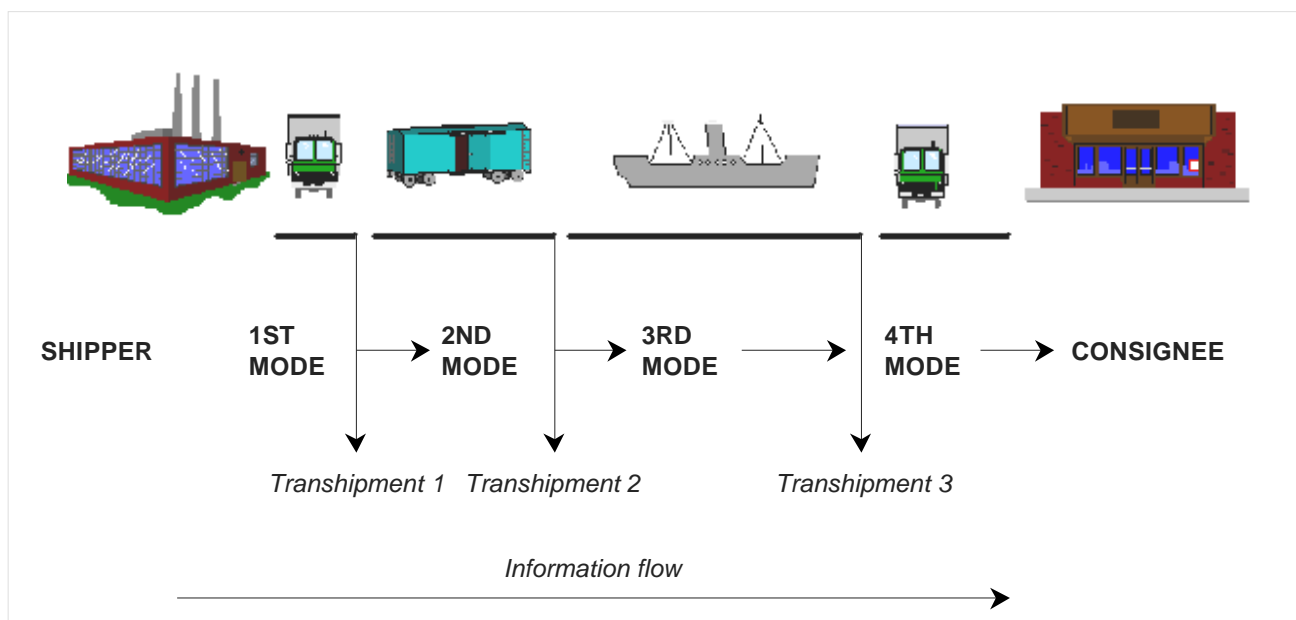
The aim of intermodality is to combine the strong points of transport in the best possible way. Intermodality is a characteristic of a transport system that allows different modes to be used in an integrated manner in a door to door transport chain. This integrated approach focuses on the interlinkages between modes. Road, inland waterway, rail and other modes have in the past in many cases been developed independently.

There is therefore a growing need for statistical data on intermodal transport. This need is explicitly referred to in the 1997 Communication from the Commission entitled "Intermodality and intermodal freight transport in the European Union". The balance between modes of transport was considered one of the main objectives with the sustainable development strategy at the Gothenburg European Council in June 2001. In the 2001 White Paper on a common transport policy<sup>1</sup> it is said that intermodality is important for developing alternatives to road transport.

Knowledge and understanding of mobility patterns, transport logistics and the evaluation of the impacts of different policy options on transport demand have to be based on reliable statistical data.

On long distance transport, each consignment generally uses different modes of transport or the same mode with transhipments (short haulage, then long haulage) between the first place where it is loaded and its final destination. A transport is considered as intermodal when different modes of transport are involved in the transport of a consignment. The following scheme illustrates an intermodal transport chain, as well as the corresponding information chain.

### Example of a transport chain



<sup>1</sup> "White Paper European transport policy for 2010: time to decide" COM(2001) 370

## Executive summary

This is an updating of the publication from 1999, which was the first effort to collect existing intermodal data in one publication.

**A difficult conceptual problem:** The construction of intermodal transport statistics (according to the transport chain definition) raises a difficult conceptual problem because every single consignment is shipped by a specific transport chain. Moreover, the mix of transport modes and the various transshipment nodes makes it difficult to set-up intermodal transport statistics on a European scale. Statistical observation is also difficult because spatial aspects are often outweighed by economic considerations (trade between two adjacent regions is often routed via distant national hubs to consolidate dispersed flows in an efficient way). Due to the scarcity and weakness of existing transport chain statistics, the current publication focuses essentially on the unitised and combined transport, which is only one part of intermodal transport. However, in the long run, this publication will focus increasingly on data dealing with the transport chain concept.

Looking at the scheme of the previous page representing a typical transport chain, it is significant that most data currently available are dealing with only one link of each transport chain (e.g. one mode or one combination of modes as rail-road for example) or with one node (for example the containerised traffic from/to a port).

**Main users:** The main potential users of this publication are the policy makers and statisticians at EU and Member States level, as well as the thousands of operators involved in the intermodal transport and logistics operations in the EU15 (shippers, forwarders, transport operators).

**Sources of information:** Several sources were used to prepare this publication, the main ones being: European Commission Directorate-General TREN, Eurostat, ECMT, UNO, UIC, UIRR, ICF, the Containerisation Yearbook, the Institute of Shipping Economics and Logistics (Germany), the "Direction des Ports et de la Navigation Maritime", various port authorities, (EFIP). Data from FP4 research projects (IQ, IMPULSE) were also used, as well as from private data providers (NEA, MDS Transmodal). Estimates have been used to a certain extent when no data has been available.

**Transport chains:** It is estimated that in 1997, the land-land transport chains represented 95% of the total continental freight traffic in Europe. As far as intercontinental freight traffic is concerned, 78% of the total traffic was realised with sea-land transport chains, which is a decrease with 12 % compared to 1992.

Statistics on transport chains are more and more difficult to build. The implementation of the internal free market within the European Union had major consequences on the transport statistical system. Concerning intra-community trade, the disappearance of the single administrative documents led to a loss of information. The introduction of the INTRASTAT system has led to the disappearance of the domestic mode of transport, of the nationality of the border-crossing mode and the mode of appearance at border, as well as the country of first origin or last destination.

**Unitised rail transport:** Estimations made indicate that unitised rail transport amounted to 8 million TEU in 1996. The total amount of unitised transport in that year was estimated to 140 - 145 million tonnes and 50 billion tonne-kilometres. The total traffic, declared by UIC, represents 139 million tonnes in 1998. D-Bahn, SNCF, ÖBB and CFF/SBB/FSS represent 59 % of the total (in tonnes).

**Combined transport:** The most common form of combined transport is transport with containers, swap bodies and semi-trailers. This unaccompanied transport, in which only the loading units are transported by rail, has a market share of 80%. In 1998, the share of swap-bodies and containers reached 71% of all consignments carried by UIRR members. Conversely, the share of semi-trailers decreased from 18% in 1992 to 9% in 1998. The accompanied transport maintained its position.



**Unitised transport by sea:** The 39,4 million TEUs loaded and unloaded in EU ports represent 1/7 of the cargo handled in EU ports. The traffic of UK, Dutch and German ports accounted for 47% of the total EU traffic in 1998. Total container port-traffic in EU 15 increased by 85% between 1992 and 1998. The relative growth of container traffic was particularly impressive in the Spanish (+156%), Italian (+342%) and Irish (+135%) ports during the period 1992/98. Rotterdam, Hamburg and Antwerp account for about one 1/3 of the containers transported in EU ports in the year 1998.

**Unitised transport on inland waterways:** More than 200 million tonnes per year are transported on the EU inland waterways. The biggest inland ports are Duisburg, Liège and Paris. These three ports represent almost 50 % of the number of tonnes loaded and unloaded in 1999.

**Unitised transport by air:** The four main airport-platforms, Frankfurt, Schiphol, Heathrow and Charles de Gaulle, represented 60% of the freight tonnes transported by the 25 largest airports in the EU in the year 1999. The freight transport of London Stansted, Manchester and Milano Malpensa have increased with more than 100 % between the years 1995 and 1999. Other airports with a strong increase in freight transport between 1995 and 1999 are Bruxelles (54%), Köln/Bonn and Charles de Gaulle (both 49%). As a whole, the freight traffic of the 25 largest airports increased by 22% between the years 1995 and 1999.

## General situation and trends of transport in Europe

Table 1.1

## Transport in EU 15 by kind of commodities

Year: 1998

Unit : % of tkm, except specifically indicated

	Road	Rail	Inland Waterways	Sea (intra-EU)	Pipelines	Total
<b>Total EU 15 (billion tkm)</b>	1 150	220	110	1 070	85	2 635
<b>%</b>	44	8	4	41	3	100
<b>(Breakdown in %) **</b>						
Agricultural products (0,1) *	32	12	10	:	0	29
Coal, other solid mineral fuels (2) *	1	10	19	:	0	3
Petroleum and petroleum products (3) *	5	10	19	:	100	6
Iron ore, steel, other metal products (4,5) *	7	20	8	:	0	9
Cement, building materials (6) *	21	12	34	:	0	20
Chemicals, fertilizers (7,8) *	8	10	9	:	0	8
Machinery, manufactured articles (9) *	27	24	2	:	0	26
<b>All goods</b>	100	100	100	:	100	100

(\*) NST/R classification groups in brackets

Source : DG TREN / Eurostat

(\*\*) Data by groups of goods refer mainly to the years 1994-1996, depending on the country and mode

On the total 2 635 billion tonne-kilometres of freight transported in the EU 15 in 1998, 44% were carried by road and 41% by sea (intra-EU), while the overall share of the rail mode does not exceed 8%.

Agricultural products and manufactured articles (including machinery) represent more than 50% of the total. The machinery and manufactured articles (eg 26% of total) are partly transported by containers. Other kinds of commodities are mainly transported in bulk. The majority of transport volumes is characterised by short distances. A majority of goods transported is far below the threshold of 300 to 400 km commonly admitted as the limit under which intermodal transport is not competitive.

