

2nd edition, March 2008

Translation

0

DIUM - Uniform distance table for international freight traffic:

List of railway stations

List of handover/unloading 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



Leaflet to be classified in Volume:

II - Freight Traffic

Application:

With effect from 1 March 2008

All members of the International Union of Railways

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.

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

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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.

A country's DIUM also contains the UIC codes and names of the handover/unloading 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/ unloading.

The distances between stations are used to calculate the transport tax for all international freight convoys, to the extent that the corresponding international commercial conditions are governed by the DIUM.

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

The DIUM also includes the list of ITU terminals (see [List of abbreviations - page 21](#)) and other appendices concerning technical and/or commercial information.

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

1.2 - The DIUM is an important document for international freight transport operations. The distances, terminals and handover/unloading 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. If the RUs cannot come to an agreement, the UIC DIUM/ Management Group NHM shall act as a mediator. 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 (see [List of abbreviations - page 21](#)).

2 - Structure

2.1 - The DIUM is published periodically in electronic format. Paper versions may be published if need be. If so, a file in PDF format (see [List of abbreviations - page 21](#)) must be provided for printing purposes.

2.2 - Modifications may be made between the dates of publication.

2.3 - The structure of the electronic formats is detailed under point [4 - page 5](#).

2.4 - International rail freight transport is subject to the conditions of CIM, Appendix B to the COTIF (see [List of abbreviations - page 21](#)).

3 - Obligatory application

3.1 - The terminals and handover/unloading 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 21](#)) 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 should send the whole file in Excel format to the UIC IT department on the first working day of each month.

The new file in Excel format is then posted on the UIC website and can be downloaded by RUs.

4.1 - Processing of data must observe the following procedure:

The RU responsible for the DIUM volume in the country concerned produces the new version:

1. In the form of an Excel file for the country concerned, containing the usual information concerning the terminals and handover/unloading points open for freight traffic, in line with the models given in [Appendix A - page 8](#) (points [A.1 - page 8](#), [A.2 - page 9](#), [A.3 - page 10](#) and [A.4 - page 11](#)).
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 19](#)). This file is produced in French, English and German, and where necessary, in the national language(s) of the country concerned.

This PDF file contains:

- a. the date of publication, the date of creation and the details of the person to contact for more information;
 - b. 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/unloading points used by the railways, as well as an explanation of the **specific national references**, which are defined by the RU concerned;
 - c. schematic map of the border points used by RUs in the country to which the volume applies;
 - d. the distance tables of the RU(s) in the country to which the volume applies;
 - e. the transit distances;
 - f. the list of open ITU terminals in the country concerned.
- and, if appropriate:
- g. any additional commercial/technical information.

4.2 - 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 (<http://www.uic.asso.fr>), thus assuming a centralising role.

4.3 - 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.

4.4 - 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 the present Leaflet.

Appendix A - Format and structure of Excel data tables

The data and additional information concerning stations and handover/unloading 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/unloading points used by the railways and distances is to be labelled sheet "A".

The table containing data concerning ITU 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

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

then

| | | | | | | | | | | | | | |
|-------------------|---|-----------|------------------------|--------------------------|-------------------------|----------------|--|--------------------------|--------------------------|--------------------------|------------|-----------|------------------------|
| 01/07/2006 | | 81 | 02186 | 5 | Kufstein Transit | 4 | | | | 467 | DE | 275 | |
| 01/07/2006 | | 81 | 463^a | (see^b) | Kufstein Transit | 1 | | (see^c) | (see^c) | (see^c) | 467 | DE | 275^d |
| 01/01/2007 | * | 81 | 01172 | 6 | Kundl | 8 ^e | | | | 467 | DE | 261 | |

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

b. The check digit field in column E must remain blank in the case of border points.

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

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

e. This field incorporates a modification.

