Gotthard Base Tunnel – a huge chance for rail

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Pollegio, 30.1.2015

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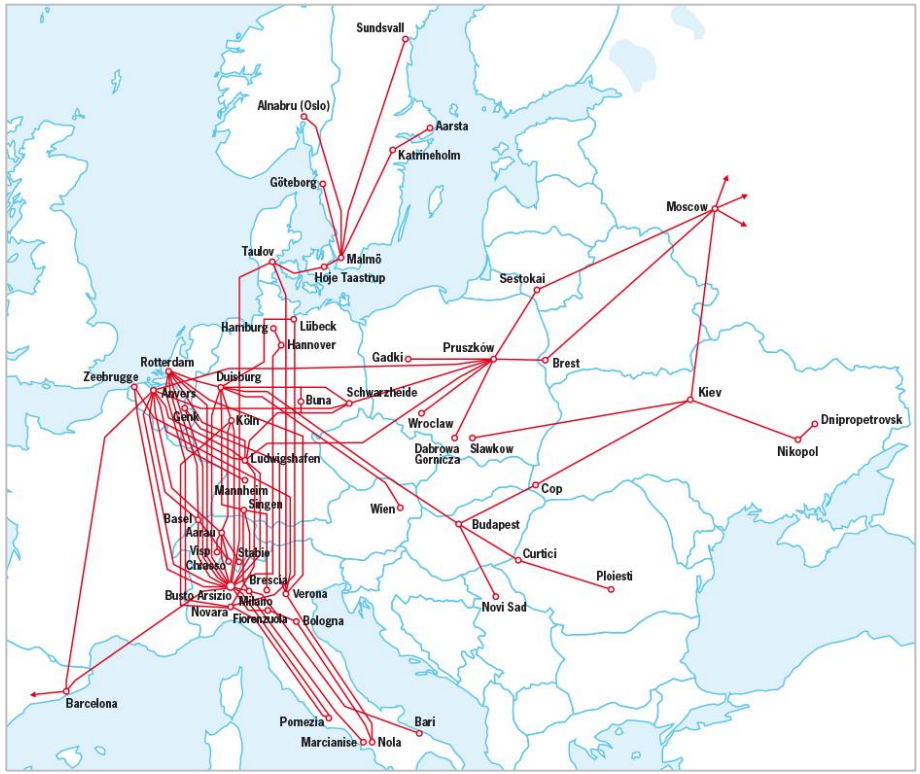
Facts & Figures

Share capital : CHF 20 millions

Shareholders:
- **72% transport and logistic companies**
- **28% rail companies**

Traffic 2014
> 100 trains per day
> 660.109 road consignments (+ 0.5%)

Ressources
> 4,967wagon modules
> 10 main-line and/or shunting locomotives
> 9 own-managed terminals
> IT-systems for intermodal transport



Combined transport: a system with a future

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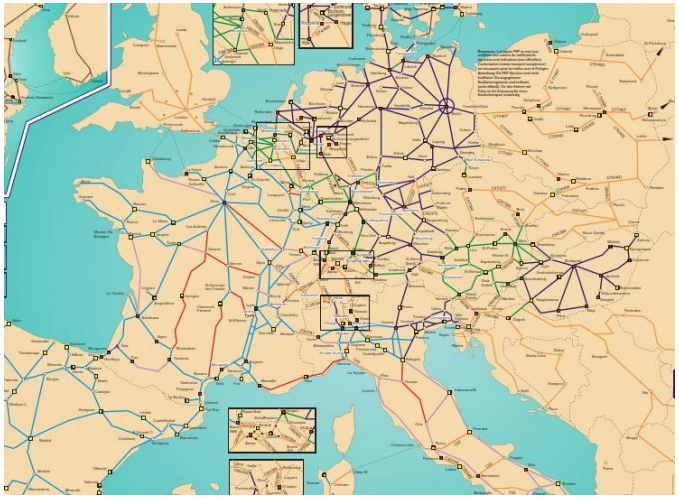
EU politics: Transports > 300 km on the rail; 30% by 2030, 50% by 2050

System UCT: Europe-wide standard	Advantages for all
	
➔ Hundreds of thousands of standard loading units (containers, swap bodies, semi-trailers) ➔ 400 terminals and ports ➔ 60,000 rail wagons ➔ 2,000 cargo locomotives ➔ Long-term system commitment	➔ 5.3 billion EUR turnover ➔ 39,000 places of work ➔ 6.7 million tons CO2 reduction ➔ 2.2 billion EUR fewer external costs