Table 1.2 (a)

## External trade EU 15 - Export

Year: 1998

Unit : Billion EURO

	Total Export	EXPORTS to									
		EU 15 (sendings)		CEC		Mediterranean countries		USA		Other countries	
<b>B +L</b>	159,5	120,9	76%	3,8	2%	5,5	3%	8,4	5%	20,9	13%
<b>DK</b>	43,8	29,2	67%	1,8	4%	0,7	2%	2,2	5%	9,9	23%
<b>D</b>	482,5	271,9	56%	39,2	8%	14,4	3%	45,4	9%	111,6	23%
<b>EL</b>	9,5	4,9	52%	0,8	8%	1,2	13%	0,4	4%	2,2	23%
<b>E</b>	93,3	65,8	71%	2,0	2%	4,3	5%	4,0	4%	17,2	18%
<b>F</b>	286,0	178,4	62%	7,3	3%	14,9	5%	22	8%	63,4	22%
<b>IRL</b>	58,3	40,7	70%	0,6	1%	0,8	1%	7,6	13%	8,60	15%
<b>I</b>	215,6	121,2	56%	11,4	5%	11,6	5%	18,5	9%	52,9	25%
<b>NL</b>	191,1	150,9	79%	4,7	2%	3,6	2%	7,2	4%	24,7	13%
<b>A</b>	57,2	36,7	64%	7,6	13%	1,0	2%	2,3	4%	9,6	17%
<b>P</b>	21,6	17,6	81%	0,2	1%	0,3	1%	1,1	5%	2,4	11%
<b>FIN</b>	39,0	21,9	56%	3,1	8%	0,9	2%	2,9	7%	10,2	26%
<b>S</b>	74,5	42,7	57%	3,0	4%	1,8	2%	6,5	9%	20,5	28%
<b>UK</b>	244,3	141,8	58%	4,7	2%	6,8	3%	32,1	13%	58,9	24%
<b>EU 15</b>	1 976,2	1 244,6	63%	90,2	5%	67,8	3%	160,6	8%	413,0	21%

CEC = Central and Eastern European Countries (Bulgaria, Czech Republic, Estonia, Hungary, Latvia, Lithuania, Poland, Romania, Slovenia, Slovak Republic)

Source: DG TREN - Eurostat

Mediterranean countries = Algeria, Cyprus, Egypt, Israel, Jordan, Lebanon, Malta, Morocco, Palestinian Authority, Syria, Tunisia, Turkey

Total exports of the EU 15 reached 1 976 billion EURO in 1998. This figure includes the intra-EU exports from Member State to Member State.

63% of this total was intra-EU trade. For extra-EU exports, the USA are the first zone of destination with 8 % of total, CEC and Mediterranean countries making respectively 5 and 3%. The other importing zones of the world make 21 % of total EU exports.

Germany, France, Italy and the UK totalise about 62% of total EU15 exports.

Table 1.2 (b)

## External trade EU 15 - Import

Year 1998  
Unit : Billion EURO

	Total Import	IMPORTS from									
		EU 15 (arrivals)		CEC		Mediterranean countries		USA		Other countries	
<b>B +L</b>	148,8	105,5	71%	2,5	2%	3,4	2%	11,9	8%	25,5	17%
<b>DK</b>	41,9	29,5	70%	1,4	3%	0,3	1%	2,1	5%	8,6	21%
<b>D</b>	413,4	240,9	58%	32,3	8%	9,1	2%	27,4	7%	103,7	25%
<b>EL</b>	25,0	16,5	66%	0,9	4%	0,9	4%	1,2	5%	5,5	22%
<b>E</b>	111,6	76,4	68%	1,4	1%	3,1	3%	5,7	5%	25,0	22%
<b>F</b>	274,5	185,5	68%	4,5	2%	9,0	3%	21,6	8%	53,9	20%
<b>IRL</b>	38,3	23,6	62%	0,3	1%	0,3	1%	6,2	16%	7,9	21%
<b>I</b>	192,5	118,5	62%	7,9	4%	7,0	4%	9,7	5%	49,4	26%
<b>NL</b>	179,1	102,5	57%	3,6	2%	3,1	2%	17,0	9%	52,9	30%
<b>A</b>	62,0	45,7	74%	5,9	10%	0,6	1%	2,1	3%	7,7	13%
<b>P</b>	32,9	25,4	77%	0,2	1%	0,4	1%	0,9	3%	6,0	18%
<b>FIN</b>	29,4	19,3	66%	1,1	4%	0,1	0%	1,9	6%	7,0	24%
<b>S</b>	60,5	41,7	69%	2,1	3%	0,4	1%	3,8	6%	12,5	21%
<b>UK</b>	286,5	153,0	53%	3,9	1%	4,6	2%	40,1	14%	84,9	30%
<b>EU 15</b>	1 896,4	1 184,0	62%	68	4%	42,3	2%	151,6	8%	450,5	24%

CEC = Central and Eastern European Countries (Bulgaria, Czech Republic, Estonia, Hungary, Latvia, Lithuania, Poland, Romania, Slovenia, Slovak Republic)

Source: DG TREN - Eurostat

Mediterranean countries = Algeria, Cyprus, Egypt, Israel, Jordan, Lebanon, Malta, Morocco, Palestinian Authority, Syria, Tunisia, Turkey

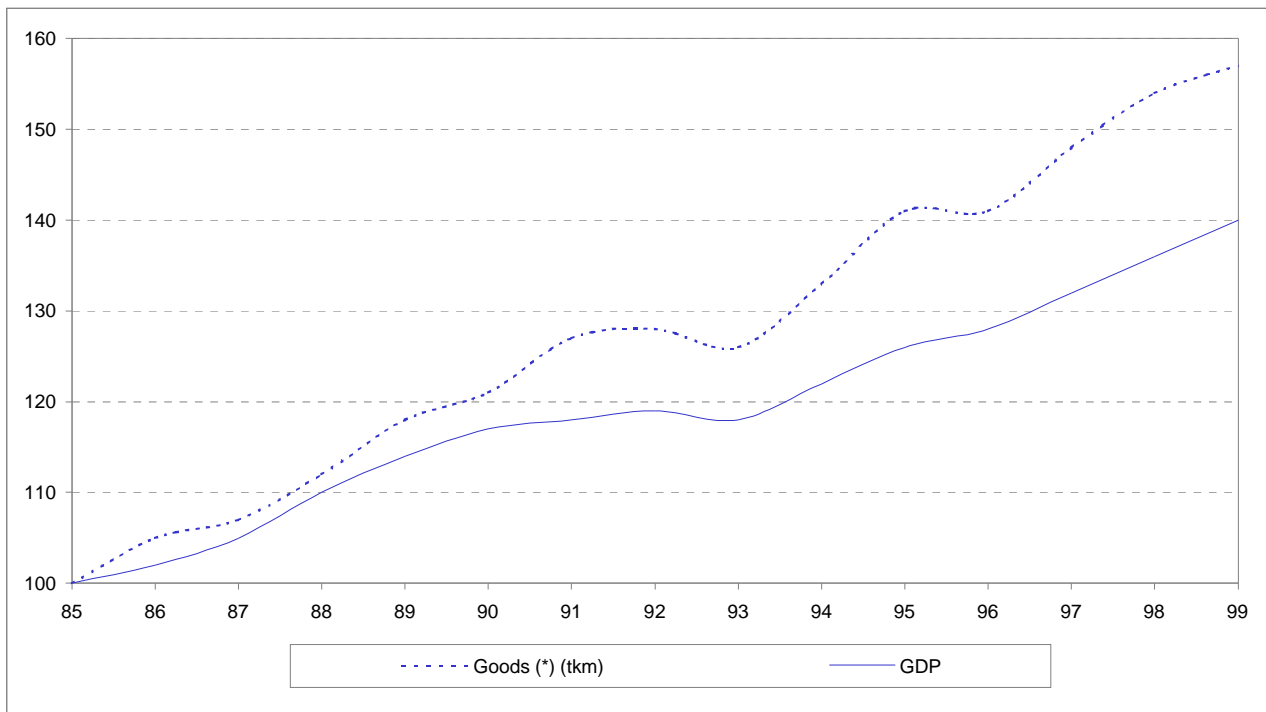
Total import of the EU 15 reached 1 896 EURO in 1988. This table includes the intra-EU imports from Member State to Member State. As for imports, the structure is roughly the same as for exports, but with a smaller share of CEC and Mediterranean countries (respectively 4 and 2 %). The other exporting zones of the world make 24 % of total EU imports.

**Chart 1.1**
**Growth of transport and gross domestic products (GDP)**

Years: 1985 - 1999

1985 = 100

Unit: tkm and EURO



(\*) Road, rail, inland waterways, pipelines, sea (intra EU)

Source: DG TREN - Eurostat

The average growth rate of freight transport (in tkm) and GDP was respectively 2,3% and 2,1% per year during the period considered.

**Table 1.3****Share of each mode in total transport***Year: 1998**Unit: tkm in %*

Country	Road	Rail	Inland waterways	Pipelines
<b>B</b>	69,3	15,1	12,5	3,1
<b>DK*</b>	71,9	9,7	0,0	18,3
<b>D</b>	67,4	15,7	13,7	3,2
<b>EL*</b>	98,1	1,9	0,0	0,0
<b>E</b>	84,6	9,7	0,0	5,7
<b>F</b>	75,0	16,5	1,9	6,6
<b>IRL</b>	92,7	7,3	0,0	0,0
<b>I</b>	86,1	8,8	0,0	5,1
<b>L*</b>	70,9	18,9	10,1	0,0
<b>NL*</b>	47,9	3,9	42,0	6,2
<b>A</b>	38,3	36,9	5,4	19,4
<b>P*</b>	87,4	12,6	0,0	0,0
<b>FIN</b>	72,0	26,9	1,1	0,0
<b>S</b>	63,1	36,9	0,0	0,0
<b>UK</b>	84,7	9,2	0,1	5,9
<b>EU 15</b>	73,7	14,1	7,1	5,1

(\*) *Modal split based on national and international road traffic of vehicles registered in the country*

*Source: DG TREN - Eurostat*

In all Member States, except Austria and Netherlands, the share of road transport in the terrestrial traffic is higher than 50%.

