

3rd edition, April 2014

Translation

O

DIUM - Uniform distance table for international freight traffic:

List of railway stations

List of handover/delivery points used by the railways

DIUM - Distancier International Uniforme Marchandises :

Liste des gares

Liste des lieux ferroviaires de prise en charge/de livraison

DIUM - Einheitlicher Entfernungszeiger für den internationalen Güterverkehr:

Verzeichnis der Güterverkehrsstellen

Verzeichnis der Übernahme-/Ablieferungsorte



INTERNATIONAL UNION
OF RAILWAYS

Leaflet to be classified in volume:

II - Freight Traffic

Application :

With effect from 1 April 2014

All members of the International Union of Railway

This leaflet is mandatory for all RUs that are members of the UIC in countries for which there is a DIUM volume.

Record of updates

1st edition, April 2004	First issue
2nd edition, March 2008	Overhaul of the Leaflet. Publication on UIC website of Appendix C.
3rd edition, April 2014	Editorial amendments due to the TAF TSI

The person responsible for this leaflet is indicated in the UIC Code

Contents

Summary	1
1 - Background	2
2 - Structure	3
3 - Obligatory application	4
4 - Preparation of and modifications to the DIUM	5
5 - Management of the Leaflet	6
Appendix A - Format and structure of Excel data tables	7
A.1 - Model showing the data required for sheet "A" of the Excel file	7
A.2 - Definition of the Content of the columns in the Excel file.....	8
A.3 - Model showing the data required for sheet "B"	10
A.4 - Model showing the data required for sheet "C"	11
Appendix B - Requirements for the creation of a DIUM file for printing.....	12
B.1 - Creation of a DIUM file in PDF format (Adobe Acrobat ®).....	12
B.2 - Cover sheet - National DIUM.....	17
B.3 - Model of the data table for the paper version (PDF format)	18
B.4 - Model for the paper version of the list of UTI Terminals (PDF format)	20
Appendix C - Countries party to the DIUM and RUs responsible for the production of the DIUM.....	21
List of abbreviations	22
Bibliography	23

Summary

Definition of the DIUM

A country's DIUM (Uniform Distance Table for International Freight Traffic) comprises various data concerning international rail freight transport used by Railway Undertakings (RU) and customers to complete the CIM consignment note/CUV wagon note in order to calculate the tax payable on a journey, as well as other helpful commercial and/or technical information for these journeys.

Purpose of the leaflet:

1. The DIUM is published periodically in electronic format by the Railway Undertakings (RUs) concerned.
2. The present UIC leaflet lays down the conditions for publishing this electronic data:
 - a. Structure of the Excel and PDF files: format & requirements for creating the file and model.
 - b. Transmission of the data to UIC (timescale).
 - c. Distribution of the electronic data.
 - d. List of publications and the RUs responsible for publishing them.

A list of abbreviations is available at the end of this leaflet.

1 - Background

1.1 - A country's DIUM contains the UIC codes and names of the stations open to international freight traffic and the distances between these stations and the border points of neighbouring countries used to calculate tariffs. The UIC codes for these stations must be entered on the CIM consignment note/ CUV wagon note in order to identify the stations of departure and of destination (see [List of abbreviations - page 22](#)).

A country's DIUM also contains the UIC codes and names of the handover/delivery points used by the railways and the codes of associated freight terminals. The UIC codes of these locations are to be entered on the CIM consignment note/ CUV wagon note in order to identify the place of handover/ delivery.

The distances between stations are used to calculate the transport tax for all international freight convoys, which are subject to the conditions of CIM (Appendix B to the COTIF), to the extent that the corresponding international commercial conditions are governed by the DIUM.

Each handover/delivery point is attached to a freight terminal. The distances defined for a terminal serving a handover/delivery point are also used as the distances for the handover/delivery point itself.

The DIUM also includes the list of UTI terminals (see [List of abbreviations](#)) and other appendices concerning technical and/or commercial information.

Additional information concerning terminals and handover/delivery points is communicated in the form of general and specific references.

Information concerning a terminal and handover/delivery point only applies to the RU whose destination is the facility in question.

