

Development of transports in the first six months of 2016

Hupac is growing

Chiasso, 28.7.2016 During the first half of 2016 Hupac increased its transports by 12.3% compared to 2015.

The Swiss combined transport operator Hupac ended the first six months of 2016 with a 12.3% increase in transports. In total, road consignments exceeded those transported in the same period a year ago by approximately 40,000. "Our growth strategy is successful, in spite of the advantage of the fuel prices on the road and the weakness of the euro exchange rate", commented Managing Director Bernhard Kunz.

In the Shuttle Net business unit, particularly the new connections Venlo ⇄ Busto Arsizio, Zeebrugge ⇄ Novara and Rotterdam ⇄ Brescia should be mentioned, as well as an increase in the frequency of the Cologne ⇄ Novara and Duisburg ⇄ Busto Arsizio connections. In the eastern European region, the network in Poland was restructured and the Austria-Hungary-Romania-Balkan line was strengthened. With the connection between Novara and Trieste the markets of Greece and Turkey are joining the Shuttle Net by sea route. The Company Shuttle business unit also put a number of projects into action.

Hupac is focusing on the development of the mega trailer market for transalpine combined transports. By now, the company is offering 70 departures a week for four-meter transports between Italy and the destinations of Rotterdam, Zeebrugge, Antwerp, Cologne, Ludwigshafen, Lübeck, and Taulov via the Lötschberg and the Brenner. "In 2020, the four-meter corridor via the Gotthard will go into operation. Our plan is to show new perspectives to the market at this time already to be able to provide even more support to the modal shift when the time comes", emphasised Kunz. In the second half of 2016 Hupac is expecting to improve the opportunities via the Lötschberg four-meter corridor with ten additional departures.

However, it was not only the positive market development that caused Hupac's transports to grow during the first half year. The active management of the continuing quality defects in the railway system also played a role. By making specific investments Hupac now has more railway resources available. But structural changes are necessary to make the rail cargo traffic competitive and fit for the future. Kunz: "We welcome the principle of performance-based charging regulations according to EU Directive 2012/34. The concept of this is to motivate infrastructure operators and railway companies with incentives to minimise breakdowns and increase the performance of the railway system. We expect the EU member states to quickly apply this principle. It is in the interest of all of us to significantly and permanently enhance the quality of rail freight transportation services".

| Traffic development in 1 st half of 2016 | January-June 2016 | January-June 2015 | in % |
|---|-------------------|-------------------|-------------|
| Number of road consignments | | | |
| Transalpine via CH | 231,793 | 192,905 | 20.2 |
| Transalpine via A | 18,458 | 20,602 | - 10.4 |
| Transalpine via F | 1,628 | 1,894 | - 14.1 |
| Non-transalpine | 124,640 | 119,894 | 4.0 |
| Total | 376,519 | 335,295 | 12.3 |

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