

Intermodal Forum



Resilience & digital transformation: the future of intermodal

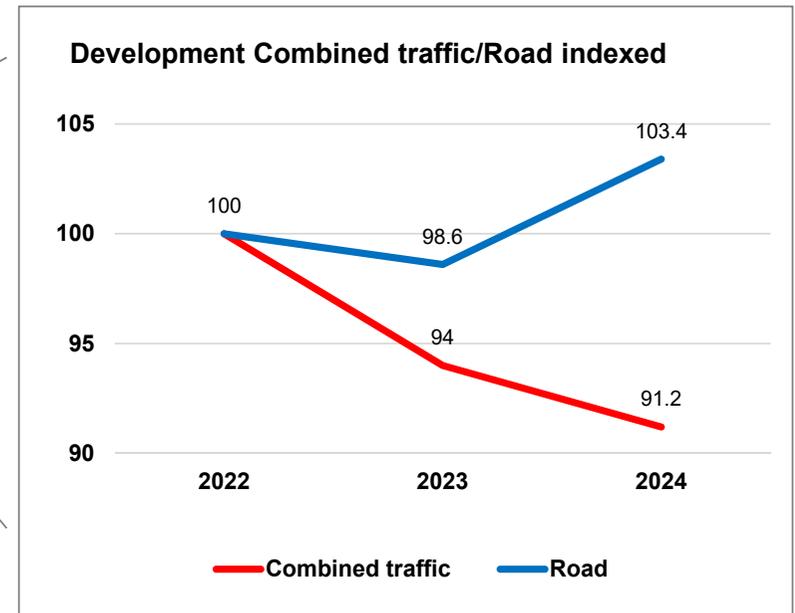
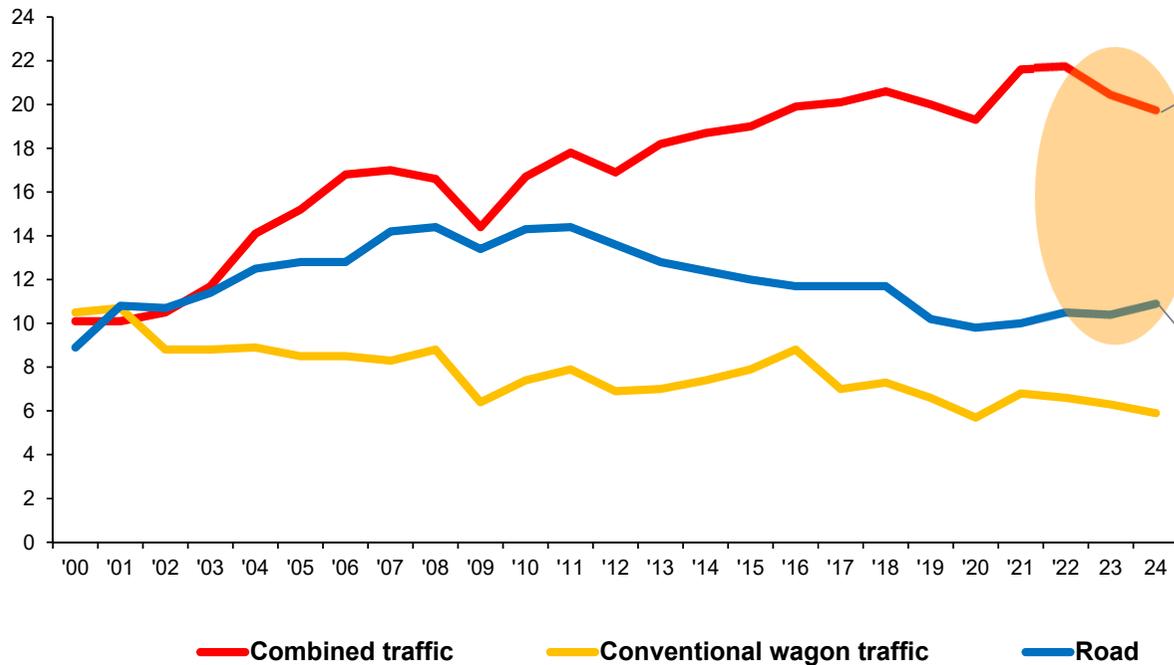
Hans-Jörg Bertschi
Chairman Hupac