1.2 - The distances, terminals and handover/delivery points are presented using a uniform structure for easier editing and management. Tables of kilometric distances enable the price of international freight transport to be calculated.

1.3 - Each RU assumes responsibility for the accuracy of its own data.

Where several RUs are authorised to operate international freight transport services in the same country, one of these RUs must take responsibility for publishing the DIUM data of the country concerned and sending it to UIC. The responsible RU shall ensure that the necessary data, where provided by other RUs, corresponds to the determined formats and is delivered within the agreed deadlines. RUs shall agree on the procedure to be applied for transmission of data to UIC. If RUs cannot come to an agreement, the UIC NHM/DIUM Management Group shall act as a mediator.

2 - Structure

The DIUM is prepared in electronic format:

2.1 - In the form of an Excel file for the country concerned with the usual information concerning the terminals and handover/delivery points open for freight traffic, in line with the models given in [Appendix A](#) (points [A.1 - page 7](#), [A.2 - page 8](#), [A.3 - page 10](#) and [A.4 - page 11](#)).

2.2 - In the form of a PDF file in case a paper version is needed, in line with the models given in [Appendix B](#) (points [B.1 - page 12](#), [B.2 - page 17](#), [B.3 - page 18](#) and [B.4 - page 20](#)).

These files are prepared in French, English and German, and where necessary in the national language(s) of the country concerned.

The PDF file contains:

1. the date of publication, the date of creation and the details of the person to contact for more information;
2. a preface common to all the volumes, mentioning the general reference numbers used for the uniform coding of particular features of certain stations and handover/delivery points used by the railways, as well as an explanation of the specific national references, which are defined by the RU concerned;
3. schematic map of the border points used by RUs in the country to which the volume applies;
4. the distance tables of the RU(s) in the country to which the volume applies;
5. the transit distances;
6. the list of open UTI terminals in the country concerned;
and, if appropriate:
7. any additional commercial/technical information.

3 - Obligatory application

3.1 - The terminals and handover/delivery points mentioned in the DIUM are approved for use in international rail freight transport.

3.2 - The use of the DIUM for the purpose of calculating distances for international freight traffic is obligatory for every RU, insofar as a DIUM volume exists for the country concerned.

3.3 - The commercial conditions and "special conditions for freight traffic with the prices and requirements for wagonload traffic (Commercial conditions for freight tariffs)" based on the distance parameters for calculating prices must:

- mention the DIUM volume(s) concerned to be consulted for the determination of the import and export distances;
- apply the transit distances mentioned in the DIUM volume(s) concerned, based on the route taken.

4 - Preparation of and modifications to the DIUM

The DIUM is published on 1 July each year and on the date set by RNE (see [List of abbreviations - page 22](#)) for the main timetable change that year (generally around mid-December). The absolute final deadlines for providing the required information are 31 May and 15 November of each year.

Modifications to data between two editions.

- In order to ensure that information remains up-to-date and available to other RUs, any RU modifying its data shall upload the whole file in Excel format onto the UIC Extranet on the first working day of each month. The files shall be stored in a specific folder in the "Freight" workspace.
- If after four successive publications of the DIUM a country has not provided an updated version, it shall be deleted from the list of DIUM member countries unless the managing RU guarantees that the existing version remains valid and that no amendments are required.

4.1 - Quality and submission of data

The RU responsible for a given country sends the Excel and PDF files to the UIC IT Department in Paris on the aforementioned dates. The UIC IT Department hosts the received data on the UIC website, thus assuming a centralising role.

4.2 - Distribution of electronic DIUM data

UIC posts the DIUM files on the UIC website as follows:

- the Excel files on the pages accessible only to UIC members;
- the PDF files are available on the public pages to be downloaded.

4.3 - Printing and publication

Each RU may download PDF files from the UIC website so that it may publish and distribute the document to meet its own internal and external needs.

5 - Management of the Leaflet

The UIC Freight Forum has delegated its authority to the NHM/DIUM Management Group to undertake the further development and management of the **DIUM** and of ***UIC Leaflet 219***.