Source: UIC Report on Combined Transport 2012

Combined transport on the overtaking lane

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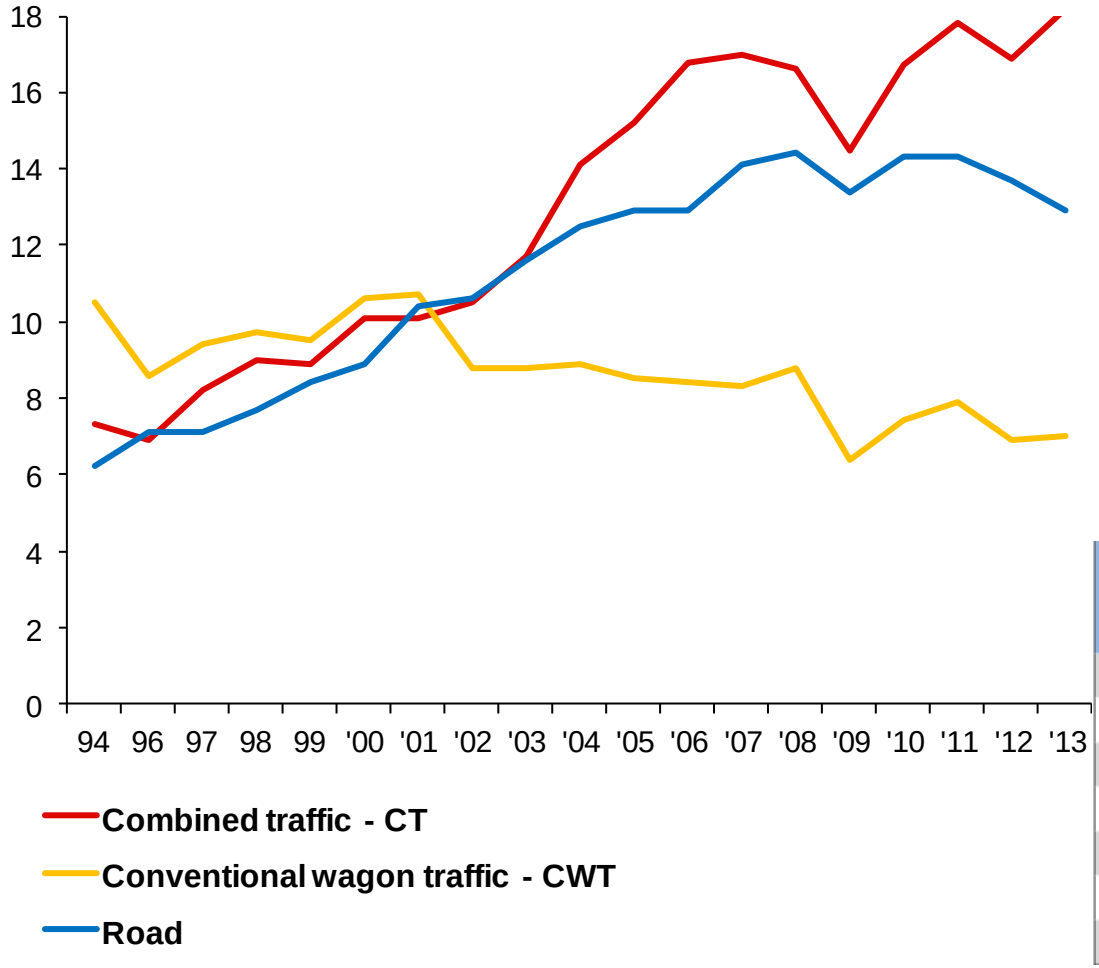
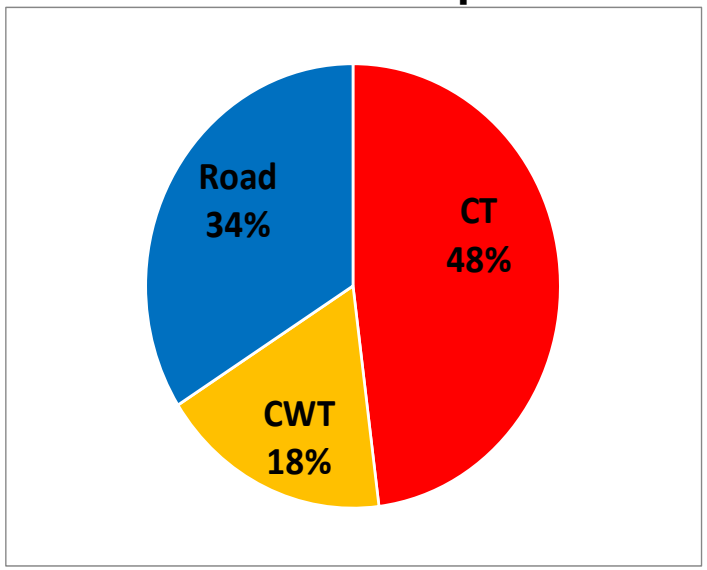
Performances of Swiss alpine transit traffic in mio. t