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/unloading 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: yyyy/mm/dd or yyyy.mm.dd |
| 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/unloading point used by the railways, the whole line must be highlighted in grey. | Format as text. |
| C | UIC country code 2-digit UIC country code. | Format as text |
| D | UIC code of the freight terminal or associated terminal for a handover/unloading point used by the railways UIC code of the handover/unloading points used by the railways D1: digit station code preceded by a 0, with no check digit, or D2: 3- or 4-digit border code, not preceded by a 0, unless the border code has 2 digits or fewer, in which cases the code is to be filled to 3 digits. | Format as text. |
| E | Check Digit 1-digit code. Leave blank for border codes. | Format as text. |
| 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/unloading 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 | | | Remarques/Anmerkungen/Notes/Precizări ^a | Romania | | România ^a |
|--|--|---|---|-----------------------|--|---|---|---|
| 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 | Edition du/ Ausgabe vom/ Edition of/ Ediția de la ^a 01.01.2007 | | | | Grands conteneurs/ Grosscontainer/ Large containers/ Containere Mari ^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 (în tones) ^{a b} | Semi-remorques préhensibles par pinces/ Mit Greifzangen verladbare Sattelaufleger/ Semi-trailers suitable for grabber handling/ Semiremorci care se manipulează cu clești ^a |
| | | | | | | Longueur maximale (en pieds)/ Grösste Länge (in Fuß)/ Maximum length (in feet)/ Lungimea Maximă (în 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 (în tones) ^{a b} |
| | | 51059 | 4 | Bacău | A | 40 | 30 | - |
| | | 10108 | 9 | Bucureștii Noi | A | 40 | 30 | - |
| | | 22450 | 1 | Bujoreni Vâlcea | A | 40 | 30 | - |
| | | 72120 | 9 | Buzău Sud | A | 40 | 30 | - |
| 2007.01.01 | b | 13382 | 7 | Ciumești | B, C, E | 40 | 40 | 40 |
| | | 80983 | 0 | Constanța Port Zona B | B, C | 40 | 40 | 40 |
| | | 10770 | 6 | Craiova | A | 40 | 30 | - |
| 2007.01.01 | + | 10770 | 6 | Craiova | B, C, E | 40 | 40 | 40 |
| | | 71229 | 9 | Galați Mărfuri | A | 40 | 30 | - |
| | | 32637 | 1 | Oradea Est | A | 40 | 30 | - |
| 2007.01.01 | + | 32637 | 1 | Oradea Est | B, C | 40 | 40 | 40 |
| | | 30342 | 0 | Ploiești Crâng | A | 40 | 30 | - |
| | | 34336 | 8 | Turda | A | 40 | 30 | - |
| 2007.01.01 | b | 21028 | 6 | Vințu de Jos | B, C, E | 40 | 40 | 40 |
| | | 44240 | 0 | Zalău Nord | A | 40 | 30 | - |

a. Langue(s) nationale(s) du pays concerné - Landessprache(n) des betroffenen Landes - Language(s) of the concerned country.
b. Gross weight of the ITU 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. 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.

2. 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) |
|-----|------------|------------|

3. Contact details

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](#).

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 ", *max. font size 72 pt, bold typeface*
i.e. **DIUM FR**
- 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/unloading 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: 1.1.2007 - date of creation 13.11.2006).

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 consulted on the UIC website (members' access area).

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 and the optional columns are repeated on each page, with the distance columns for each of the country's border points. The data concerning stations and handover/unloading points can be listed on the page in groups of 5 lines.

B.1.2.6.1 - Column 1

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

Data: Station open to international rail freight transport and handover/unloading 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. This data must be right-aligned.

In the event of the addition of a new station or handover/unloading 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: "de... à (ou vice versa)/von... nach (oder umgekehrt)/from... to (or vice versa)"

Data: Name of the station open to international freight transport and handover/unloading points used by the railways (left-aligned), maximum 50 characters, followed by the general reference numbers in ascending order and by the specific national references in alphabetical order, each separated by a comma.

B.1.2.6.3 - 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 columns 1 and 2. Each optional column must be identified by a symbol in column 1. 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.1.2.6.4 - Following column

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

Data: Station open to international rail freight traffic serving handover/unloading 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.1.2.6.5 - 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 - ITU Terminals

This table contains the list of ITU 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.

Additional information can be consulted on the UIC website (members' access area):
<http://www.uic.asso.fr>

B.2 - Cover sheet - National DIUM

DIUM BE

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 2007

Einheitlicher Entfernungszeiger für den internationalen Güterverkehr:

Verzeichnis der Güterverkehrsstellen

Verzeichnis der Übernahme-/

Ablieferungsorte

Ausgabe vom 1. Juli 2007

Uniform distance table

for international freight traffic:

List of railway stations

List of handover/unloading points used by the railways

Edition of 1 July 2007

(Space for additional national languages)