Appendix A - Format and structure of Excel data tables

The data and additional information concerning stations and handover/delivery points open to international rail freight transport are contained in an Excel file. This data is entered on separate data sheets (described below). Please note that the structure given for these data sheets is obligatory in order to enable the successful exchange of data between RUs. The data sheets must be labelled as follows, irrespective of the national language:

The table containing data relating to stations, handover/delivery points used by the railways and distances is to be labelled sheet "A".

The table containing data concerning UTI Terminals is to be labelled sheet "B".

The information and general explanations concerning the DIUM are contained in data sheet "C".

Any additional commercial and/or technical information is contained in data sheet "D".

Sheet "A"

The data to be entered in sheet "A" must correspond to the model given under [point A.1](#). More than one entry may be given for columns L, M and N depending on the number of border points. The columns must be labelled in the header either by a description or by letters. If letters are used, columns L, M and N are to be numbered where they occur more than once, e.g. L1 to N1, L999 to N999.

Sheet "B"

Sheet "B" is to be produced following the example given under [point A.3 - page 10](#).

Sheet "C"

Sheet "C" is to be produced following the example given under [point A.4 - page 11](#).

Sheet "D" (optional)

Free, to be used for additional commercial and/or technical information.

A.1 - Model showing the data required for sheet "A" of the Excel file

A	B	C1	C2	C3	C4	F	G	H	I	J	K	L	M	N
---	---	----	----	----	----	---	---	---	---	---	---	---	---	---

or

Date of last modification	Type of modification	ISO country code	RU concerned	Station code	Check digit	Name of the station	General reference number	Specific national references	Region, tariff code, etc		Code of station serving the loading/unloading point	Code of border point	Country code	Distance
---------------------------	----------------------	------------------	--------------	--------------	-------------	---------------------	--------------------------	------------------------------	--------------------------	--	---	----------------------	--------------	----------

then

04/07/2012	*	DE	2180	86403	3	Baunatal OTC	4, 8, 9		111		48205 9	406	DK	511
01/07/2012	*	DE	2180	03095	7	Berlin Westhafen	8 ¹		221			406	DK	460
01/07/2012	+	DE	3380	20167	3	Consrade	4		232			406	DK	260
		DE	2180	20167	3	Consrade	4, 5, 8		232			406	DK	268
01/08/2012		DE	5599	92352	4	Düren Süd RSE	8		094			406	DK	646
		DE	4410	463 ²	(see ³)	Kufstein	4		(see ⁴)	(see ⁵)	(see ⁵)	463	DE	0 ⁵

1. This field incorporates a modification.

2. Information concerning a border point: all information is to be typed in bold.

3. The check digit field in column C4 must remain blank in the case of border points.

4. If these fields contain no data, they remain as empty data cells.

5. The distance between this border point "and itself" may seem unnecessary. Nevertheless, for technical reasons it must appear with a value of "0".

A.2 - Definition of the Content of the columns in the Excel file

For border points, the whole line must be entered in bold type.

A	Date of last modification Date of last modification of the details for the station or handover/delivery point used by the railways in freight traffic. The date of deletion or modification in data table A (DIUM distances) must remain visible for a maximum of 6 months, following which it must be removed.	Format date: dd.mm.yyyy
B	Type of modification New (+), deleted (-), modified (*). Any deleted or modified entry in data table A (DIUM distances) must remain visible for a maximum of 6 months. Modified data must be highlighted by a grey background in the appropriate box. In the event of the closure of a station or a handover/delivery point used by the railways, the whole line must be highlighted in grey.	Format as text.
C1	ISO country code in accordance with <i>UIC Leaflet 920-14</i>	Format as text.
C2	RICS code of the serving RU in accordance with <i>UIC Leaflet 920-1</i> (several RUs, separate recording)	Format as text.
C3	UIC code of the station open for freight transport, associated freight station for railway handover/delivery points in accordance with <i>UIC Leaflet 920-2</i> UIC code of handover/delivery points - 5-digit station code preceded by a 0, no check digit, OR - 3 or 4-digit border code not preceded by a zero unless the border code has 2 or fewer digits; in such cases, complete the code until it has 3 digits.	Format as text.
C4	Check digit One-digit code, empty for border codes	Format as text.
D	Reserved	
E	Reserved	
F	Name of the station Name of the station, maximum 50 characters, using national alphabet, if possible using a mixture of upper- and lower-case letters.	Format as text.
G	General Reference Numbers Reference codes as they are set out in the preface to the DIUM. The digits are classified in numerical order and separated by commas.	Format as text.
H	Specific national references Codes in lower-case letters, classified in alphabetical order and separated by commas.	Format as text.
I, J	Optional columns (this information is not used by all RUs) These two optional columns may be used for specific codes (codes for regions, zones or tariff references and other national specificities). These columns must be included, even if they are not completed. NB: an explanation of the contents of Columns I, J and K must appear on Worksheet "C" of the Excel data table.	Format as text.

