

Methodology

UFI RAIL EUROPE



upply

In short:



A single index, in base 100, to track and compare over time the evolution of published single-wagon rail freight tariffs across 11 European rail networks.



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WHAT THE INDEX MEASURES

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The **UFI Rail Europe** tracks the evolution of the public price of rail freight transport by **single wagon** (a single-wagon shipment, as opposed to a full train) in Europe. It is published in **base 100** (reference date **1 January 2017**), the form in which it expresses the evolution of prices over time. It is built from the **official published tariffs** of the railway undertakings, which are its source.

The index is not the price of a specific shipment: it is the evolution of a common **reference basket**, designed to remain comparable from one network to another and from one year to the next.

All values are referred to a **single reference point**, essential to comparability because rail tariffs vary by weight, number of axles, type of goods and distance:

- **Load:** 24 tonnes, a representative payload, compatible with a **2-axle** wagon.
- **Goods:** general cargo (non-dangerous).
- **Distance:** **500 km**, a representative long domestic haul.
- **Scope:** **domestic** (national) traffic of each country.

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COVERAGE

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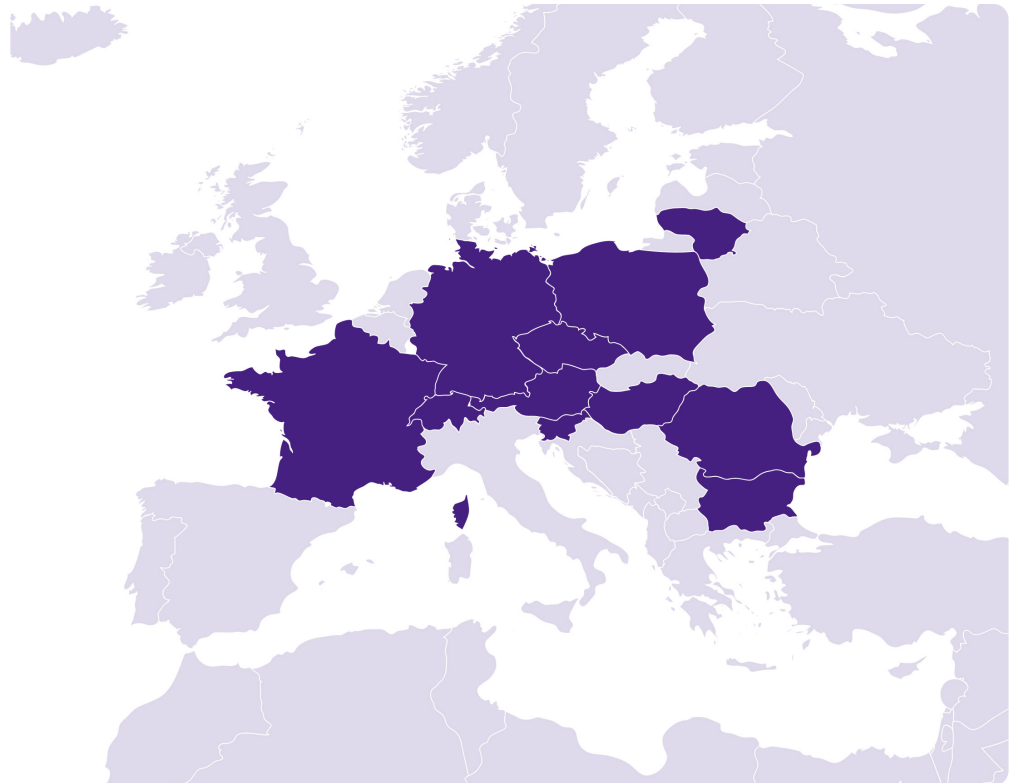
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The index covers **11 railway undertakings**, one per country, selected for their transparency on published single-wagon tariffs.



The 11 countries covered (in **purple**): Germany, France, Poland, Romania, Czechia, Austria, Lithuania, Bulgaria, Switzerland, Hungary, Slovenia.

Country	Railway companies
Germany	DB Cargo
Poland	PKP Cargo
France	Hexafret (Fret SNCF)
Romania	Carpatina Feroviar (CFR Marfă)
Czechia	ČD Cargo
Austria	Rail Cargo Group
Lithuania	LTG Cargo
Bulgaria	BDŽ Cargo
Switzerland	SBB Cargo
Hungary	Rail Cargo Hungaria
Slovenia	SŽ – Tovorni promet

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HOW THE INDEX IS BUILT

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3.1 THE COMPOSITE INDEX

For each tariff edition published since 2017, Upply reads the price of the reference basket in each network's official tariff grid and tracks its evolution. Each network is indexed **in its local currency**: because the index works in relative terms, it **isolates the tariff movement from currency effects**. The European index then aggregates these evolutions through a **chained weighted average** over time (base 2017 = 100).

