



Intermodal Forum

Resilience & digital transformation: the future of intermodal

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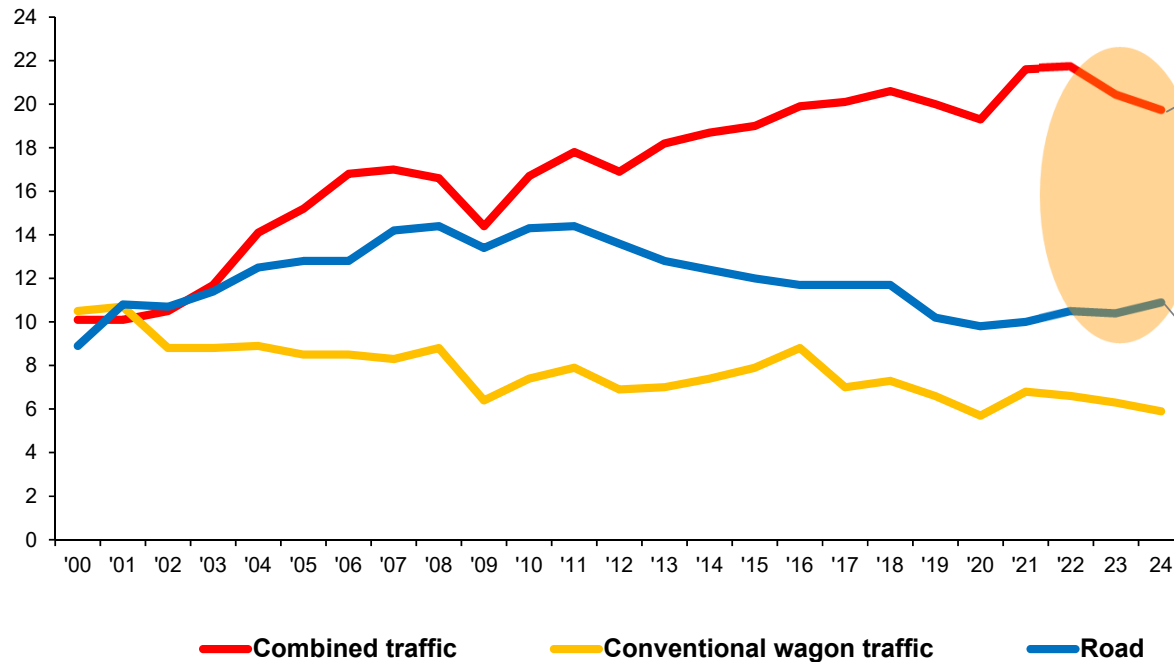


Reverse modal shift in Swiss transalpine transport since 2022

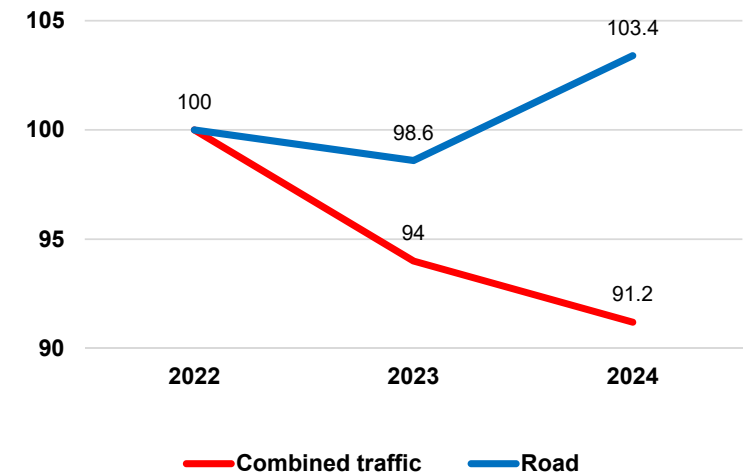
Will the Swiss success story of transalpine modal shift fail?

Swiss transalpine freight transport

Million net tonnes



Development Combined traffic/Road indexed



Politics – Intermodal needs reliable and resilient rail infrastructure



Frequent rail construction works in Germany lead to 20%+ train cancellations and major delays.

What is needed?

- > Coordinated construction planning on Corridor**
- > At least 80% diversion capacities, 24h/7d**
- > No full line closures – 1 track open wherever feasible**
- > No extra infrastructure charging for diversions**
- > No cancellation penalties until infra quality is restored**
- > Disruption buffers: rail sidings for 50+ trains in DE/CH**