K	UIC code of terminal serving the handover/delivery points used by the railways 6-digit station code preceded by a 0 and check digit.	Format as text.
L	Border point code Maximum 4 digits, see also D2 .	Format as text.
M	Country Code (ISO format) Details of neighbouring country using ISO code, e.g. France = FR, Germany = DE.	Format as text.
N	Distance (in kilometres) Kilometric distances, aligned right, no leading "0". If no distance is required, a "0" must be entered to enable the data to be correctly processed. If no distance is indicated, these columns are removed.	Format as numbers.

A.3 - Model showing the data required for sheet "B"

		Roumanie	Rumänien			Romania		România ¹	
Date de la dernière modification/ Letzte Änderung/ Last modification/ Data modificării ^a	Nature de la modification/ Art der Änderung/ Type of modification/ Felul modificării ^a	EF desservant Bedienendes EVU Serving RU IF care deservește ^a	Edition du/ Ausgabe vom/ Edition of/ Editia de la ^a 01.07.2013			Grands conteneurs/ Grosscontainer/ Large containers/ Containere Mari ^a		Semi-remorques préhensibles par pinces/ Mit Greifzangen verladbare Sattelaufleger/ Semi-trailers suitable for grabber handling/ Semiremorci care se manipulează cu clești ^a	
			Gares/ Bahnhöfe Stations Statii ^a			Longueur maximale (en pieds)/ Grösste Länge (in Fuß)/ Maximum length (in feet)/ Lungimea Maximă (in picioare) ^a	Poids brut max. manutentionnable (en tonnes)/ Höchstes Bruttogewicht (in T) für die ladedienstliche Behandlung/ Max. gross handling weight (in tons)/ Greutatea brută maximă de manipulat (in tones) ^{a 2}	Poids brut max. manutentionnable (en tonnes)/ Höchstes Bruttogewicht (in T) für die ladedienstliche Behandlung/ Max. gross handling weight (in tons)/ Greutatea brută maximă de manipulat (in tones) ^{a b}	
		2153	51059	4	Bacău	A	40	30	-
		2153	10108	9	Bucureștii Noi	A	40	30	-
		2153	32637	1	Oradea Est	A	40	30	-
01.07.2012	+	3019	32637	1	Oradea Est	B, C, E	40	40	40
		2153	30342	0	Ploiești Crâng	A	40	30	-
		2153	34336	8	Turda	A	40	30	-
01.07.2012	*	3146	21028	6	Vințu de Jos	B, C, E	40	40	40
		2153	44240	0	Zalău Nord	A	40	30	-

1. Language(s) of the concerned country.

2. Gross weight of the UTI and its load which can be lifted by the handling team and crane operator.

Notes (typical examples of codes in capital letters)

- A To be handled using specially modified equipment
- B Telescopic spreader with dual system
- C Private terminal
- D Special handling required
- E Handling applies only to semi-trailers authorised or conveyed by the terminal owner

A.4 - Model showing the data required for sheet "C"

1. List of RUs included in this edition, with RICS code (examples)

- 1 CFR Marfa (2153) - Managing RU
- 2 Grup Feroviarar Roman (3019)
- 3 DB Schenker Romania (3146)
- 4 Servtrans Invest S.A. (3009)

2. Specific national references (typical examples)

- a Traffic conveyed under the conditions of the "Community of Interest for Automobiles" (CIA) may only be conveyed to or from stations marked with this code.
- c Conventional wagon load traffic may only be conveyed to or from stations marked with this code.
- i Intermodal traffic may only be conveyed to or from stations marked with this code.
- z Station open for customs clearance formalities only. This station may not be mentioned as a forwarding or destination station on the consignment note.