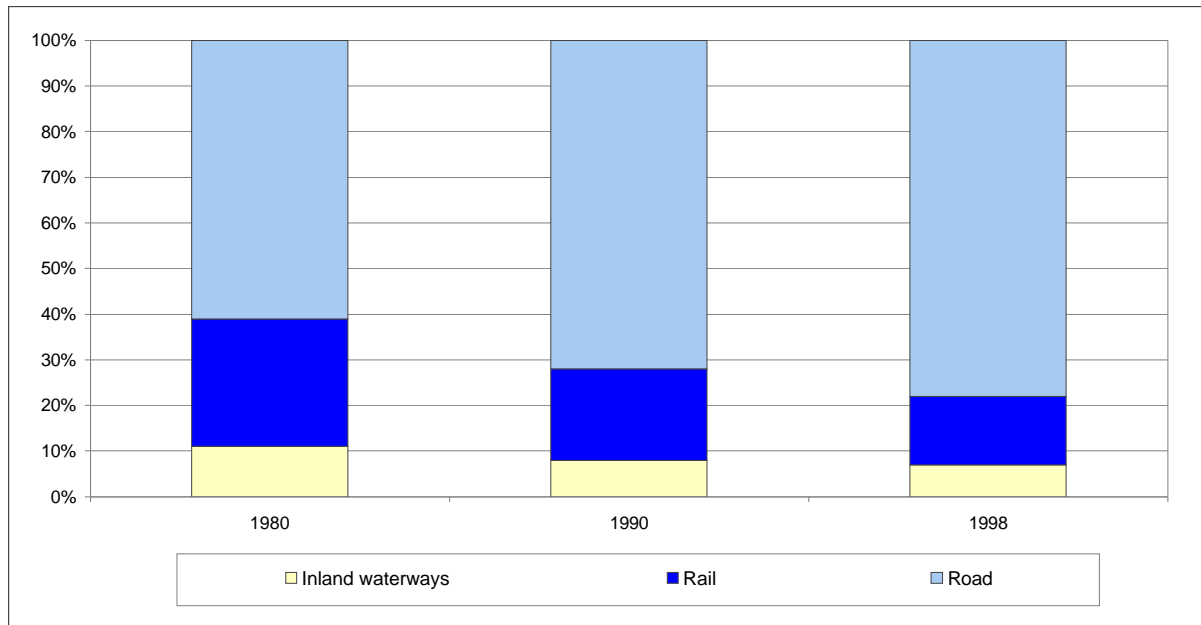
In Spain, Ireland, Greece and Portugal, the share of road transport in the terrestrial traffic is over 85%. Those countries have no inland waterways transport and the development of rail freight traffic is low. In the meantime, in the Netherlands the use of inland waterway has been maximised and the share of this mode reaches 42%. The very extended inland waterway network and a geographical position on the Rhine delta explain this situation. In Germany too, and to a lesser extent in Luxembourg, inland waterway transport has a significant share.

**Chart 1.2**

### Evolution of the modal split for inland goods transport in EU 15

*Years: 1980 - 1998*

*Unit: tkm in %*



The share of road transport of total goods transport has increased continuously - from 61% to 78% - during the last 18 years.

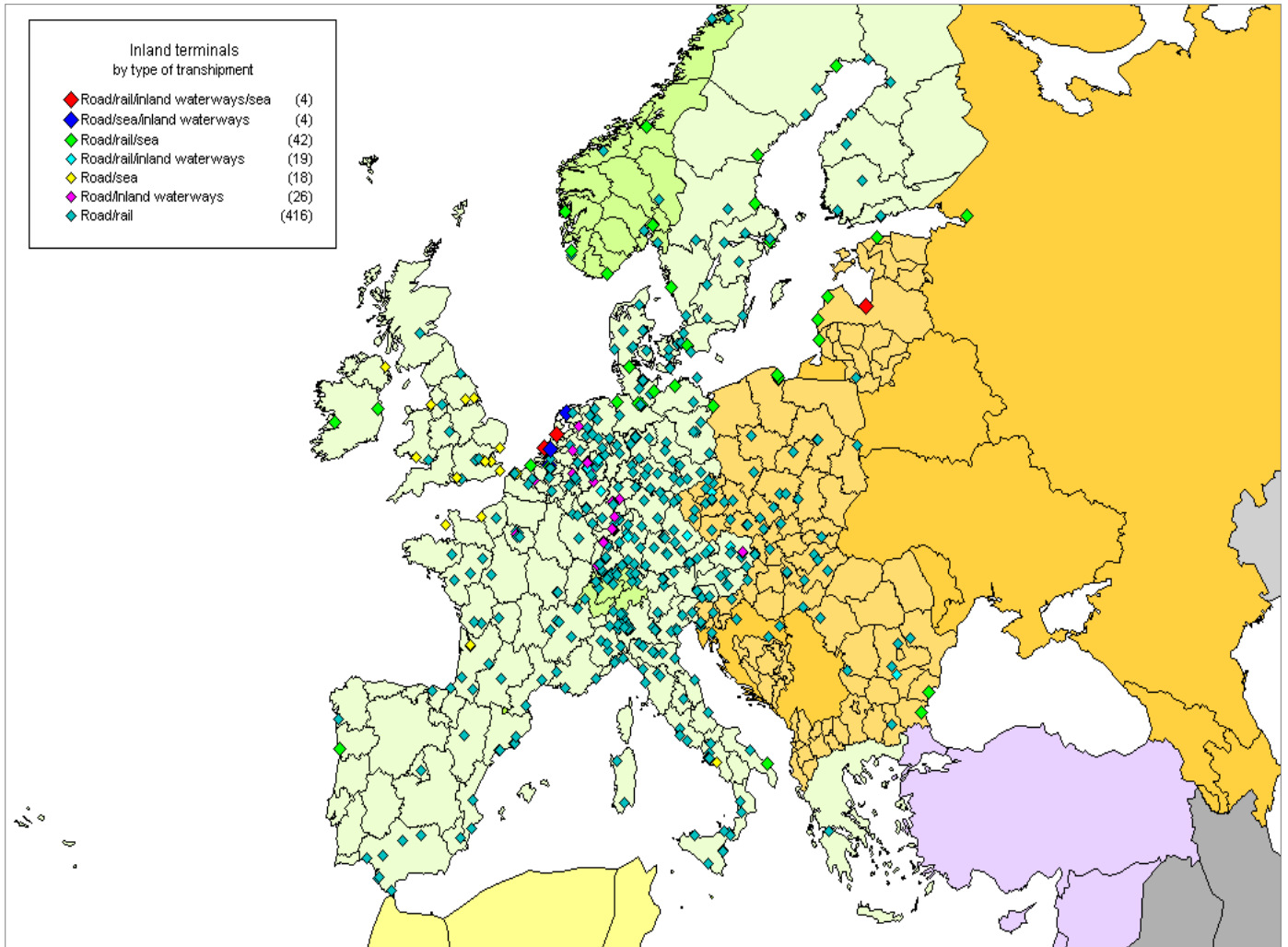


## Transport infrastructure

Map 2.1

Inland terminals by type of transshipment

Year: 1994



## Transport chains

**Table 3.1** **Continental and intercontinental transport chains,**  
**by type**  
**Year: 1997**  
**Unit: Million tonnes**

**Continental transport chains**

	Agriculture & Food	Solid fuel, Ores & Minerals	Petrol products	Metal	Chemical	Manufactured goods	TOTAL	%
<b>Sea-Sea</b>	<b>0,5</b>	<b>0,2</b>	<b>0,9</b>	<b>0,3</b>	<b>0,2</b>	<b>0,2</b>	<b>2,3</b>	<b>0,0</b>
<b>Sea-Land</b>	<b>72,5</b>	<b>123,5</b>	<b>265,4</b>	<b>39,3</b>	<b>52,3</b>	<b>55,8</b>	<b>608,8</b>	<b>4,7</b>
Sea-Road	38,0	31,7	28,2	14,1	28,2	33,8	174,0	1,4
Sea-Rail	4,0	8,6	4,2	5,3	3,8	3,5	29,4	0,2
Sea-Inland waterway	4,5	22,2	16,2	4,3	5,8	0,8	53,8	0,4
Sea-Rest	0,8	4,1	64,1	1,2	2,1	1,6	73,9	0,6
Sea-Unknown	25,3	56,9	152,7	14,3	12,4	16,1	277,7	2,2
<b>Land-Land</b>	<b>2 309,7</b>	<b>5 618,6</b>	<b>970,0</b>	<b>499,2</b>	<b>661,6</b>	<b>2 148,2</b>	<b>12 207,4</b>	<b>95,2</b>
Unimodal Road	2 186,7	5 138,1	561,4	375,9	590,8	2 009,8	10 862,6	84,7
Unimodal Rail	61,6	256,2	58,6	101,1	41,4	79,8	598,6	4,7
Unimodal Inland waterway	25,6	165,7	55,5	7,4	14,0	4,3	272,4	2,1
Unimodal Sea	16,1	47,0	123,6	11,1	8,6	42,8	249,1	1,9
Unimodal Rest	9,6	0,4	157,8	0,3	2,6	1,6	172,3	1,3
Inland Multimodal	10,2	11,2	13,2	3,6	4,3	9,9	52,4	0,4
<b>TOTAL</b>	<b>2 382,7</b>	<b>5 742,2</b>	<b>1 236,4</b>	<b>538,8</b>	<b>714,1</b>	<b>2 204,2</b>	<b>12 818,4</b>	<b>100,0</b>
%	<b>18,6</b>	<b>44,8</b>	<b>9,6</b>	<b>4,2</b>	<b>5,6</b>	<b>17,2</b>	<b>100,0</b>	

**Intercontinental transport chains**

	Agriculture & Food	Solid fuel, Ores & Minerals	Petrol products	Metal	Chemical	Manufactured goods	TOTAL	%
<b>Sea-Sea</b>	<b>8,0</b>	<b>6,1</b>	<b>2,5</b>	<b>3,8</b>	<b>4,2</b>	<b>8,5</b>	<b>32,9</b>	<b>2,6</b>
<b>Sea-Land</b>	<b>130,0</b>	<b>324,7</b>	<b>378,5</b>	<b>27,2</b>	<b>44,9</b>	<b>71,7</b>	<b>977,0</b>	<b>78,4</b>
Sea-Road	47,9	16,9	7,9	6,2	14,4	20,6	114,0	9,1
Sea-Rail	3,9	19,4	0,8	2,0	1,8	3,0	30,7	2,5
Sea-Inland waterway	13,4	51,1	7,2	3,7	6,1	4,0	85,4	6,8
Sea-Rest	0,9	20,3	80,0	0,1	1,4	0	102,7	8,2
Sea-Unknown	63,9	217,1	282,7	15,1	21,3	44,2	644,2	51,7
<b>Land-Land</b>	<b>33,2</b>	<b>41,6</b>	<b>94,3</b>	<b>8,6</b>	<b>16,5</b>	<b>42,3</b>	<b>236,5</b>	<b>19,0</b>
Unimodal Road	14,0	12,4	5,1	3,3	8,9	28,8	72,6	5,8
Unimodal Rail	2,5	5,1	1,1	1,0	1,5	2,7	13,9	1,1
Unimodal Inland waterway	12,8	21,3	7,2	4,0	3,7	2,5	51,4	4,1
Unimodal Sea	0	0	0	0	0	0	0	0
Unimodal Rest	3,8	2,8	80,9	0,3	2,1	8,0	97,9	7,9
Inland Multimodal	0,1	0	0	0	0,2	0,4	0,7	0,1
<b>TOTAL</b>	<b>171,1</b>	<b>372,4</b>	<b>475,2</b>	<b>39,5</b>	<b>65,6</b>	<b>122,6</b>	<b>1 246,5</b>	<b>100,0</b>
%	<b>13,7</b>	<b>29,9</b>	<b>38,1</b>	<b>3,2</b>	<b>5,3</b>	<b>9,8</b>	<b>100,0</b>	