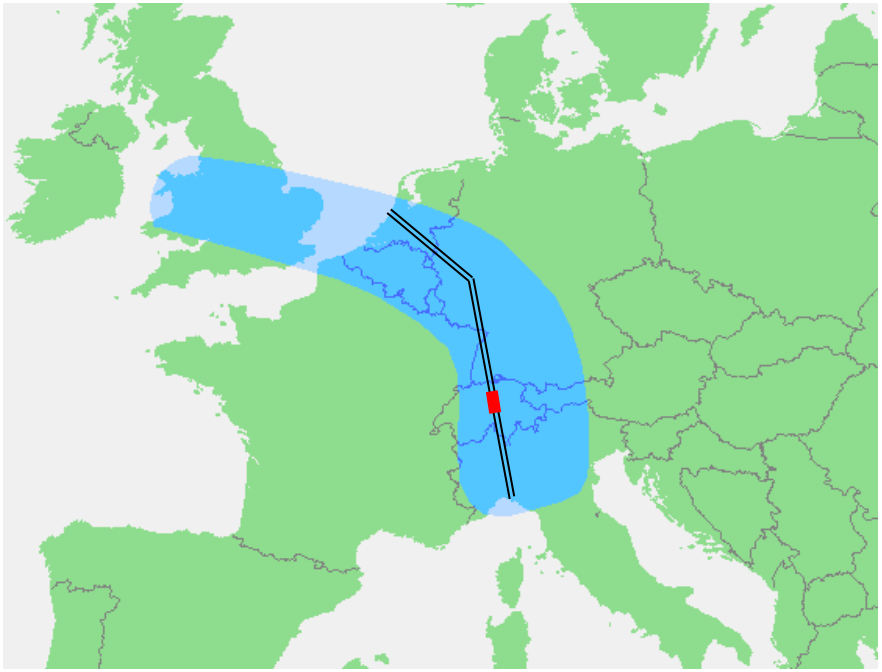
CH : 2013 modal split in %

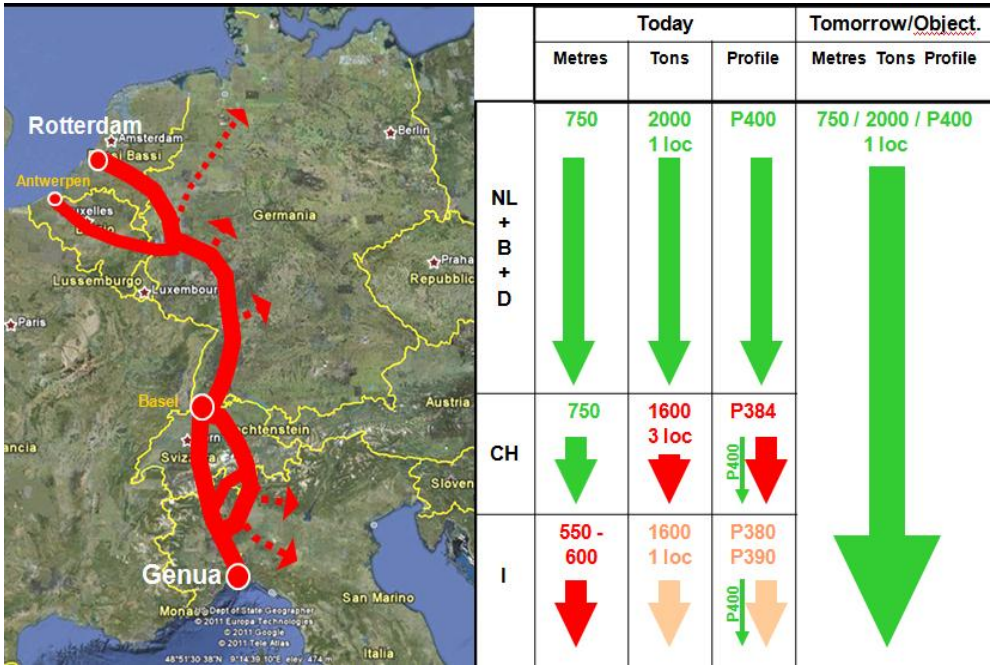


CEFIC Study: Main total transport flows of the chemical industry

Origin	Total Volumes[2] 2011 (1000 t/a)	Total Intermodal Volumes 2011 (1000 t/a)	Avg. Intermodal Share (%)	Potential Intermodal Volumes 2020 (1000 t/a)	Potential Intermodal Increase (%)
FRANCE	2.094,8	333,2	15	371,2	11
GERMANY	2.884,6	1.195,6	56	1.502,8	32
GB	624,9	424,5	69	426,9	1
ITALY	298,0	122,8	63	124,5	1
BENELUX	2.020,2	1.116,5	54	1.149,1	2
POLAND	70,0	9,5	11	9,5	0
SPAIN	114,1	77,8	63	81,6	3

Improvement of capacity, quality and interoperability on rail freight corridors!





Alptransit:
> 2016 Gotthard base tunnel
> 2020 Ceneri base tunnel

Corridors for rail freight traffic should be expanded with regard to the following parameters:
> train length 750 m
> train weight 2000 t with 1 locomotive
> P400 profile for 4-m semi-trailers