3. Border point codes

In cases where a border point is shared by two countries, the name of the border point must appear twice.

(Examples)

	442	Rosenbach Grenze	Jesenice m.
--	-----	------------------	-------------

(or)

	271	Buchs (SG)	Buchs (SG)
--	-----	------------	------------

4. Contact person

Name of Railway Undertaking
 Department and/or Section
 Full address
 Phone:
 Fax:
 Email:

4. Other information

Date of publication: XX.XX.XXX.
 Date of creation of data file : XX.XX.XXXX.

Appendix B - Requirements for the creation of a DIUM file for printing

B.1 - Creation of a DIUM file in PDF format (Adobe Acrobat ®)

A PDF file enables an exact facsimile of a document in (for example) MS Word® or MS Excel® format to be produced which can then no longer be modified. These files can be read using the Adobe Acrobat Reader® application and printed. Adobe Acrobat Reader® is a free software application which can be downloaded from the Internet or elsewhere.

PDF files can only be reliably produced using the Adobe Acrobat Writer® application, which is widely available for purchase. It is not advised to use other programs simulating the PDF format, since there can be no guarantee of correctly reproducing all the original file contents.

The Adobe software must be used in order to guarantee the compatibility of files.

B.1.1 - General Guidelines

The following guidelines describe how to produce a PDF file.

B.1.1.1 - Font

The "Arial" font is to be used for the *DIUM*.

B.1.1.2 - Page numbering, headers and footers

Pages are to be numbered using Arabic numerals, starting at 1 on the title page.

The ISO and UIC country codes are to be entered in the right header. Font size 12 pt, normal typeface.

The date of the current edition is to be entered at the bottom right of the page and the page number is to be given in the centre. Font size 10 pt, normal typeface.

B.1.1.3 - Page layout

The page layout to be used is given in [point B.1.2 - page 13](#) "Layout".

B.1.1.4 - Languages

The PDF file is a multilingual document whose text appears in French, German and English, plus, where necessary, a translation into the national language(s) of the country to which the volume applies.

B.1.2 - Layout

B.1.2.1 - Cover sheet of national DIUM

(see point B.2 - page 17)

- In the top left hand corner, the legend: "**DIUM** and ISO country code ", i.e. **DIUM FR** *max. font size 72 pt, bold typeface*
- In the top right corner, the legend: "No./Nr. 8700.00" *max. font size 24 pt, bold typeface, on two lines*

In MS-Word® the text may be entered in a text box.

Below this information, the following should appear, justified left:

- "Distancier International Uniforme Marchandises :
Liste des établissements ferroviaires - Liste des lieux
ferroviaires de prise en charge/de livraison" *max. font size 24 pt, bold typeface*
Following line: *max. font size 16 pt, normal typeface*
"Edition du" et < date of the current edition >
- "Einheitliches Entfernungszeiger für den
Internationalen Güterverkehr: Verzeichnis der
Güterverkehrsstellen
- Verzeichnis der Übernahme-/Ablieferungsorte" *max. font size 24 pt, bold typeface*
Following line: *max. font size 16 pt, normal typeface*
"Ausgabe vom" < date of the current edition >
- "Uniform Distance Table for International Freight
Traffic - List of railway terminals - List of the handover/
delivery points used by the railways" *max. font size 24 pt, bold typeface*
Following line: *max. font size 16 pt, normal typeface*
"Edition of" < date of the current edition >

and, if necessary, translations into other national language(s).

- Texts are to be separated using a horizontal separator line in 1,5 pt.

B.1.2.2 - Cover page (reverse)

Font 10 pt, normal typeface.

There follows on the same page the **table of contents** with page numbering for the following information:

- Date of the current edition and date of creation, important information,
- Preface, including general reference numbers and specific national references,
- Schematic map of the country concerned, showing border points with neighbouring countries,
- Table of distances,
- Table of transit distances (if these exist),
- Other information.