Continental: Pan-Europe (including Russian Federation)

Source: NEA Transport research and training

Sea-Sea: Transhipped in a port different than the origin or destination port

Sea-Unknown: transhipment site not identified, corresponding mode (including sea) unknown

Rest: including pipeline and aviation

**Table 3.2** **Total transport by transport chains between**  
**Ruhrgebiet and Andalusia**

Year: 1997

Unit: 1 000 tonnes

Corridor	Road / Road	Road / Sea	Rail / Sea	Inland waterways / Sea	Sea / Road	Sea / Inland waterways	Other	Total
<b>RUHRGEBIET TO ANDALUCIA</b>								
Transshipment in the Netherlands	:	0	0	1	:	0	0	1
Transshipment in Belgium	0	0	0	0	:	:	0	0
Transshipment in Germany	:	2	1	1	:	:	:	4
Direct	3	:	:	:	:	:	0	3
Other routes	:	0	:	13	:	:	0	13
<b>TOTAL</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>15</b>	<b>:</b>	<b>0</b>	<b>0</b>	<b>21</b>
<b>ANDALUCIA TO RUHRGEBIET</b>								
Transshipment in the Netherlands	0	:	:	:	3	46	0	49
Transshipment in Belgium	0	:	:	:	0	1	1	2
Transshipment in Germany	:	:	:	:	2	0	1	3
Direct	30	:	:	:	:	:	0	30
Other routes	:	:	:	:	0	0	1	1
<b>TOTAL</b>	<b>30</b>	<b>:</b>	<b>:</b>	<b>:</b>	<b>5</b>	<b>47</b>	<b>3</b>	<b>85</b>

Source: NEA Transport Research and Training

This table is an example of transport chain data, which originate from the NEAC database. The example shows the tonnes transported by type of transport chain between two regions, Ruhr in Germany and Andalusia in Spain.

The NEAC database describes the transport of a commodity from its region of production via transshipment locations to the region of consumption (also cross-border). All modes road, rail, inland waterways, sea and pipeline/aviation can be distinguished and in case of transshipment at maximum two transshipment points can be identified. NEAC covers Western and Eastern Europe and the Russian Federation.

The NEAC database is a compilation of national and international sources. All sources are combined with a top-down approach starting with trade data after which it is refined with all available regional, transshipment and domestic data, using modeling and estimation only there where no data sources are existing.

## Unitised transport by country

**Table 4.1****Rail-sea and road-sea traffic\****Years: 1992 - 1997**Unit: 1 000 gross tonnes / year*

Countries of unloading		1992	1996	1997
<b>B</b>	W	545	451	:
	RV	:	1 502	:
<b>D</b>	W	4 279	5 238	:
	RV	3 848	:	:
<b>EL</b>	W	77	143	:
	RV	:	:	:
<b>NL</b>	W	:	:	:
	RV	6 055	7 381	8 408
<b>FIN</b>	W	431	426	:
	RV	1 826	3 334	:
<b>S</b>	W	2 352	2 566	:
	RV	5 705	9 697	:
<b>UK</b>	W	578	:	:
	RV	18 743	28 959	:

*W: Wagons**Source: ECMT**RV: Road vehicles**(\*) International transport of wagons and road vehicles by maritime vessels-Goods unloaded*

**Table 4.2 Container traffic of maritime ports by country**
**Years: 1992 - 1998**
**Unit: Million TEU**
**unloaded**

Traffic by country	1992	1996	1997	1998
B	2,30	3,20	3,60	4,10
DK	0,43	0,48	0,40	0,50
D (1)	3,60	4,70	5,90	6,00
EL	0,65	0,81	0,90	1,10
E	1,80	3,50	4,10	4,60
F	1,10	1,80	2,20	2,40
IRL	0,34	0,52	0,80	0,80
I (2)	1,20	3,80	4,70	5,30
NL (3)	4,20	5,10	5,60	6,10
P	0,47	0,49	0,50	0,60
FIN	0,34	0,66	0,80	0,70
S	0,52	0,77	0,80	0,80
UK (4)	4,40	5,30	6,10	6,50
NO (for information)	0,14	0,25	0,30	0,30
<b>TOTAL</b>	<b>21,49</b>	<b>31,38</b>	<b>36,60</b>	<b>39,70</b>

*Source: Containerisation International Yearbook*
*(1) Excludes GERMERSHEIM*
*(2) Excludes NAPLES*
*(3) Excludes BORN*
*(4) Excludes BRISTOL, CLYDEPORT, GRANGEMOUTH, SWANSEA, WARRENPOINT*

The total EU container traffic in the maritime ports was 39,4 million TEUs loaded and unloaded in the year 1998. The share of container traffic was 1/7 of the total cargo handled in the EU ports (a TEU corresponds to 10-12 tonnes). The traffic of the UK, Dutch and German ports accounted for 47% of the total EU TEUs transported in 1998.

The total container traffic in the seaports of the EU increased by 26% from the year 1996 to the year 1998. It increased by 31% in Spain and 39% in Italy.



**Table 4.3 (a)****International unitised traffic of UIRR members****Main origins and destinations**

Years: 1992 - 1999

Unit: 1 000 gross tonnes

Origin / destination	1992	1994	1996	1999
Germany - Italy	2 674	3 333	3 659	4 449
Italy - Germany	2 593	3 140	3 272	3 626
Germany - Austria	2 586	2 821	2 530	2 490
Austria - Germany	2 717	1 742	2 314	2 203
Greece - Austria	:	:	1 265	:
Austria - Greece	:	:	1 249	:
Belgium - Italy	622	1 083	1 139	1 222
Italy - Belgium	546	695	891	981
Italy - Netherlands	160	257	551	713
Netherlands - Italy	165	327	471	557
France - Italy	280	435	428	561
Italy - France	241	383	411	566
Italy - United kingdom	:	42	346	443
United Kingdom - Italy	71	:	328	444
Other O/D	3 846	1 664	2 132	7 486
<b>TOTAL*</b>	<b>16 501</b>	<b>15 922</b>	<b>20 986</b>	<b>25 741</b>

Notes:

Source: UIRR

The O/D selected are those with more than 300 thousand tonnes of freight transport in 1999.

These statistics concern the main journeys between two terminals.

According to UIRR, unitised traffic include the transport by rail of road vehicles, swap bodies, containers and trailers.

(\*) Including traffic with extra-EU countries

Table 4.3.(a) includes data on the gross freight tonnes transported by the UIRR members for the main international origin and destination countries within the EU. It covers the transport by rail of complete trucks, trailers, containers and swap-bodies.

When comparing the same origin and destination countries the increase of unitised transport was 39% between the years 1996 and 1999. Unitised traffic increased clearly in most of the origin-destination countries considered between this period.

**Table 4.3 (b)**
**International unitised traffic of UIRR members**
**Main origins and destinations**
*Years: 1992 - 1999*
*Unit: Million tkm*

Origin / destination	1992	1994	1996	1999
Italy - Germany	2 140	2 534	2 708	2 508
Germany - Italy	1 939	2 483	2 669	3 353
Italy - Belgium	546	1 152	1 444	981
Germany - Austria	1 312	1 452	1 370	1 250
Austria - Germany	1 401	1 418	1 178	943
Belgium - Italy	622	1 116	1 076	1 222
Netherlands - Italy	189	292	695	724
Italy - Netherlands	213	442	630	789
Greece - Austria	:	:	569	:
Austria - Greece	:	:	560	:
United Kingdom - Italy	89	26	519	705
Italy - United Kingdom	:	53	476	664
France - Italy	281	407	397	525
Italy - France	244	364	362	508
Germany - Spain	56	108	309	375
Other O/D	4 174	2 065	2 247	1 232
<b>TOTAL*</b>	<b>13 206</b>	<b>13 912</b>	<b>17 201</b>	<b>15 779</b>

Notes:

*The O/D selected are those higher than 300 ktonnes km in 1999.*
*These statistics concern the main journeys between two terminals.*
*According to UIRR, unitised traffic include the transport by rail of road vehicles, swap bodies, containers and trailers.*
*(\*) Including traffic with extra E.U. countries*

Source: UIRR

The above table includes the tonne-kilometres between the countries. In 1999 the total international unitised traffic of the UIRR members decreased by 9% compared to 1996.

## Unitised transport by operator

**Table 5.1**
**Intermodal transport main operators**

Years: 1998 - 1999

Unit: 1 000 TEU

	COUNTRY	NATIONAL	INTERNATIONAL
<b>UIRR MEMBERS (1998)</b>			
Kombiverkehr	D	260,92	358,72
Hupac	CH	14,44	169,77
Ökombi	A	55,25	138,73
Cemat	I	205,42	126,72
Novatrans	F	172,27	80,36
T.R.W.	B	2,82	64,20
Hungarokombi	H	:	61,43
Bohemiakombi	CZ	:	56,59
C.T.L.	UK	:	32,67
Trailstar	NL	:	25,69
Adria Kombi	SL	0,03	15,16
Combiberia	E	3,88	13,84
Skan Kombi	DK	0,28	12,10
Polkombi	PL	:	11,14
CS Eurotrans	SK	:	0,14
<b>TOTAL *</b>		715,35	1 167,34
<b>TOTAL TEU</b>		1 645,31	2 684,89
<b>UIRR ASSOCIATED MEMBER (1998)</b>			
CNC	F	556,20	165,49
<b>ICF MEMBERS (1999)</b>			
			<b>1 075,00</b>
<b>ICF AFFILIATED MEMBERS (1999) **</b>			
			<b>1 977,00</b>
Allied Continental Intermodal Ltd. (ACI)	UK		34,00
C.L.B. (Container Logistics)	L		35,00
Intercontainer Austria GmbH	A		:
Intercontainer Ibérica	E / PT		:
Intercontainer AB	S		:
Inter Ferry Boats (IFB) n.v.	B		348,00
Italcontainer S.p.A.	I		402,00
Optimodal Nederland B.V.	NL		83,00
Pannoncont Kft	H		:
Polcont Spolka z.o.o.	PL		:
<b>OTHER OPERATORS</b>			
ERS			:
Transfesa	E		:
Transfracht international	D		:

(\*) On the basis of a consignment is the equivalent of an average road transport (+/- 2,3 TEU)

Sources: UIRR, ICF, UIC

(\*\*) Including traffic generated by ICF joint ventures for their own account

At the end of 1999, the fleet of ICF members consisted of a total of 5 342 vehicles with a loading capacity of 16 841 TEU.

