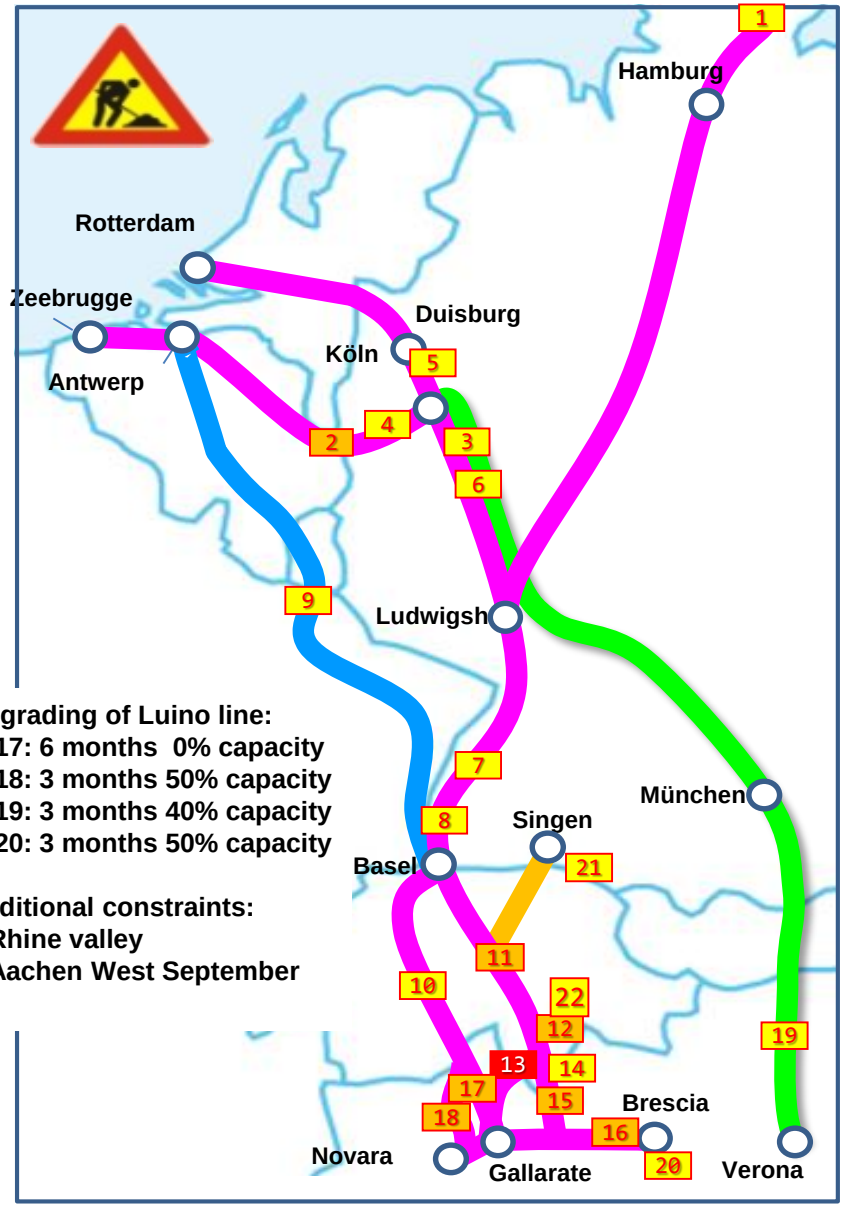
Is rail freight traffic in Europe at risk?