B.1.2.3 - Dates & important information

Give the date of publication and the date of creation (e.g. date of publication: 01/07/2013 - date of creation 25/05/2013).

NB: Important information: it is advised to describe briefly the main modifications made in the new edition (e.g. altered distances, closed stations, contact person for additional information).

B.1.2.4 - Preface

The preface consists of a standard wording for all the volumes of the DIUM, explaining the meaning of the general reference numbers and the specific national references. The preface incorporates a list of countries party to the DIUM and their ISO codes, classified in alphabetical order.

B.1.2.4.1 - General reference numbers

The general reference numbers are the same for all RUs. Modifications are only permitted on request. The list of general reference numbers can be found in the examples of files (UIC website).

Font size 10 pt, normal typeface.

B.1.2.4.2 - Specific national references

These references in the form of letters are defined on an individual basis by each RU. Their meaning and any other information (specific codes relating to routes, premises, stations, zones or tariff references and any other national specificities) must be indicated here.

Font size 10 pt, normal typeface.

The name, address and contact details of the RU responsible for publishing the DIUM must also be given on this page.

B.1.2.5 - Schematic Map

This schematic map of the country concerned gives the names and codes of shared border points with neighbouring countries.

B.1.2.6 - Distance tables

(see point B.3 - page 18)

The distance table is to be presented in the following format. The first column, second column, the third column, the fourth column, the optional columns and the following column are repeated on each page, with the distance columns for each of the country's border points. The data concerning stations and handover/delivery points can be listed on the page in groups of 5 lines.

B.1.2.6.1 - Column 1

Header: EF desservant / Bedienendes EVU / Serving RU"

Data: Serving RU (in case of several RUs, separate recording by each RU)

In the event of the addition of a new station or handover/delivery point open to freight traffic or of any modification to this data, EITHER the symbol ♦ is to be entered before the UIC station code of the rail terminal concerned, OR the modified entry is to be indicated by a single vertical stroke (|) in the margin.

B.1.2.6.2 - Column 2

Header: "Numéro de code / Codenummer / Code Number"*Data:*

Data: Station open to international rail freight transport and handover/delivery points used by the railways, 5-digit code, hyphen and check digit. A blank space may be left instead of the hyphen. There must be a visible separation between the code and the check digit. The border point codes are composed of 3 digits, or 4 digits in certain cases. The data must be right-aligned.

B.1.2.6.3 - column 3

Header: "de... à (ou vice versa)/von... nach (oder umgekehrt)/from... to (or vice versa)"

Data: Name of the station open to international rail freight transport and handover/delivery points used by the railways (left-aligned), maximum 50 characters.

B.1.2.6.4 - column 4

General reference numbers classified in chronological order followed by specific national references classified in alphabetical order, separated by a comma.

B.1.2.6.5 - Optional columns

A maximum of two optional columns containing specific codes (codes for regions, stations, zones, tariff references or other national specificities) may be inserted after column 4. Each optional column must be identified by a symbol the column header. The meaning of the symbol should correspond with that given in the list of specific national references in the preface. Point [B.3 - page 18](#) gives an example of one such column.

B.1.2.6.6 - Following column

Header: "Gare de rattachement/Zugehöriger Bestimmungsbahnhof/Associated freight station"

Data: Station open to international rail freight traffic serving handover/delivery points used by the railways, 5-digit code, hyphen and check digit. A blank space may be left instead of the hyphen. There must be a visible separation between the code and the check digit.

B.1.2.6.7 - Distances

The distances provided must be arranged by country. The order in which the data is presented must be selected with a view to making optimum use of space on the page. If possible, several countries' data should be laid out on the same page.

Header: Laid out in four sections separated vertically:

- a Country header line, containing the ISO country code only.
- b The name of the border point, rotated 90° anticlockwise, with the name of the border point shared with the neighbouring country. These two border points may be separated by a line.
- c General and specific national references.
- d The number of the border code.

Data: the distances between the station listed on the left of the table and the border point given on the top right hand side.