AlpTransit project: timeline

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2016: Gotthard Base Tunnel

➔ **Cost reduction: shorter distances, need of fewer locomotives**

➔ **Productivity increase with new traction concepts**

2019: Ceneri Base Tunnel

➔ **Fully efficient infrastructure**

➔ **Strong reduction of subsidies**

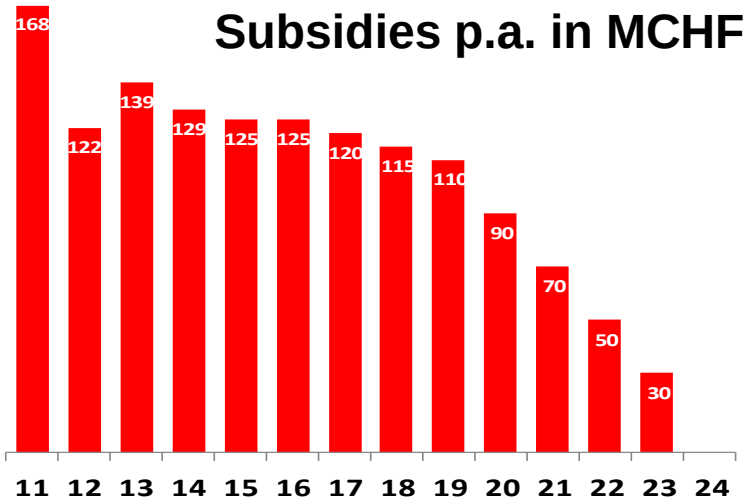
2020: 4-Metre Corridor

➔ **Profile P400 and 750m-long trains to/from Northern Italy**

2024: Suppression of subsidies

A modern infrastructure instead of subsidies

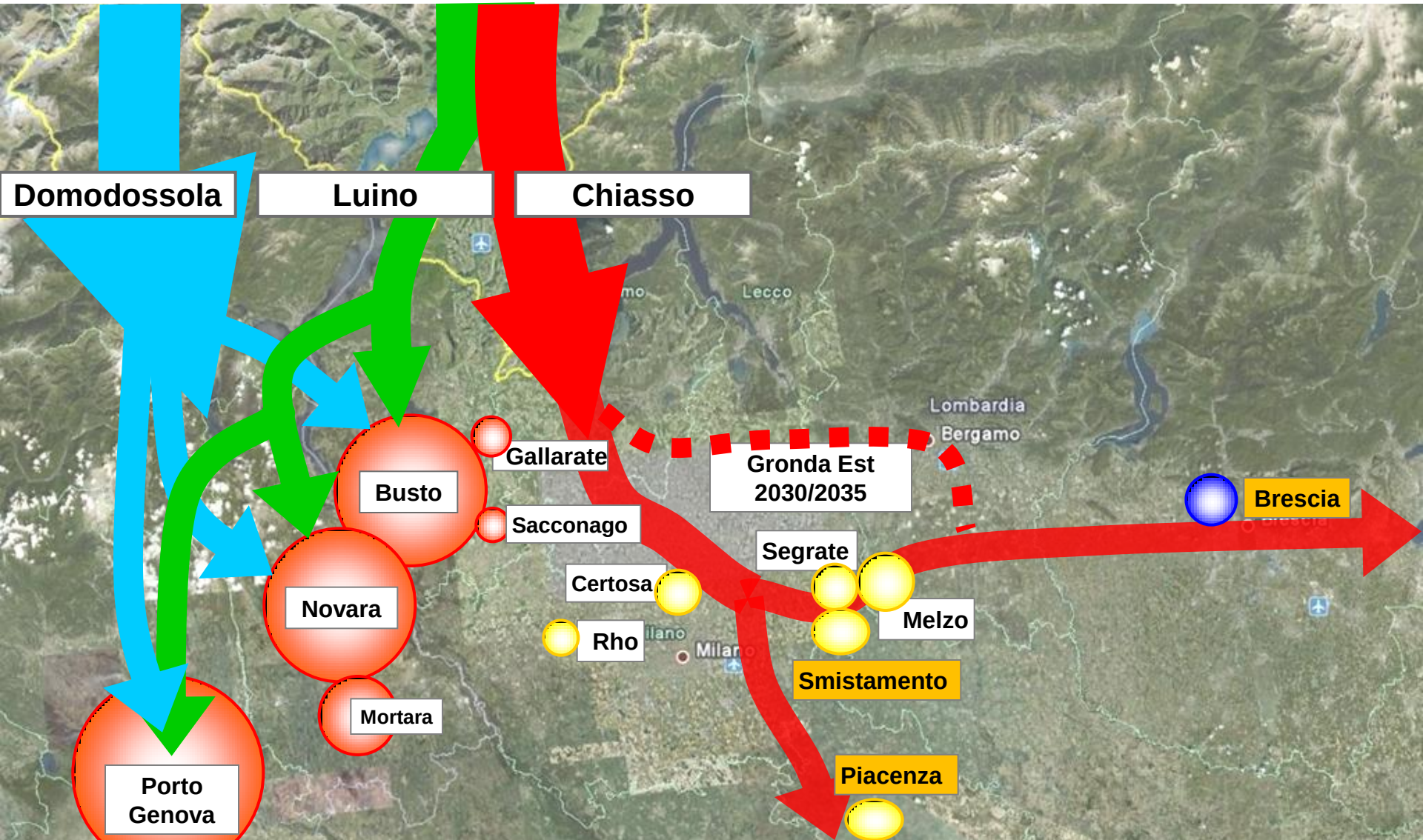