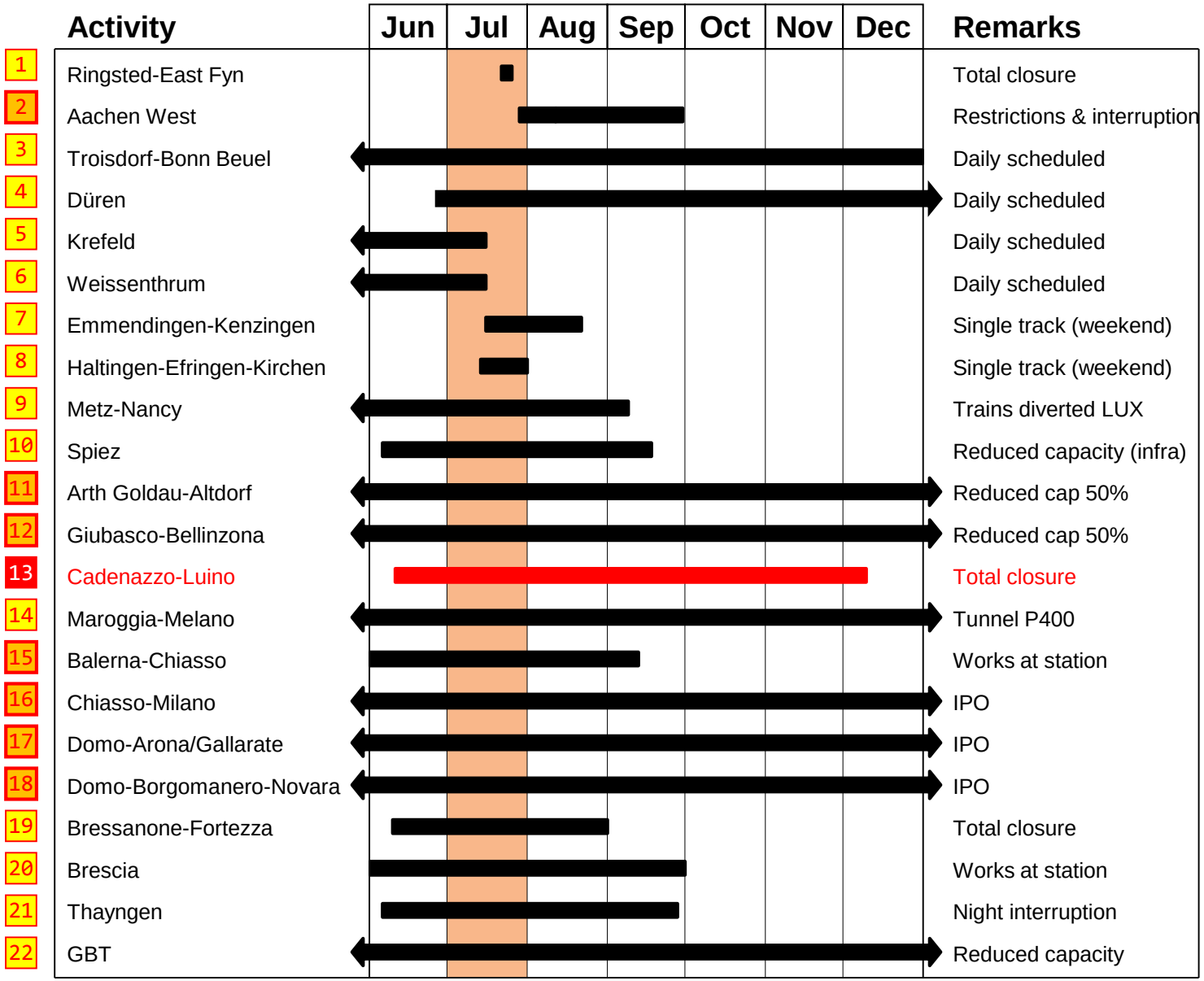
Bernhard Kunz
CEO of Hupac Group

Multitude of construction sites = high vulnerability of the system