3.2 WEIGHTING

Each network is weighted by its **market weight**, measured by **national tonne-kilometres for 2023** (Eurostat), consistent with an index of national tariffs. **No country weighs more than a quarter (25%)**: Germany and Poland, the dominant markets, are capped at 25%, with the excess redistributed pro rata across the others. The weights are fixed (2023), a condition for a price index not to mix tariff evolution with volume reallocation.

Network	Applied weight
Germany	25.00%
Poland	25.00%
France	19.03%
Romania	10.14%
Czechia	4.87%
Austria	4.26%
Lithuania	4.13%
Bulgaria	2.95%
Switzerland	2.56%
Hungary	1.43%
Slovenia	0.62%

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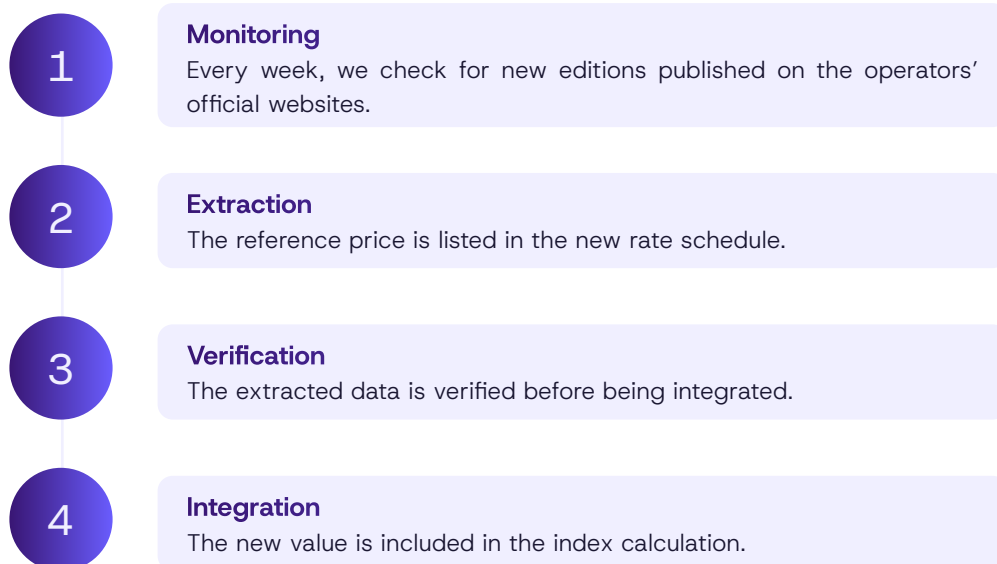
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Tariffs are monitored continuously; a **weekly check** looks for new editions published on the operators' official websites. Every new edition is extracted, verified and integrated. Networks that no longer publish a usable public tariff are kept at their last known value (carried forward) until a new edition becomes available.

THE UPDATE CYCLE



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LIMITS AND PRECAUTIONS OF USE

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The index is used to **track and compare the evolution** of published single-wagon tariffs. A few precautions for interpreting it correctly:

- **It is not a trip price.** The value is an aggregate reference, not the exact tariff of a specific shipment.
- **Published tariff, not negotiated price.** The index follows **public tariffs**; commercial discounts and negotiated fuel clauses are not captured.
- **Single wagon only.** The captured price corresponds exclusively to the single wagon; conditions negotiated for wagon grouping (multi-wagon shipments) are not captured.
- **Currency-neutral.** By construction, each network is indexed in its own currency: the index isolates the tariff movement and does **not** incorporate currency effects.
- **A single reference profile.** The index follows one basket: 24 t / 2 axles / 500 km / general cargo; a different profile would yield a different evolution. Not every grid matches this profile exactly: the closest equivalent category is then used.
- **History reconstructed from official tariffs.** The series rely on official tariffs and on explicit choices (weighting, reading rules), validated by cross-checking, but remain a reconstruction.
- **Domestic scope.** The index covers national traffic; transit and international traffic are excluded.

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