Gradual reduction of the operating subsidies granted by Switzerland for intermodal transalpine transport



Which strategy?

Increased productivity to compensate subsidies	
Longer and heavier trains (750 m, P400) **> Greater payload**	
Lower gradient = fewer locomotives **> Lower production costs**	

4-metre corridor and Southern connections



New Terminal Milano Smistamento

Surface 240.000 qm

Plant Module 1: 3 gantry cranes, 5 tracks of 750m
Module 2: 3 gantry cranes, 5 tracks of 750m

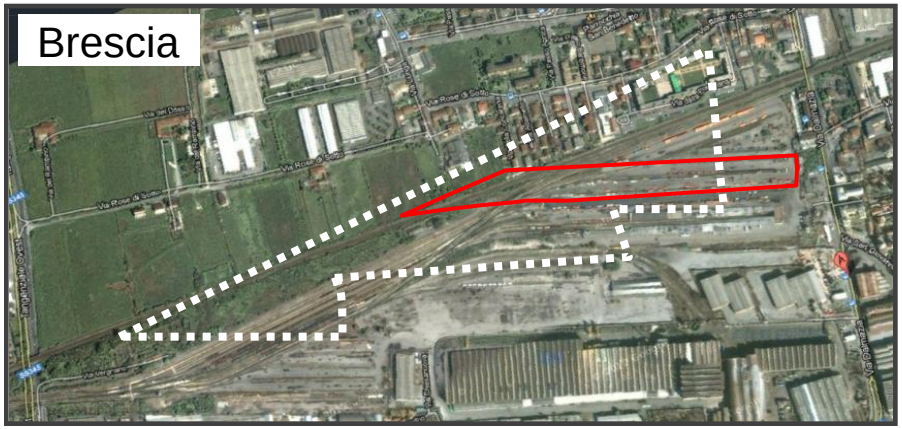
Status Preliminary project and request of financing presented to FOT