This edition of the DIUM for Belgium is © 2007, SNCB/NMBS, Brussels, Belgium

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

| | | | | | | DE (80) |
|---|--|------------|-----|------------|--|----------------------|
| Numéro de code Kodenummer Code number | De ... à (ou vice versa) Von ... nach (oder umgekehrt) From ... to (or vice versa) | | | ■ | Gare de rattachement Zugehöriger Bestimmungsbahnhof Associated freight station | DK (86) |
| | | | | | | Flensburg Padborg |
| | | | | | | 1,2 |
| | | | | | | 406 |
| 15369 2 | Aachen Nord | 4,5,8 | | 094 | | 668 |
| 15200 9 | Aachen West | 4,5,8 | | 094 | | 656 |
| 450 | Aachen West Grenze | 1,2 | | 094 | | 661 |
| 15343 7 | Aachen-Rothe Erde | 4,5 | | 094 | | 661 |
| 29549 3 | Aalen | 3,5 | | 163 | | 826 |
| 14283 6 | Achem | 4,5,8 | | 171 | | 871 |
| 47808 1 | Achkarren | 4,5 | a,m | 171 | | 954 |
| 13077 3 | Adelebsen | 4,5 | | 054 | | 468 |
| ◆ 39334 8 | Adelebsen-Schwachholz | 5,8 | b | 054 | 13077 3 | 468 |
| 43212 0 | Adelheide | 5 | a,m | 042 | | 326 |

Header: DE - ISO country code

Column 1: a) 5-digit UIC station code and 1 check digit, left-aligned OR.
b) 3- or 4-digit border point code, entered in bold typeface. Right-aligned.

In the event of the addition of a new station or handover/unloading 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: Name of the station open to international freight transport, handover/unloading point used by the railways and the border point, including the general reference numbers in ascending order and the specific national references 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/unloading 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 DIN 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 ITU Terminals (PDF format)

| | | | | RO (53) ^a | | | |
|--|-------|---|--|---|---|--|----------------------|
| Roumanie | | | Rumänien | | Romania | | România ^b |
| Edition du/ Ausgabe vom/ Edition of / Ediția de la ^b 01.01.2007 | | | Remarques / Anmerkungen / Notes / Precizări ^b | Grands conteneurs/ Grosscontainer/ Large containers/ Containere mari ^b | | Semi-remorques pré- hensibles par pinces/ mit Greifzangen verladbare Sattelaufliieger/ Semi-trailers suitable for grabbler handling/ Semiremorci care se manipulează cu clești ^b | |
| Terminaux UTI / ITE-Terminals/ ITU-Terminals / Terminale UTI ^b | | | | Longueur Maximale (en pieds)/ Grösste Länge (in Fuß)/ Maximum length (in feet)/ Lungimea Maximă ^b | Poids brut max. manutentionnable en tonnes)/ Höchstes Bruttogewicht (in T) für die ladedienstli- che 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 ladedienstli- che Behandlung/ Max. gross handling weight (in tons)/ Greutatea brută maximă de manipulat (în tone) ^b - (*) | |
| ◆ | 10108 | 9 | Bucureștii Noi | A | 40 | 30 | |
| | 22450 | 1 | Bujoreni Vâlcea | A | 40 | 30 | |
| | 72120 | 9 | Buzău Sud | A | 40 | 30 | |
| ◆ | 13382 | 7 | Ciumești | B,C,E | 40 | 40 | 40 |
| | 31982 | 2 | Cluj Napoca Est | A | 40 | 30 | |
| | 81030 | 9 | Constanța Ferry-boat | B,C | 40 | 40 | 40 |
| | 80983 | 0 | Constanța Port Zona B | B,C | 40 | 40 | 40 |
| | 10770 | 6 | Craiova | A | 40 | 30 | |
| ◆ | 10770 | 6 | Craiova | B,C,E | 40 | 40 | 40 |
| | 71229 | 9 | Galați Mărfuri | A | 40 | 30 | |
| | 20658 | 1 | Sibiu | A | 40 | 30 | |
| | 61016 | 2 | Socola | A | 40 | 30 | |
| | 51607 | 0 | Suceava | A | 40 | 30 | |
| | 42644 | 5 | Târgu Mureș Sud | A | 40 | 30 | |
| | 33978 | 8 | Târnăveni Vest | A | 40 | 30 | |
| | 34336 | 8 | Turda | A | 40 | 30 | |
| ◆ | 21028 | 6 | Vințu de Jos | B,C,E | 40 | 40 | 40 |
| | 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.

(*) gross weight of the ITU and its load which the handling team and the crane operator can lift.

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

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 can be consulted on the UIC website (members' access area): <http://www.uic.asso.fr>

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/unloading points used by the railways |
| ISO | International Organization for Standardisation |
| ITU | 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. |
| RNE | Rail Net Europe |
| RU | Railway Undertaking |
| UIC | International Union of Railways |

Bibliography

1. UIC leaflets

International Union of Railways (UIC)

UIC Leaflet 211: International tariff for the conveyance of freight traffic in full wagonloads - Model tariff, 7th edition of 1.9.81 and 9 Amendments

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