Resilience – New left bank Rhine 4-meter-corridor NEAT-Feeder

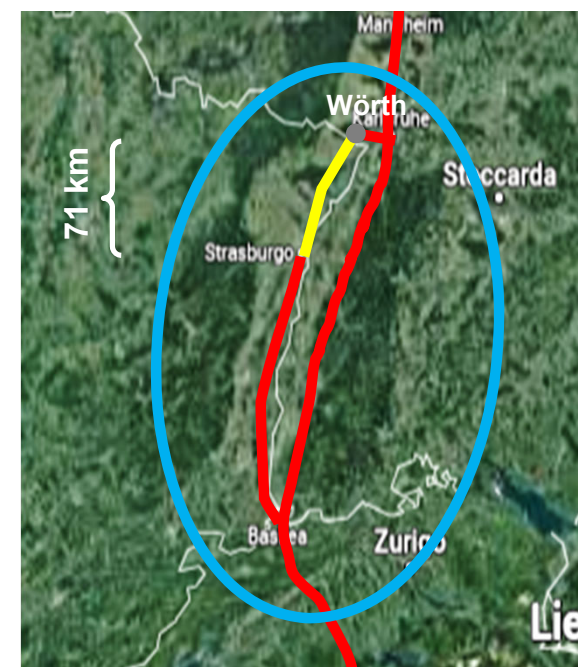


**First priority:
4-meter-corridor
Antwerp-Metz-Basle**

**Vosges tunnels require
profile upgrade for 4-meter-
trailers**

**Financing of upgrade by
Switzerland – like with
Italian rail tunnels – to
ensure short-term
execution**

Wörth-Strasbourg with hybrid
locos (electric/diesel), as a
left bank alternative during
right bank construction
works until 2040



Resilience – How can politics contribute to reversing the trend?

How can we get modal shift policy back on track to success?

- > Secure **operating subsidies** for combined transport in Switzerland 2031–2040+ by law in 2026
 - Ensure investment certainty for all market participants
- > Switzerland to fund the **enlargement of the Vosges tunnels**, following the model of the tunnel upgrades in Northern Italy
 - Fast-track tunnel expansion for the 4-meter corridor Benelux–Italy
- > Active management of the **North Sea-Rhine-Mediterranean** corridor by Switzerland
- > Frequent **top-level exchange** by the Swiss Ministry of Transport with:
 - Germany: infrastructure quality, corridor management
 - France: 4-meter profile Vosges tunnels, corridor management

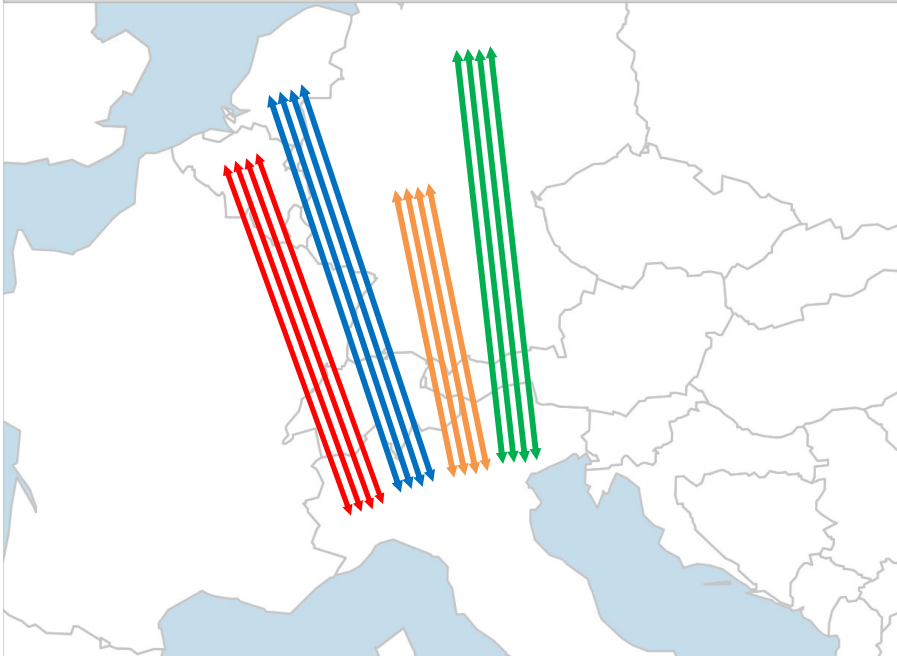
As Switzerland is now managing the new **North Sea-Rhine-Mediterranean-Corridor** together with Belgium

Inclusion of these 4 elements in the Federal Council's Modal Shift Report 2025

Hupac – New resilient transalpine customer offer: Pipeline Concept to break the trend of reverse modal shift

Reorganisation of IM production in view of current rail construction challenges

Bundling of volumes on core transalpine terminal-terminal links:
NEW 3-4 train departures per day



Customers benefit from a high-frequency service:

- > Departures every 4-6 hours – fewer & shorter delays

Railways benefit from more efficient operation:

- > Higher productivity of locomotives and loco-drivers

Operators & Terminals achieve higher productivity:

- > Faster rotation of the wagon compositions
- > Faster throughput in the terminal

OUR GOAL

- > Increasing attractiveness of combined transport
- > Breaking the trend of reverse modal shift
- > Actively shifting new volumes from road to rail