CNC joined the UIRR as associated member.

Table 5.2

## Intermodal rail traffic, by operator

Years: 1996 - 1998

Units: 1 000 ITU, 1 000 tonnes

Railway		1996		1997		1998	
NAME	COUNTRY	1 000 UTI	1 000 t	1 000 UTI	1 000 t	1 000 UTI	1 000 t
SNCB / NMBS	B	601	9 632	719	11 803	762	12 526
DB AG	D	3 220	26 354	3 487	29 119	3 416	28 818
CH	EL	3	58	5	60	4	61
RENFE	E	753	6 017	433	6 950	:	:
SNCF	F	1 306	19 061	:	21 546	:	21 315
CIE	IRL	52	1 059	32	883	36	835
FS	I	1 682	29 115	1 955	32 884	2 032	33 837
CFL	L	:	3 159	:	3 607	:	4 237
NS	NL	380	6.215	:	:	:	:
ÖBB	A	856	15 835	637	15 932	650	16 938
CP	P	32	451	38	579	39	619
VR	FIN	:	:	:	:	109	781
SJ	S	:	4 511	316	4 453	337	4 526
CFF / SBB / FFS	CH	1 058	11 058	1 268	13 186	1 373	14 424
RFD	UK	:	:	:	:	:	:

Statistics cover the traffic of the UIC members for their rail part (e.g. the rail part of ICF traffic is included)

Source: UIC

As a whole, the total traffic declared by UIC represents 139 million tonnes in 1998. D-Bahn, SNCF, ÖBB and CFF/SBB/FSS represent 59% of the total (in tonnes).

UIC data collection is based on the commercial document called "consignment note". Data concerning loading units is given for information only. It should be considered with care as most companies use the item "loading unit" without specifying the kind of unit. Only the railway segment of the chain of transport is known.

**Table 5.3**

**Unitised rail transport:**  
**Import of large containers by kind of frontier point**

*Years: 1994 - 1998*

*Unit : 1 000 gross tonnes by railway company and country*

Railway		1994		1995		1997		1998	
NAME	COUNTRY	Via mainland frontier point	Via sea or river point	Via mainland frontier point	Via sea or river point	Via mainland frontier point	Via sea or river point	Via mainland frontier point	Via sea or river point
<b>SNCB/NMBS</b>	B	2 341	261	2 419	286	3 480	545	3 501	562
<b>DSB</b>	DK	807	:	803	:	:	:	:	:
<b>DB AG</b>	D	931	1 557	7 435	:	5 424	64	5 359	47
<b>CH</b>	EL	25	:	:	:	24	:	44	:
<b>RENFE</b>	E	:	:	1 387	641	1 868	833	:	:
<b>SNCF</b>	F	286	730	936	680	1 295	843	1 562	816
<b>CIE</b>	IRL	:	:	:	:	:	:	:	:
<b>FS Spa</b>	I	8 767	813	9 284	506	10 857	971	:	:
<b>CFL</b>	L	6	:	20	:	118	:	290	.
<b>NS</b>	NL	1 266	:	:	:	:	:	:	:
<b>ÖBB</b>	A	4 202	:	4 317	:	4 785	:	5 148	:
<b>CP</b>	P	69	54	104	85	213	:	216	:
<b>VR</b>	FIN	:	:	:	:	:	:	19	33
<b>SJ</b>	S	155	:	556	:	491	:	450	:
<b>CFF/SBB/FFS</b>	CH	463	:	1 398	:	1 322	:	1 411	:

*Statistics cover the UIC members for their rail part (e.g. the rail part of ICF and UIRR traffic are included)*

*Source: UIC*

*The unitised transport include the transport by rail of containers, swap bodies and road vehicles. From 1994, UIC uses Intermodal Transport Units (ITU).*

*The following UIC members have not provided data during the period 1994-1995: BLS (D), Eurotunnel (F), Eurostar (UK), EW&S, NSB (N), CIE (IRL)*

The statistics do not cover all UIC members. Moreover, some operators provide only partial data concerning the mainland frontier points but not the sea or river points (or conversely). Between the years 1995 and 1998, the import traffic via mainland frontier points for large containers increased of 4,2% for operators having provided data for both years.

Table 5.4

**Unitised rail transport:  
Export of large containers by kind of frontier point**

*Years: 1994 - 1998*

*Unit : 1 000 gross tonnes by railway company and country*

Railway		1994		1995		1997		1998	
NAME	COUNTRY	Via mainland frontier point	Via sea or river point	Via mainland frontier point	Via sea or river point	Via mainland frontier point	Via sea or river point	Via mainland frontier point	Via sea or river point
<b>SNCB/NMBS</b>	B	2 900	810	3 140	753	4 253	675	4 211	1 065
<b>DSB</b>	DK	1 016	:	:	:	:	:	:	:
<b>DB AG</b>	D	1 292	3 812	8 135	:	6 363	83	6 448	68
<b>CH</b>	EL	21	:	:	:	36	:	17	:
<b>RENFE</b>	E	:	:	795	657	1 095	766	:	:
<b>SNCF</b>	F	735	1 143	1 227	1 506	1 714	2 535	1 830	2 371
<b>FS Spa</b>	I	7 615	937	7 689	1 067	8 845	3 043	:	:
<b>CFL</b>	L	27	:	34	:	136	:	324	:
<b>NS</b>	NL	1 216	:	:	:	:	:	:	:
<b>ÖBB</b>	A	4 190	:	4 246	:	4 508	:	4 917	:
<b>CP</b>	P	88	89	118	98	116	:	130	:
<b>VR</b>	FIN	:	:	:	:	:	:	67	297
<b>SJ</b>	S	321	:	683	:	553	:	508	:
<b>CFF/SBB/FFS</b>	CH	499	:	1 232	:	1 282	:	1 285	:

*The statistics cover the UIC members for their rail part (f.e. the rail part of ICF and UIRR traffic)*

*Source: UIC*

Between 1995 and 1998, the export of large containers via mainland frontier points increased of 4,4% for operators having provided data for both years.

The statistics do not cover all UIC members. Moreover, some operators provide only data concerning the mainland frontier points but not the sea or river points (or conversely).

Table 5.5

**Unitised rail transport:**  
**Transit of large containers by kind of frontier point**  
 Years: 1994 - 1998

*Unit : 1 000 gross tonnes by railway company and country*

Railway		1995				1997				1998			
NAME	COUNTRY	Between 2 mainland frontier points	Between mainland frontier & port	Between port & mainland frontier point	Between 2 sea or river points	Between 2 mainland frontier points	Between mainland frontier & port	Between port & mainland frontier point	Between 2 sea or river points	Between 2 mainland frontier points	Between mainland frontier & port	Between port & mainland frontier point	Between 2 sea or river points
SNCB/NMBS	B	810	624	615	12	608	637	902	1	448	622	1 150	4
DSB	DK	8 897	:	:	:	:	:	:	:	:	:	:	:
DB AG	D	:	:	:	:	3 001	7	8	:	3 331	10	11	:
CH	EL	:	:	:	:	:	:	:	:	:	:	:	:
RENFE	E	173	35	52	121	253	75	103	165	:	:	:	:
SNCF	F	6 587	601	476	24	8 242	810	709	363	7 825	736	715	378
FS Spa	I	0	297	162	81	:	329	148	108	:	:	:	:
CFL	L	2 959	:	:	:	3 347	:	:	:	3 616	:	:	:
NS	NL	:	:	:	:	:	:	:	:	:	:	:	:
ÖBB	A	4 777	:	:	:	4 873	:	:	:	5 042	:	:	:
VR	FIN	:	:	:	:	:	:	:	:	1	46	95	3
SJ	S	132	:	:	:	89	:	:	:	48	:	:	:
CFF/SBB/FFS	CH	8 683	:	:	:	10 223	:	:	:	11 395	:	:	:

The statistics cover the UIC members for their rail part (e.g the rail part of ICF and UIRR traffic are included)

Source: UIC



Table 5.6 (a)

## Traffic ICF by origin and destination railway

Year: 1999

Unit: TEU

Country of origin	Country of destination																		
	A	AZ	B	BG	BY	CH	CZ	DK	D	EL	E	F	FIN	I	HR	HU	KG	KZ	L
A	0	0	382	23	0	94	2606	0	42729	200	45	3624	10	12685	101	2054	0	41	0
B	986	0	2	31	0	14561	88	1657	1155	33	9148	15093	0	76262	280	274	10	52	2665
BG	66	0	14	0	2	7	6	0	432	65	0	0	0	6	0	35	0	0	0
BY	0	0	20	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
CH	963	0	17657	8	0	86	82	966	6163	29	593	3876	538	10296	0	160	60	9	0
CZ	2148	0	46	0	0	25	0	2	1810	70	219	49	:	269	23	566	0	1	0
DK	7	0	899	0	0	3318	0	16557	18042	0	82	355	0	31535	0	0	0	0	5
D	32728	26	1489	195	32	18200	920	11627	2035	312	33402	2966	84	17105	2	17335	266	556	0
EL	88	0	31	3	0	140	28	0	543	0	0	0	0	0	0	70	19	0	0
E	9	0	7192	0	0	730	196	549	33663	0	14	3238	0	2385	0	0	12	45	163
F	3382	0	12131	0	0	2037	51	745	3176	0	1676	4527	100	21430	3	149	13	15	0
FIN	17	0	0	0	0	677	0	1	161	0	2	102	0	9	0	0	0	0	11
HR	67	0	40	0	0	0	41	0	0	0	0	0	0	1003	0	120	0	0	0
HU	3142	0	80	296	0	30	829	32	18634	155	0	141	0	1499	63	107	0	0	0
I	5119	16	80440	100	13	5958	125	33885	19597	2	2491	19882	45	5	345	1859	24	180	1020
KG	2	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0
KZ	0	0	2	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0
L	0	0	2545	0	0	0	0	0	0	0	820	14	0	1500	0	0	0	0	0
MK	35	0	5	0	0	0	0	0	793	79	0	0	0	0	0	9	0	0	0
NL	6353	2	21	71	2	24874	1	418	315	74	1549	1053	0	5041	100	2047	17	243	1813
NO	16	0	0	0	0	0	15	42	79	0	:	14	294	748	0	0	0	0	0
P	0	0	21	0	0	4	0	0	172	0	4629	16	0	127	0	0	0	0	35
PL	289	0	120	0	0	26	34	1	22096	1	656	32	0	1861	0	9	0	0	0
RO	1078	0	368	5	0	15	2	45	1717	12	1	184	0	0	0	288	0	0	13
RU	0	0	50	0	0	0	0	0	166	0	0	0	0	2	0	0	0	0	0
S	8	0	22518	0	0	1923	2	166	8821	0	267	312	53	2448	0	0	0	0	2
SI	742	0	240	34	20	41	5	0	67	0	0	12	0	1468	0	7219	0	0	0
SK	659	0	0	0	0	10	22	60	246	31	0	0	0	90	15	159	0	0	0
TJ	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0
TR	3046	0	48	2	2	23	0	0	2337	9	6	15	0	1	0	1228	0	3	0
UA	0	0	3	0	0	0	0	0	4	0	0	1	0	3	0	0	0	0	0
UK	0	0	0	0	0	455	0	0	39	0	110	4	0	9879	0	68	0	1	288
UZ	11	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0
YU	4	0	6	0	0	0	0	0	75	2	0	0	0	0	0	59	0	0	0
Total	60963	44	146366	768	71	73230	5053	66752	185090	1074	55711	55507	1123	197654	952	33813	421	1146	6013
%	5,67	0,00	13,61	0,07	0,01	6,81	0,47	6,21	17,22	0,10	5,18	5,16	0,10	18,39	0,09	3,15	0,04	0,11	0,56

Source: ICF

This table is split into two parts: table 5,6 (a) and 5,6 (b).

