

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



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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

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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 (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**.