Terminal Piacenza

Surface 75.000 qm

Plant 3 gantry cranes

Status Feasibility study



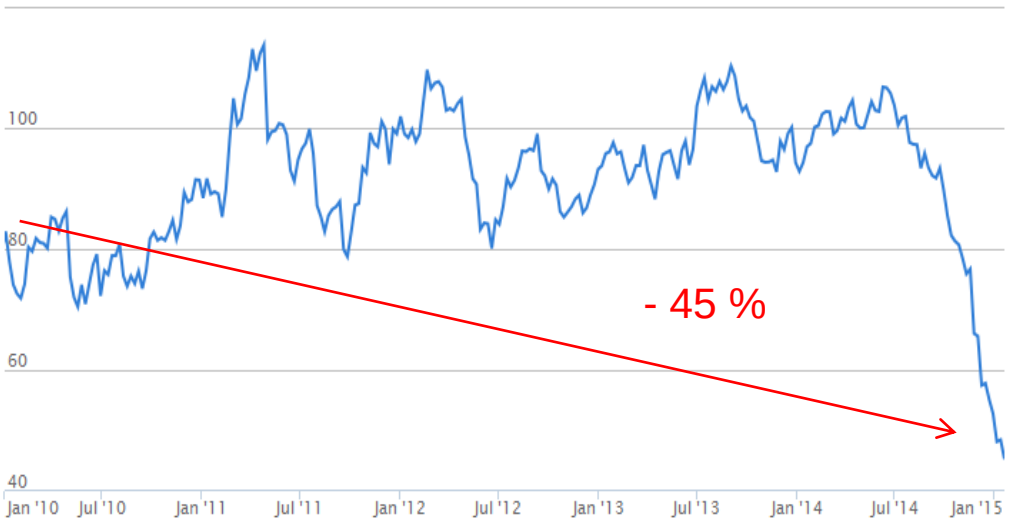
Terminal Brescia

Surface 50.000 qm

Plant 3 gantry cranes

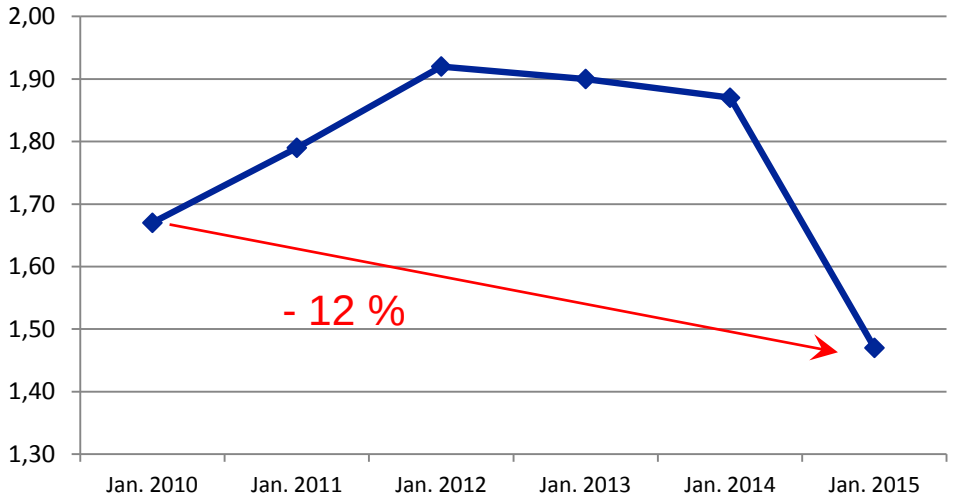
Status Feasibility study

Framework conditions: fuel price



Oil price (US$ a barrel): strong reduction of the oil price a barrel in the period 2010 - 2015

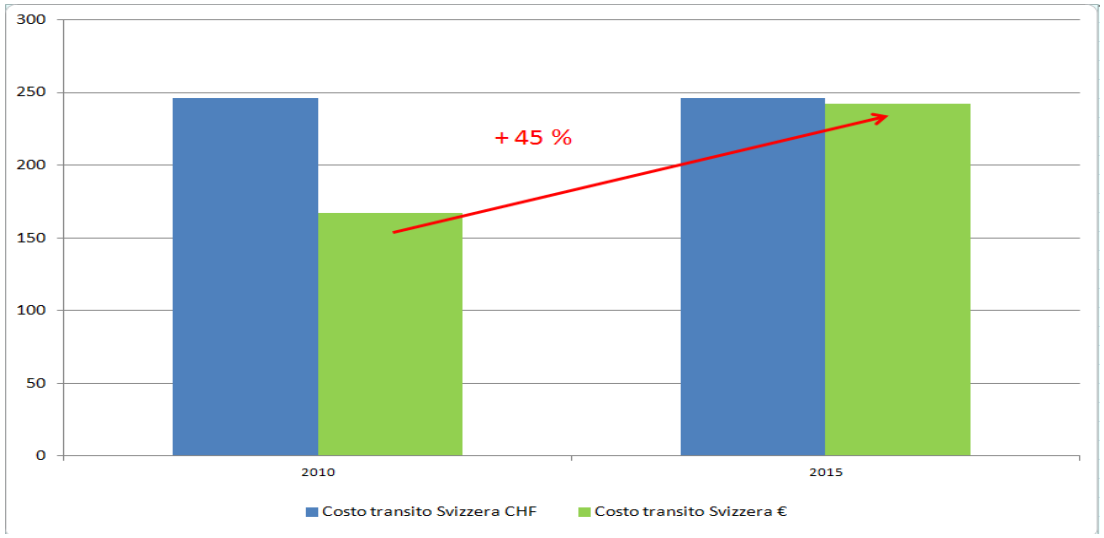
Diesel price in Switzerland: reduction of 12% in the period 2010 – 2015