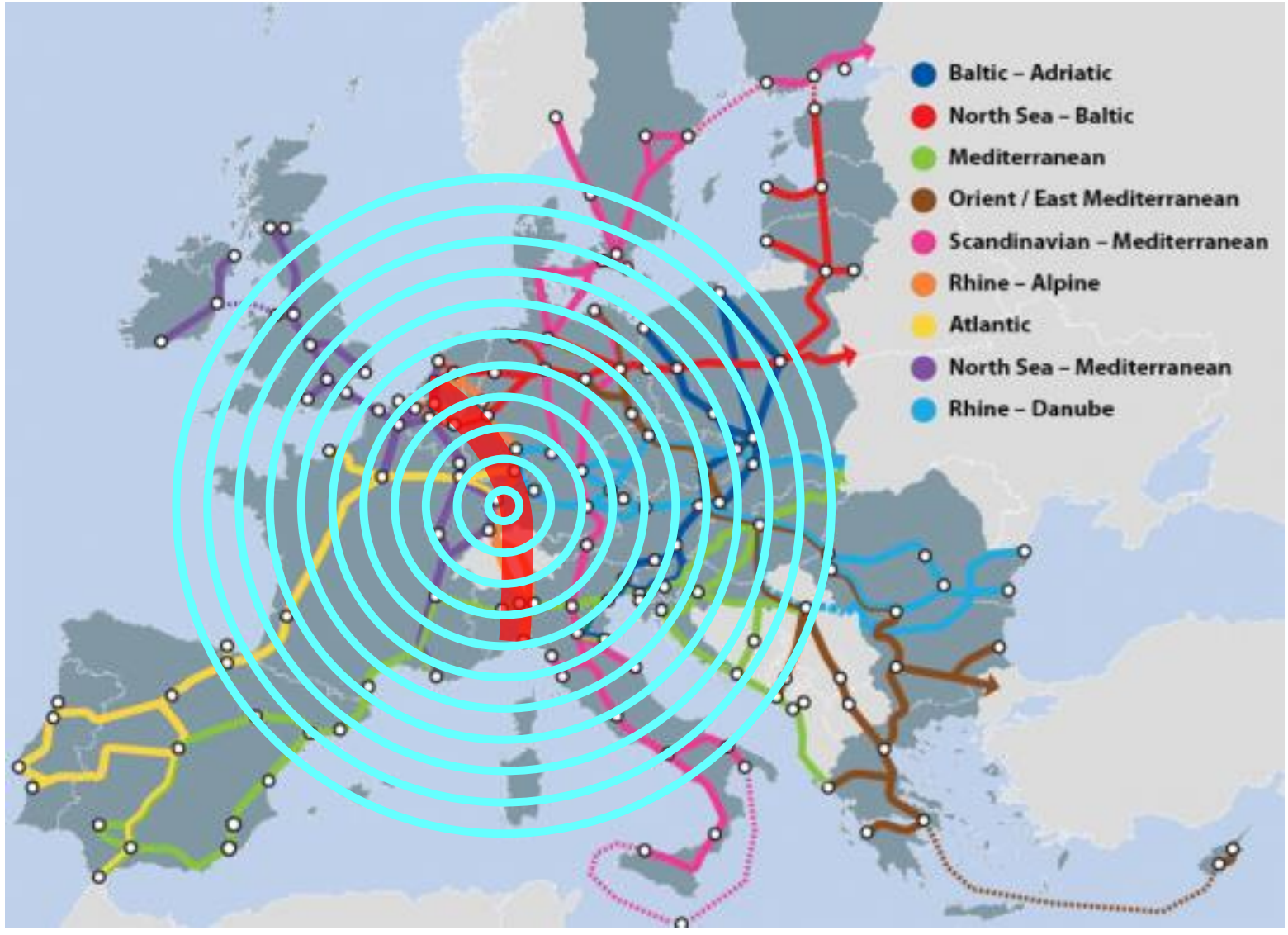


Upgrading of Luino line:
2017: 6 months 0% capacity
2018: 3 months 50% capacity
2019: 3 months 40% capacity
2020: 3 months 50% capacity