Table 5.6 (b)

## Traffic ICF by origin and destination railway

Year: 1999

Unit: TEU

Country of origin	Country of destination																	Total	%
	MK	NL	NO	P	PL	RO	RU	S	SI	SK	TJ	TM	TR	UA	UK	UZ	YU		
A	144	4950	16	:	374	848	15	8	2031	396	1	:	2740	3	0	9	2	76131	7,08
B	12	104	0	81	959	399	140	22664	191	1	4	1	107	2	0	0	5	146964	13,67
BG	2	15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	651	0,06
BY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	0,00
CH	0	29693	0	0	37	16	19	7	4	0	0	0	3	2	403	3	0	71673	6,67
CZ	0	12	15	0	67	0	0	3	39	62	0	0	0	0	0	2	0	5427	0,50
D	268	306	691	122	26486	1172	866	8720	66	159	37	33	2177	10	60	341	52	180845	16,82
DK	0	423	8	0	5	2	0	148	0	0	0	0	0	0	0	0	0	71385	6,64
E	0	1394	106	6020	644	1	19	338	0	0	0	0	0	0	128	0	0	56841	5,29
EL	4	55	0	0	25	0	8	0	0	10	0	0	0	0	86	0	0	1024	0,10
F	0	593	20	13	269	0	91	77	0	0	0	1	126	6	0	4	0	50728	4,72
FIN	0	0	273	0	0	0	0	62	0	102	0	0	0	0	0	0	0	1405	0,13
HR	0	13	0	0	0	0	16	0	242	0	0	0	0	0	0	0	0	1542	0,14
HU	570	3082	0	0	29	468	0	0	8367	406	0	0	32	0	0	30	49	38039	3,54
I	3	5545	872	14	3683	139	751	3731	4238	16	3	5	2	7	12043	218	0	202373	18,82
KG	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0,00
KZ	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0,00
L	0	1769	0	118	0	0	0	27	0	0	0	0	0	0	648	0	0	7440	0,69
MK	4	56	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	982	0,09
NL	121	0	2	4	8157	729	132	21	465	1	34	9	307	9	0	54	20	54055	5,03
NO	0	0	0	0	84	0	0	2186	0	38	0	0	0	0	0	0	0	3515	0,33
P	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5010	0,47
PL	31	432	92	0	0	2	0	48	62	32	0	0	4	0	2	0	0	25829	2,40
RO	0	565	0	0	1	2	0	0	0	2	0	0	14	0	0	0	0	4311	0,40
RU	1	23	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	243	0,02
S	0	57	2374	8	62	3	11	0	0	12	0	0	0	0	0	1	0	39046	3,63
SI	32	141	4	0	63	62	0	0	0	48	0	0	0	0	0	0	0	10198	0,95
SK	0	6	40	0	0	0	0	2	68	3	0	0	0	0	0	0	0	1410	0,13
TJ	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0,00
TR	0	103	0	0	3	4	0	0	0	43	0	0	0	0	0	0	0	6871	0,64
UA	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0,00
UK	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10845	1,01
UZ	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0,00
YU	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	152	0,01
Total	1195	49365	4513	6380	40948	3847	2070	38041	15773	1331	79	49	5509	39	13369	662	128	1075046	100,00
%	0,11	4,59	0,42	0,59	3,81	0,36	0,19	3,54	1,47	0,12	0,01	0,00	0,51	0,00	1,24	0,06	0,01	100,00	

Source : ICF

**Table 5.7****Share of combined transport technologies****(UIRR members)***Years: 1992 - 1998**Unit: %*

	1992	1993	1994	1995	1996	1997	1998
<b>Semi-trailer</b>	18	16	14	14	12	10	9
<b>Accompanied transport (Ro-Mo)</b>	17	16	17	19	20	19	20
<b>Containers and swap bodies</b>	65	68	69	67	68	71	71

*Source: UIRR*

In 1998, the containers and swap bodies kept their position at 71 % of all consignments carries by UIRR members. Conversely, the share of semi-trailers continued to decrease from 18 % in 1992 to 9 % in 1998. The accompanied transport maintained its position.

Table 5.8

## Top 20 container service (maritime operators)

Years: 1998 - 2000

International rank	Carrier	TEU in service (1998)	TEU on order (1998)*	TEU in service (2000)
1	Maersk-Sealand + Safmarine	544 558	128 340	682 411
2	Evergreen Group	311 951	65 450	317 940
3	P&O Nedlloyd (1)	268 625	83 952	301 686
4	Mediterranean Shg Co	225 636	8 200	229 074
5	Hanjin / DSR - Senator (2)	217 804	40 600	246 397
6	APL	199 881	15 160	213 790
7	COSCO Container Lines	189 016	57 550	210 289
8	NYK	156 821	0	170 907
9	Mitsui-OSK Lines	146 026	16 500	137 379
10	Zim	144 751	0	135 199
11	CP Ships Group (3)	133 006	0	148 745
12	CMA-CGM Group (4)	127 147	8 800	141 652
13	Hyundai (5)	109 105	0	109 303
14	Yang Ming Line	101 445	27 500	103 358
15	OOCL	94 967	33 000	120 096
16	K-Line (*)	90 228	0	124 655
17	Hapag-Lloyd Group	88 283	33 600	108 156
18	UASC	68 880	0	69 805
19	China Shg Group (6)	65 535	0	103 876
20	CSAV Group	61 535	0	105 035
	<b>TOTAL</b>	<b>3 345 200</b>	<b>518 652</b>	<b>3 779 753</b>

\* Capacity of the ships ordered

Source: Containerisation International Yearbook

(1) Includes Blue Star Line and KNSM

(2) Includes 70% of DSR-Senator Lines' capacity

(3) Includes the services of Canada Maritime, Cast, Contship Containerlines, Ivaran Lines and Lykes Lines. The ANZDL deal was still subject to due diligence

(4) Order for 8 x 6,500 TEU had not been confirmed

(5) Order for 5 x 6,400 TEU ships had not been confirmed

(6) Contract with Costamare Shipping had not been signed

## Unitised transport by nodes and links

**Table 6.1**
**Port traffic of the major European sea ports  
(loaded and unloaded)**
*Years: 1992 - 1998*
*Unit: Million tonnes*

Ports	Country	1992	1995	1996	1997	1998	Change 97/96 %	Change 98/97 %
Rotterdam	NL	293	291	284	303	307	6,7	1,1
Antwerpen	B	104	108	107	112	120	5,0	7,1
Marseille	F	90	87	91	94	93	3,9	-0,9
Hamburg	D	65	72	71	77	76	7,9	-1,3
Le Havre	F	53	54	56	60	66	6,3	11,3
London	UK	42	51	55	56	56	1,8	1,2
Amsterdam	NL	49	31	32	57	56	78,1	-1,4
Tees & Hartlep,	UK	:	45	42	51	52	21,4	0,4
Trieste	I	:	38	48	46	47	-4,2	1,7
Genoa	I	41	46	53	43	46	-18,9	7,0
Wilhelmshaven	D	:	34	46	36	44	-21,7	20,5
Forth ports	UK	:	47	45	43	44	-4,4	3,0
Algeciras	E	:	34	37	40	42	-8,7	5,0
Dunkerque	F	40	39	35	37	39	-4,6	7,3
Bremen/B'haven	D	30	31	34	34	35	0	1,5
Southampton	UK	:	32	37	33	34	-10,8	3,6
Zeebrugge	B	33	31	31	32	33	3,2	2,7
Gothenburg	S	:	27	20	30	31	50,0	1,2
Liverpool	UK	:	30	29	31	30	6,9	-3,2
Milford Haven	UK	:	32	37	35	29	-5,5	-16,6
Tarragona	E	:	28	31	31	26	0	-17,1
Bilbao	E	:	25	20	22	26	10,0	18,0
Dublin	IRL	:	10	13	17	19	30,8	10,1
Saloniki	EL	:	13	13	13	14	0	7,7
København	DK	:	11	10	11	12	10,0	10,4
Lisbon	P	:	14	11	12	11	9,1	-8,3
Helsinki	FIN	:	10	10	11	11	10,0	-4,8
<b>TOTAL</b>		:	1 272	1 288	1 367	1 399	6,1	2,3

*Source: Institute of Shipping Economics and Logistics, Bremen*

**Table 6.2**

**Container traffic in major European ports  
(loaded and unloaded)**

*Years: 1992 - 1999*

*Unit: 1 000 gross tonnes*

Ports	Country	1992	1994	1997	1999
ROTTERDAM	NL	44 283	50 034	58 282	66 312
HAMBURG	D	22 497	27 980	34 264	40 011
ANTWERP	B	19 599	24 336	33 427	39 442
ALGECIRAS	E	6 869	9 403	15 830	18 785
BREMEN	D	12 562	14 867	17 431	17 508
LISBOA	P	2 944	2 821	3 431	13 543
BARCELONA	E	5 489	6 097	9 072	11 531
VALENCIA	E	3 582	4 592	9 324	10 655
LE HAVRE	F	6 863	8 262	11 210	10 035
ZEEBRUGGE	B	3 790	7 397	7 636	9 957
GENOVA	I	3 210	4 244	10 708	9 417
PIRAEUS	EL	:	4 620	:	8 683
MARSEILLE	F	3 919	4 698	6 308	5 189
LONDON	UK	3 344	3 459	4 022	4 709
DUBLIN	IRL	1 080	2 648	3 846	4 357
BILBAO	E	2 134	2 779	3 406	3 147
<b>TOTAL</b>		<b>142 165</b>	<b>178 237</b>	<b>228 197</b>	<b>273 278</b>

*Source: Direction des Ports et de la Navigation Maritime*

The share of the three biggest ports, Rotterdam, Hamburg and Antwerp, represents 53% of the total container traffic in the major European ports in the year 1999. The traffic of these ports has grown steadily during the recent years. Also some Mediterranean container ports traffic has increased rapidly, among these are Barcelona, Algeciras and the Lisboa container port.