B.1.2.7 - Tables of transit distances

A table of transit distances between border points is created following the same guidelines as given under [point B.1.2.6 - page 14](#).

B.1.2.8 - UTI Terminals

This table contains the list of UTI terminals and some technical data ([see point B.4 - page 20](#)).

B.1.2.9 - Practical information

Texts are to be written in MS Word[®], though the distance tables may be created using either MS Word[®] or MS Excel[®]. Both applications are compatible with Adobe Acrobat[®] Writer.

If the document is composed of two parts (introduction and distance table), the page numbering of the distance table must follow on continuously from the numbering of the introduction.

The model files can be found on the UIC Extranet.

B.2 - Cover sheet - National DIUM

DIUM FR

No./Nr.
8700.00

**Distancier International Uniforme
Marchandises : Liste des gares -
Liste des lieux ferroviaires de prise en
charge/de livraison**

Edition du 1er juillet 2013

**Einheitlicher Entfernungszeiger für den
internationalen Güterverkehr:
Verzeichnis der Güterverkehrsstellen -
Verzeichnis der Übernahme/
Ablieferungsorte**

Ausgabe vom 1. Juli 2013

**Uniform distance table for international
freight traffic:
List of railways terminals -
List of handover/delivery points used by
the railways**

Edition of 1 July 2013

(Space for additional national languages)

This edition of the DIUM for Belgium is © 2013, SNCB/NMBS, Brussels, Belgium.

B.3 - Model of the data table for the paper version (PDF format)

Bedienendes EVU EF desservant Serving RU	Numéro de code Kodenummer Code number	De (ou vice versa) à Von (oder umgekehrt) nach From (or vice versa) to				Gare de rattachement Associated freight station Zugehöriger Bestimmungsbahnhof	DK (86)	
							Flensburg Padborg	
							1,2	
							406	
2180	15369 2	Aachen Nord	4, 5, 8		094		668	
2180	15200 9	Aachen West	4, 5, 8		094		656	
3259	450	Aachen West Grenze	1,2		094		661	
3259	15343 7	Aachen-Rothe Erde	4,5		094		661	
3067	29549 3	Aalen	3,5		163		826	
2180	14283 6	Achem	4, 5, 8		171		871	
2180	47808 1	Achkarren	4,5	a,m	171		954	
◆	3068	13077 3	Adelebsen	4,5		054		468
	3020	13077 3	Adelebsen-Schwachholz	5,8,9	b	054	13077 3	468
	3020	43212 0	Adelheide		b	054		468
	2180	43212 0	Adelheide	5	a,m	042		326

Header: DE - ISO country code

Column 1: 4-digit RICS codea)

In the event of the addition of a new station or handover/delivery point open to freight traffic or of any modification to this data, EITHER the symbol ◆ is to be entered before the UIC station code of the rail terminal concerned, OR the modified entry is to be indicated by a single vertical stroke (|) in the margin.

Column 2: a) 5-digit UIC station code and 1 check digit, right-aligned, OR

b) 3- or 4-digit border point code, entered in bold typeface. Right-aligned.

Column 3: Name of the station open to international freight transport, handover/delivery point used by the railways and the border point, left-aligned

Column 4: General reference numbers classified in chronological order followed by specific national references classified in alphabetical order, left-aligned.

Optional columns: If necessary: specific codes (codes for regions, stations, zones, tariff references and any other national specificities), using more than one column if necessary.

Following columns: 5-digit UIC code of the station open to international freight traffic serving the handover/delivery point, and 1 check digit.

Distances: Neighbouring country (ISO code)/border point/general reference numbers & specific national references/border point code/distance to border point. Both the border point's names must be given. If the border point's name is the same on both sides of the border, it may be given only once.

Distances are entered for each neighbouring country according to the number of countries and border points concerned.

The table is to be created in A4 format throughout. The recommended font is Arial.

For border points, the whole line must be typed in bold characters.