Additional constraints:
> Rhine valley
> Aachen West September



Rastatt disruption: Europe wide consequences on supply chain



Collapse of intermodal logistics:
>> reasons why

Shortage of loading equipment:
>> units were tied up in the North-South pipeline

Railcars and locos not available:
>> waiting for alternative routings

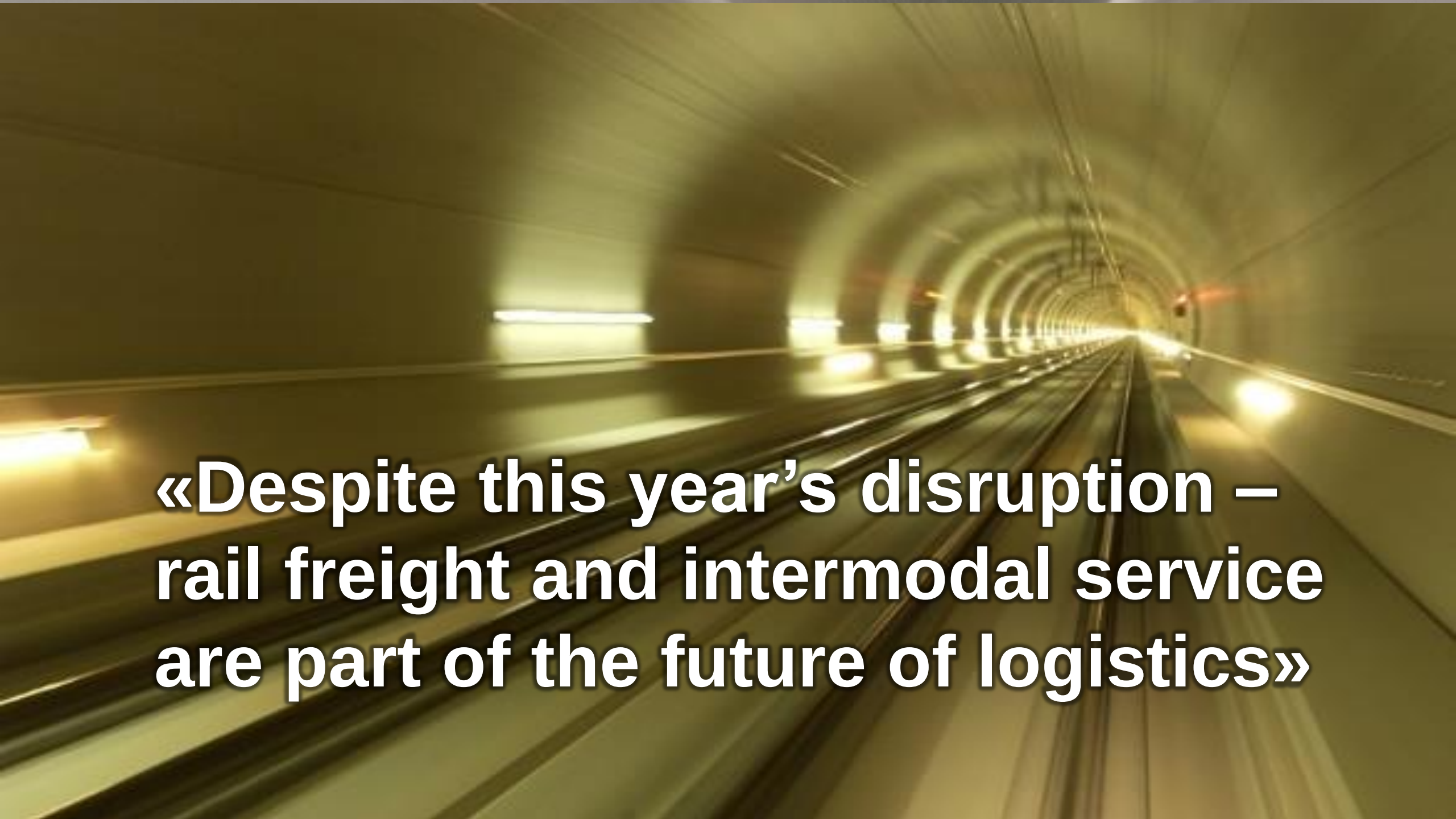
Terminals stopped acceptance:
>> backlogs of train departures

Not enough engine drivers:
>> detours absorbed 2-3 times more resources

How to improve international rail freight management?

OPEN ISSUES for DISCUSSION

1) International risk management and contingency plans
2) Redundant, seamless infrastructure systems
3) International coordination of construction works
4) International crisis management
5) Clear rules for capacity allocation in case of restrictions
6) Language barriers: second operational language, techno-solutions
7) Responsibility of infrastructure managers for disruptions: incentive system



«Despite this year’s disruption – rail freight and intermodal service are part of the future of logistics»