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



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

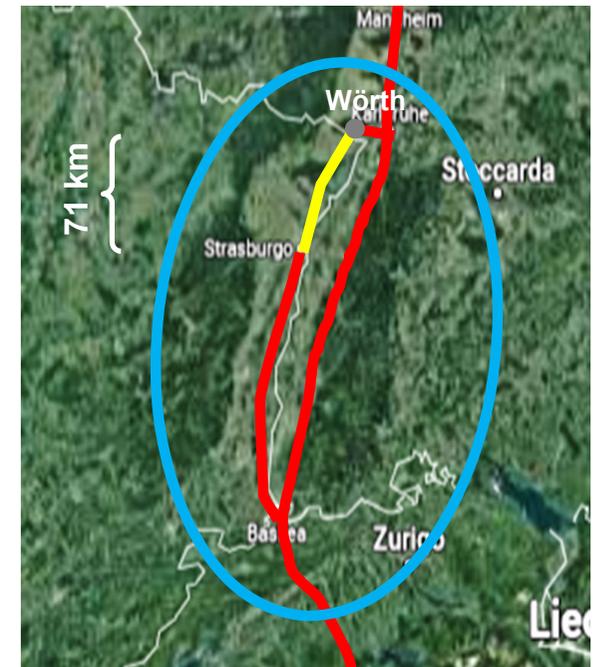


**First priority:
4-meter-corridor
Antwerp-Metz-Basle**

**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

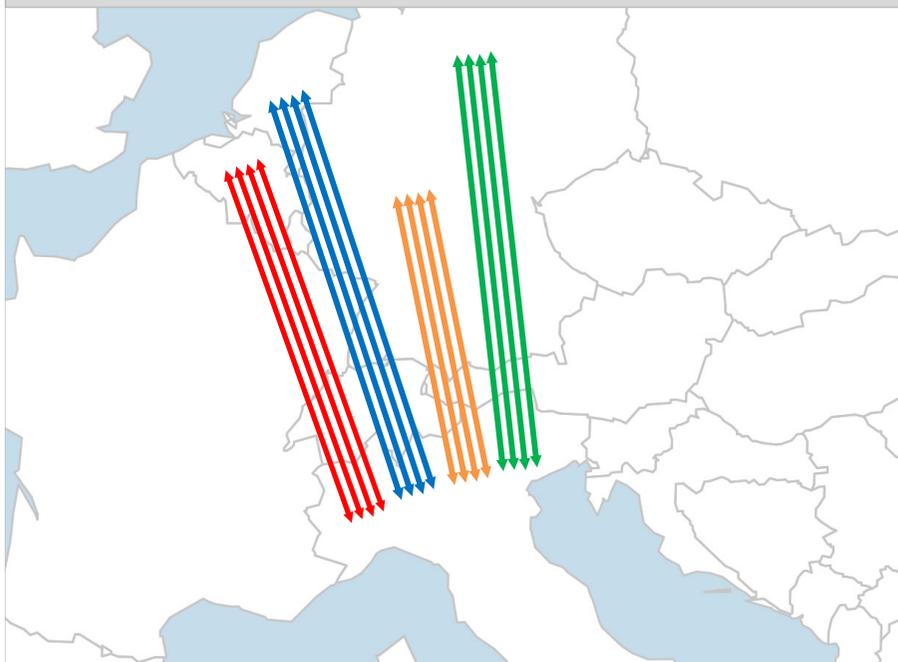
As Switzerland is now managing the new **North Sea-Rhine-Mediterranean-Corridor** together with Belgium

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 loks 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