Revaluation of CHF vs. EUR: impact on costs

Heavy vehicle charges (HVC): the strength of the Swiss franc has strong repercussions also on the costs of transport through Switzerland

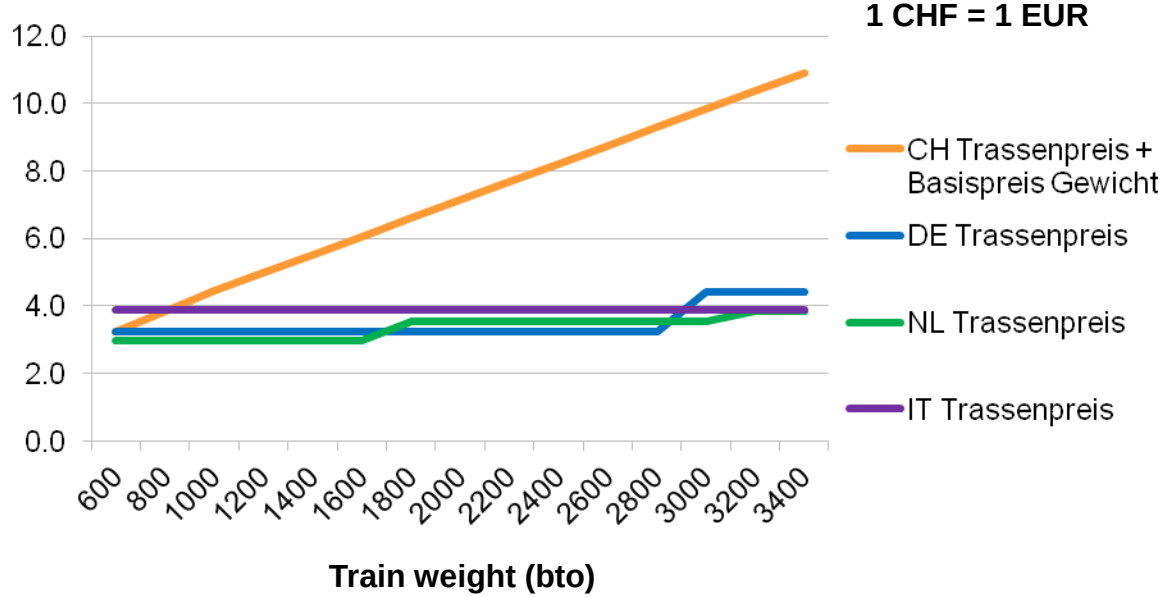
Calculation basis: Vehicle Euro 6, 40 tonnes, route of 300 km.



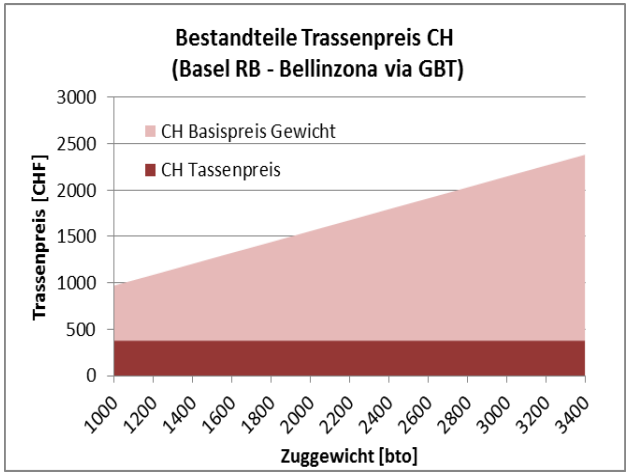
Reduced competitiveness endangers the modal shift