**Table 6.3**
**Inland ports: fluvial and fluvio-maritime traffic\***

Years: 1995 - 1999

Unit: Million tonnes

Ports	Country	1995	1996	1997	1998	1999	Change 98/97 (%)	Change 99/98 (%)
Duisburg	D	48,4	44,4	49,3	49,7	47,6	0,9	-4,2
Liège	B	14,9	15,8	17,5	18,3	19,8	4,3	8,0
Paris	F	20,3	18,5	17,0	18,1	19,7	6,2	9,0
Strasbourg	F	9,7	9,3	9,3	9,4	9,5	1,1	1,5
Köln	D	6,8	7,6	7,9	8,6	8,7	9,2	0,4
Mannheim	D	7,7	7,9	7,8	8,6	7,7	9,9	-10,0
Basel	CH	8,0	7,2	:	8,1	7,4	:	-8,2
Ludwigshafen	D	8,2	7,7	8,0	7,5	7,2	-6,3	-3,6
Karlsruhe	D	10,3	10,3	8,4	6,2	5,5	-25,5	-11,8
Heilbronn	D	4,9	5,2	4,9	5,4	5,3	10,1	-1,0
Ports Mulhouse-Rhin	F	4,3	4,5	4,8	5,0	4,9	4,5	-2,1
Neuss	D	4,9	4,7	4,3	5,6	4,6	30,0	-17,9
NV Zeekanaal	B	8,5	8,3	8,3	8,7	3,8	4,3	-56,7
Bruxelles	B	5,1	4,8	4,9	3,4	3,6	-29,9	5,2
Dortmund	D	5,4	4,8	5,4	5,5	3,4	3,0	-38,9
Frankfurt/Main	D	3,6	3,8	3,7	3,9	3,4	3,6	-12,5
Saarlouis/Dillingen	D	2,5	3,6	3,3	3,5	3,2	6,5	-9,1
Kehl	D	3,1	2,9	2,9	3,1	3,0	7,3	-3,2
Krefeld	D	3,4	3,3	3,1	2,8	2,9	-8,4	4,2
Magdeburg	D	2,4	2,2	2,8	2,8	2,8	-1,6	2,0
Vänerhamn	S	:	2,3	2,4	3,0	2,8	28,5	-6,9
Düsseldorf	D	3,0	3,0	3,2	3,5	2,8	9,3	-21,1
Hanau	D	2,2	2,7	2,6	2,4	2,4	-9,2	2,3
Andernach	D	2,6	2,2	2,3	2,3	2,2	-1,5	-3,8
Regensburg	D	2,1	1,9	2,0	3,1	2,1	54,1	-32,4
Namur	B	1,8	1,6	1,7	2,0	2,1	15,9	4,1
Västerås	S	2,4	2,7	2,1	2,1	2,1	-1,6	0,5
Königs Wusterhausen	D	1,5	1,6	2,1	1,8	2,0	-11,7	7,7
Mainz	D	2,2	2,0	2,1	2,6	1,9	22,3	-26,5
Oldenburg	D	1,6	1,6	1,4	1,5	1,8	3,3	18,5
Mertert	L	1,6	1,4	1,4	1,5	1,6	12,4	3,8
Orsoy	D	1,5	1,6	1,8	1,8	1,6	1,5	-11,1
Berlin	D	3,4	2,4	2,3	1,6	1,6	-30,8	-2,8
Köping	S	1,6	1,5	1,6	1,6	1,6	0,0	1,0
Charleroi	B	1,1	1,0	:	1,2	1,5	:	25,1
Wien	A	1,4	1,7	1,7	1,7	1,5	0,7	-12,5
Hamm	D	1,7	1,5	1,3	1,4	1,4	4,2	2,6
Stuttgart	D	1,5	1,7	1,7	1,8	1,4	4,8	-21,7
Linz	A	1,1	1,2	1,0	1,0	1,3	-5,1	32,2
Aschaffenburg	D	1,1	1,4	0,1	1,3	1,2	832,7	-2,8
<b>TOTAL</b>		<b>218,0</b>	<b>213,8</b>	<b>208,6</b>	<b>223,4</b>	<b>211,0</b>	<b>7,1</b>	<b>-5,5</b>

(\*) Freight loaded and unloaded

Source : EFIP



**Table 6.4****Journey times on the Rhine**

Year: 1999

Unit: hours

From / to	ROTTERDAM	ANTWERP
Emmerich	10	16
Duisburg	12	
Düsseldorf	13	
Mainz	26	32
Ginsheim	26	32
Frankfurt	28	34
Ludwigshafen	30	36
Mannheim	27	36
Wörth	34	40
Strasbourg	37	44
Basel	42	

*For upriver way, double journey times are necessary*

*Source: Rotterdam Port*

**Table 6.5**
**Freight traffic of major airports**
*Years: 1995 - 1999*
*Unit: 1 000 tonnes*

Airport	Country	1995	1996	1997	1998	1999	Change 98/97 (%)	Change 99/98 (%)
Frankfurt Rhein/Main	D	1 297	1 338	1 373	1 465	1 539	6,7	5,5
London Heathrow	UK	1 043	1 053	1 170	1 301	1 355	11,2	4,2
Paris Charles de Gaulle	F	824	866	951	1 067	1 227	12,2	15,0
Amsterdam Schiphol	NL	978	1 083	1 161	1 219	1 225	5,0	0,5
Bruxelles	B	427	451	518	597	656	15,3	9,9
Köln/Bonn	D	276	316	374	375	410	0,3	9,3
Luxembourg	L	286	281	339	383	:	13,0	:
London Gatwick	UK	232	277	270	294	314	8,9	6,8
Madrid Barajas	E	230	243	266	287	295	7,9	2,8
Milano Malpensa	I	126	98	123	187	275	52,0	47,1
London Stansted	UK	93	107	131	192	194	46,6	1,0
Roma Fiumicino	I	257	259	243	262	185	7,8	-29,4
Stockholm Arlanda	S	104	113	114	139	144	21,9	3,6
East Midlands	UK	83	105	127	136	142	7,1	4,4
Munich	D	65	76	96	118	138	22,9	16,9
Paris Orly	F	276	246	223	217	135	-2,7	-37,8
Wien Schwechat	A	93	95	107	116	126	8,4	8,6
Manchester	UK	51	81	95	106	112	11,6	5,7
Lisbon	P	89	90	100	111	109	11,0	-1,8
Dublin	IRL	60	67	85	102	:	21,0	:
Helsinki	FIN	78	84	85	100	93	17,6	-7,0
Oostende	B	82	92	106	88	:	-17,0	:
Barcelona	E	68	80	81	84	89	3,7	6,0
Dusseldorf	D	56	57	69	67	61	-2,9	-9,0
Milano Linate	I	68	66	61	63	34	3,3	-46,0
<b>TOTAL</b>		7 242	7 624	8 268	9 076	8 858	9,8	-2,4

*Source: ACI*

The traffic variations of Paris Charles de Gaulle (+ 15%) and Paris Orly (-38%) are interrelated, as well as the changes of Milano Malpensa (+47%) and Milano Linate (-46%).

## Freight traffic through selected corridors

Table 7.1

**Traffic through the Mont-Cenis / Brenner segment  
by crossing point and by transport mode**

Years: 1994 - 1999

Unit: Million tonnes

Country	Tunnel	Accompanied transport		Combined transport		Rail		Road		Total			
		1994	1999	1994	1999	1994	1999	1994	1999	Mio t		%	
										1994	1999	1994	1999
France	Mont-Cenis / Fréjus	:	:	3,0	4,2	4,6	5,0	12,2	22,8	19,8	32,0	23,3	33,3
	Mont-Blanc	:	:	:	:	:	:	14,4	2,9	14,4	2,9	16,7	3,0
Switzerland	Grand St Bernard	:	:	:	:	:	:	0,4	0,4	0,4	0,4	0,5	0,4
	Simplon	:	:	0,8	0,2	3,9	3,3	:	0,2	4,7	3,7	5,5	3,8
	St Gotthard	1,0	1,1	5,5	7,6	6,7	6,2	5,1	7,0	18,3	21,9	21,6	22,8
	S. Bernardino	:	:	:	:	0,6	:	:	0,4	0,6	0,4	0,7	0,4
Austria	Reschen	:	:	:	:	:	:	0,8	1,2	0,8	1,2	0,9	1,2
	Brenner	2,0	2,2	2,7	3,3	3,6	2,8	17,6	25,2	25,9	33,5	30,5	34,9
<b>Total</b>		<b>3,0</b>	<b>3,3</b>	<b>12,0</b>	<b>15,3</b>	<b>19,4</b>	<b>17,3</b>	<b>50,5</b>	<b>60,1</b>	<b>84,9</b>	<b>96,0</b>	<b>100</b>	<b>100</b>
<b>%</b>		<b>3,4</b>	<b>3,4</b>	<b>14,1</b>	<b>15,9</b>	<b>22,9</b>	<b>18,0</b>	<b>59,6</b>	<b>62,7</b>	<b>100</b>	<b>100</b>		

The figures are rounded up to the nearest hundred.