B.4 - Model for the paper version of the list of UTI Terminals (PDF format)

RO (53) ^a

	Roumanie		Rumänien		Romania		România ^b
Bedienendes EVU EF desservant Serving RU, IF care deserveste ^b	Edition du/ Ausgabe vom/ Edition of / Editia de la ^b 01.07.2013				Grands conteneurs/ Grosscontainer/ Large containers/ Containere mari ^b		Semi-remorques préhen- sibles par pinces/ mit Greifzangen verlad- bare Sattelaufleger/ Semi-trailers suitable for grabber handling/ Semiremorci care se manipulează cu clești ^b
	Gares Bahnhöfe Stations Statii ^b				Longueur Maximale (en pieds) Grösste Länge (in Fuss) Maximum length (in feet) Lungimea Maximă (în picioare) ^b	Poids brut max. manutentionnable en tonnes) Höchstes Bruttogewicht (in T) für die ladedienstliche Behandlung Max. gross handling weight (in tons) Greutatea brută maximă de manipulat (în tone) ^{b (*)}	Poids brut max. manutentionnable (en tonnes) Höchstes Bruttogewicht (in T) für die ladedienstliche Behandlung Max. gross handling weight (in tons) Greutatea brută maximă de manipulat (în tone) ^{b (*)}
2153	10108	9	Bucureștii Noi	A	40	30	
2153	22450	1	Bujoreni Vâlcea	A	40	30	
2153	72120	9	Buzău Sud	A	40	30	
◆ 3009	13382	7	Ciumești	B, C, E	40	40	40
2153	31982	2	Cluj Napoca Est	A	40	30	
2153	81030	9	Constanța Ferry-boat	B, C	40	40	40
2153	80983	0	Constanța Port Zona B	B, C	40	40	40
3146	10770	6	Craiova	A	40	30	
◆ 2153	10770	6	Craiova	B, C, E	40	40	40
2153	71229	9	Galați Mărfuri	A	40	30	
2153	20658	1	Sibiu	A	40	30	
2153	61016	2	Socola	A	40	30	
2153	51607	0	Suceava	A	40	30	
2153	42644	5	Târgu Mureș Sud	A	40	30	
2153	33978	8	Târnăveni Vest	A	40	30	
2153	34336	8	Turda	A	40	30	
◆ 2153	21028	6	Vințu de Jos	B, C, E	40	40	40
2153	44240	0	Zalău Nord	A	40	30	

a. Codes ISO et UIC du pays concerné - ISO und UIC-Codes des betroffenen Landes - ISO and UIC-Codes of the concerned country.
 b. Langue(s) nationale(s) du pays concerné - Landessprache(n) des betroffenen Landes - Language(s) of the concerned country.
 (*) Poids brut de l'UTI et de son chargement que l'équipe de manutention et le grutier peuvent soulever.

Remarques/Anmerkungen/Notes (codes in capital letters - typical examples)

- A To be handled using specially modified equipment
- B Telescopic spreader with dual system
- C Private terminal
- D Special handling required
- E Handling applies only to semi-trailers authorised or conveyed by the terminal owner

Appendix C - Countries party to the DIUM and RUs responsible for the production of the DIUM

The list of countries party to the DIUM and their managing RUs' contact persons are available on the UIC Extranet.

List of abbreviations

CIM	Uniform Rules concerning the Contract of Carriage for International Freight Traffic by Rail. Appendix B to the COTIF.
COTIF	Convention concerning International Carriage by Rail. Agreement concerning international carriage by rail. Convention under international law, all sections of which have force of law.
CUV	Uniform Rules concerning Contracts of use of Vehicles in International Rail Traffic.
DIUM	Uniform Distance Table for international Freight Traffic: List of railway stations - List of handover/delivery points used by the railways
ISO	International Organization for Standardisation
UTI	Intermodal Transport Unit
NHM	Harmonised Commodity Code
PDF	Portable Data Format; enables a file created in MS Word® or similar application to be transferred into an electronic facsimile of the document.
RICS	List of carrier codes for freight traffic
RNE	Rail Net Europe
RU	Railway Undertaking
TAF-TSI	Telematics applications for freight service
UIC	International Union of Railways

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UIC Leaflet 920-2: Standard numerical coding of locations, 5th edition, January 2010

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