GBT : Promotion of heavier trains in the train path pricing model

Path price CHF/km



Exchange rate
1 CHF = 1 EUR

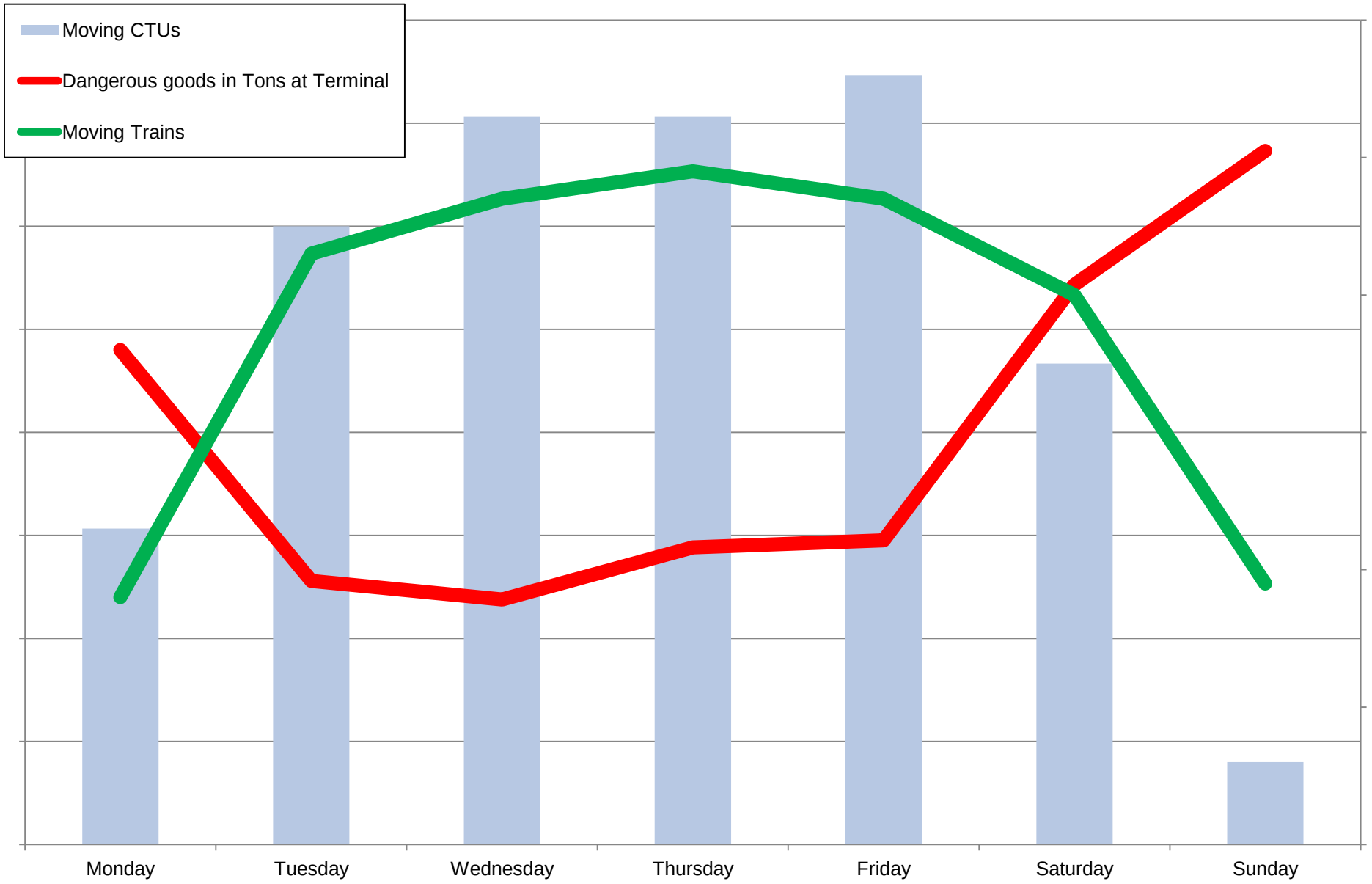


- ➔ **The train path pricing system (TPS) D, I & NL provides an incentive for heavy trains, as the path price is only slightly dependent on weight**
- ➔ **The sum of the TPS components CH per km is well above the path price per km in D, I & NL**
- ➔ **The heavier the train, the greater becomes this difference**

Hupac's objective:

A simple and harmonized corridor in terms of train path pricing system NL- CH -IT that promotes productivity and enables the growth of combined transport in Alpine transit, without any operating subsidies

Better utilization of the intermodal infrastructures &
Last mile: harmonised regulations on dangerous goods



Thank you for your attention.

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