Source: Office Fédéral du Développement Territorial - Berne - Switzerland

Table 7.2

**Traffic between Germany / Benelux and Italy  
(Mont-Cenis / Brenner segment)**

Year: 1999

Unit: Million tonnes

Transit country	Rail	Road	Total	
			Mio tonnes	%
France	(1) 9,2	(2) 25,7	34,9	36,2
Switzerland	(3) 18,4	(3) 8,4	26,8	27,8
Austria	8,3	26,4	34,7	36,0
- Brenner (rail only)	8,3	:		
- Brenner, Reschen (road only)	:	26,4		
<b>TOTAL</b>	<b>Million tonnes</b>	35,9	60,5	96,4
	<b>%</b>	37,2	62,8	100

(1) Mont-Cenis

(2) Mont-Cenis / Fréjus, Mont-Blanc (closed from 24/3 1999)

(3) Simplon, St. Gotthard, Gr St. Bernard, San Bernardino

Source: Office Fédéral du Développement Territorial - Berne - Switzerland

**Table 7.3****Channel Tunnel freight traffic**

Years: 1995 - 1998

	1995	1997	1998
<b>Number of freight vehicles</b>	391.000	268.000	705.000
<b>Traffic through train freight, 1 000 t</b>	1 411	2 925	3 141

Note: The Channel tunnel opened in 1994

Source : DTLR, UK

**Table 7.4 (a)****Pyrenees rail crossing traffic**

Year: 1997

Unit: Million tonnes

Name of crossing	West coast Hendaye-Irun	East coast Cerbère / Port Bou	Toulouse - Barcelona La tour de Carol	Total
<b>Rail goods transport</b>	2,0	2,8	0	4,8

Source : Observatoire des trafics au travers des Pyrénées, Ministry of Equipment, France

**Table 7.4 (b)****Pyrenees road goods traffic**

Year: 1997

Unit: Vehicles / day

Name of crossing	West coast Briatou (inc. A63)	East coast Perthus (inc. A9)	Other crossings	Total
<b>Number of goods vehicles crossing the french / spanish border</b>	5 657	6 729	880	13 266

Notes: Road goods traffic

Between France and Portugal / Spain 1997: 22.2 mio t

Between France and Morocco 1992: 0.3 mio t

Transit traffic through France 1992 / 1993: 20 mio t

Source : Observatoire des trafics au travers des Pyrénées, Ministry of Equipment, France

## KEY CONTACTS

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<http://europa.eu.int/eurostat.html>

**Transport Annual Statistics**

Air Transport  
Maritime Transport  
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## APPENDIX



## ABBREVIATIONS (COUNTRIES)

<b>B</b>	Belgium
<b>DK</b>	Denmark
<b>D</b>	Germany
<b>EL</b>	Greece
<b>E</b>	Spain
<b>F</b>	France
<b>IRL</b>	Ireland
<b>I</b>	Italy
<b>L</b>	Luxembourg
<b>NL</b>	Netherlands
<b>A</b>	Austria
<b>P</b>	Portugal
<b>FIN</b>	Finland
<b>S</b>	Sweden
<b>UK</b>	United Kingdom
<b>CH</b>	Switzerland
<b>IS</b>	Iceland
<b>NO</b>	Norway
<b>AZ</b>	Azerbaijan
<b>BG</b>	Bulgaria
<b>BY</b>	Belarus
<b>CZ</b>	Czech Republic
<b>HR</b>	Croatia
<b>HU</b>	Hungary
<b>KG</b>	Kyrgyzstan
<b>KZ</b>	Kazakhstan
<b>MK</b>	Macedonia, Former Yugoslav Republic of
<b>PL</b>	Poland
<b>RO</b>	Romania
<b>RU</b>	Russian Federation
<b>SI</b>	Slovenia
<b>SK</b>	Slovakia
<b>TJ</b>	Tajikistan
<b>TM</b>	Turkmenistan
<b>TR</b>	Turkey
<b>UA</b>	Ukraine
<b>UZ</b>	Uzbekistan
<b>YU</b>	Yugoslavia

## ACRONYMS OF ORGANISATIONS

<b>ACI</b>	Airport Council International
<b>DTLR</b>	Department for Transport, Local Government and the Regions, United Kingdom
<b>DG TREN</b>	Directorate General Energy and Transport, European Commission
<b>ECMT</b>	European Conference of Ministers of Transport
<b>EFIP</b>	European Federation of Inland Ports
<b>ESPO</b>	European Sea Ports Organisation
<b>EU</b>	European Union
<b>ICF</b>	Intercontainer - Interfrigo
<b>UIC</b>	Union Internationale des Chemins de Fer
<b>UIRR</b>	Union Internationale du Transport Combiné Rail-Route. International Union of Combined Road-Rail Transport Companies.
<b>UNECE</b>	Economic Commission for Europe of the United Nations

## ABBREVIATIONS

<b>FP 4</b>	Fourth Framework Programme
<b>GDP</b>	Gross Domestic Product
<b>NST/R</b>	Nomenclature Statistique des Transports
<b>NUTS</b>	Nomenclature of territorial units for statistics (NUTS 2 = 206 Regions in Europe)
<b>O/D</b>	Origin and destination

# GLOSSARY

<b>Accompanied combined transport</b>	Transport of a complete road vehicle, accompanied by the driver, using another mode of transport (for example by ferry or train).
<b>Bill of lading (maritime), consignment note (road and rail)</b>	Acts as a receipt for goods. Contains the terms of the contract of carriage.
<b>Bulk</b>	Good shipped loose (not in container or other packaging).
<b>Combined transport</b>	<i>Intermodal transport where the major part of the European journey is by rail, inland waterways or sea and any initial and/or final legs carried out by road are as short as possible.</i>
<b>Consignment</b>	Freight sent under a single contract of carriage.  In combined transport, this term may be used for statistical purposes, to measure loading units or road vehicles. The grouping together of several consignments into a full load is called consolidation or groupage.
<b>Consignee</b>	Person entitled to take delivery of the goods.
<b>Container</b>	Generic term for a box to carry freight, strong enough for repeated use, usually stackable and fitted with devices for transfer between modes.
<b>Corridor</b>	Sequence of strongly interconnected regions. Determined by geography, economy or transport. Transport corridors are chosen on the basis of providing the best route from origin to destination in terms of costs, quality and strategies.
<b>Forwarding agent/Freight forwarder</b>	Intermediary who arranges the carriage of goods and/or associated services on behalf of a shipper.
<b>Freight</b>	The amount payable for the carriage of goods. Also used to describe the goods themselves.
<b>Gantry crane</b>	A overhead crane comprising a horizontal gantry mounted on legs which are either fixed, run in fixed tracks or on rubber tyres with relatively limited manoeuvre. The load can be moved horizontally, vertically and sideways.  Such cranes normally straddle a road/rail and/or ship/shore interchange.
<b>General cargo</b>	Goods shipped in packaging, except containers.
<b>Gross weight</b>	Total weight of the goods, including all packaging, and tare-weight of the container, swap-body and pallets containing goods as well as road goods vehicles carried by rail.
<b>Handling</b>	Loading / unloading of goods or containers.
<b>High cube container</b>	Container of standard ISO length and width but with a height of 9'6" (2.9m).  These high containers have now been included in a revised ISO standard.
<b>Hub</b>	Central point for the collection, sorting, transshipment and distribution of goods for a particular area.  This concept comes from a term used in air transport for passengers as well as freight. It describes collection and distribution through a single point ("Hub and Spoke" concept).
<b>Incoterms</b>	International rules for the interpretation of trade terms : list of standard terms for foreign trade contracts.

<b>Intermodal transport</b>	<p>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 the goods themselves in changing modes.</p> <p>By extension, the term intermodality has been used to describe a system of transport whereby two or more modes of transport are used to transport the same loading unit or truck in an integrated manner, without loading or unloading, in a [door to door] transport chain.<sup>o</sup></p> <p>European Commission Communication COM(97) 243 Final used the term intermodality to describe a system of transport where at least two different modes of transport are used in an integrated way to complete a door to door transport chain.</p>
<b>Intermodal transport unit (ITU)</b>	Containers, swap bodies and semi-trailers suitable for intermodal transport.
<b>Land container</b>	Container complying with International Railway Union (UIC) specifications, for use in rail-road combined transport.
<b>Loading unit</b>	Container or swap body.
<b>Manifest</b>	List of goods (or passengers) on a vessel.
<b>Maritime container</b>	A container strong enough to be stacked in a cellular ship and to be top lifted. Most maritime containers are ISO containers, i.e. they conform to all relevant International Organisation for Standardization (ISO) standards.
<b>Modal data</b>	Data related to one mode only. Traditional transport data are modal data.
<b>Mode (of transport)</b>	The different modes of transport are road, rail, air, maritime, inland waterway. Combined transport is usually treated like an additional mode of transport.
<b>Multimodal transport</b>	Carriage of goods by two or more modes of transport.
<b>Nodal point, node</b>	Point of transshipment of goods (from one mode to another or on the same mode).
<b>Piggyback transport</b>	Combined transport by rail of road semi-trailers.
<b>Rolling road</b>	Transport of complete road vehicles, using roll-on roll-off techniques, on trains comprising low-floor wagons throughout.
<b>Stuffing/Stripping</b>	Loading and unloading of cargo into or from an ITU.
<b>Shipment</b>	See Consignment.
<b>Shipper/Consignor/Sender</b>	A person or company who puts goods in the care of others (forwarding agent/freight forwarder, carrier/transport operator) to be delivered to a consignee.
<b>Straddle-carrier</b>	A rubber-tyred overhead lifting vehicle for moving or stacking containers on a level reinforced surface.
<b>Super high cube container</b>	Container exceeding ISO dimensions. These dimensions vary and may include, for example, lengths of 45' (13.72m), 48' (14.64m) or 53' (16.10m).
<b>Swap body</b>	<p>A freight carrying unit optimised to road vehicle dimensions and fitted with handling devices for transfer between modes, usually road/rail.</p> <p>Originally, such units were not capable of being stacked when full or top-lifted. But many units can now be stacked and top-lifted and the main feature distinguishing them from containers is that they are optimised to vehicle dimensions. Such units would need a UIC approval to be used on rail. Some swap bodies are equipped with folding legs on which the unit stands when not on the vehicle.</p>
<b>Tare</b>	Weight of ITU of vehicle without cargo.
<b>Tariff</b>	Terms, conditions and scale of charges.

<b>Terminal</b>	A place equipped for the transshipment and storage of ITUs.
<b>TEU</b>	Twenty-foot Equivalent Unit. A standard unit based on an ISO container of 20 feet length (6.10m), used as a statistical measure of traffic flows or capacities. One standard 40' ISO Series 1 container equals 2 TEUs).
<b>Tonne-kilometre</b>	Unit of measure of goods transport which represents the transport of one tonne over one kilometre.
<b>Transit</b>	Transport in the same vehicle through a country between two places (a place of loading and a place of unloading) both located in another country or in other countries.
<b>Transport chain</b>	Sequence of transport modes used to carry a certain good from its origin to its destination. Along the chain, one or several transshipments take place.
<b>Transshipment</b>	Moving ITUs from one means of transport to another
<b>Unaccompanied transport</b>	Transport of a road vehicle or an intermodal transport unit (ITU), not accompanied by the driver, using another mode of transport (for example a ferry or a train).
<b>Unitised transport</b>	Transport by loading unit (container, swap body) or trailer.

Sources: *Terminology on combined transport, UNECE /ECMT / European Commission; Glossary for Transport Statistics, Eurostat / UNECE / ECMT.*