

Intermodal Forum



Welcome to the Intermodal Forum 2026 Introduction

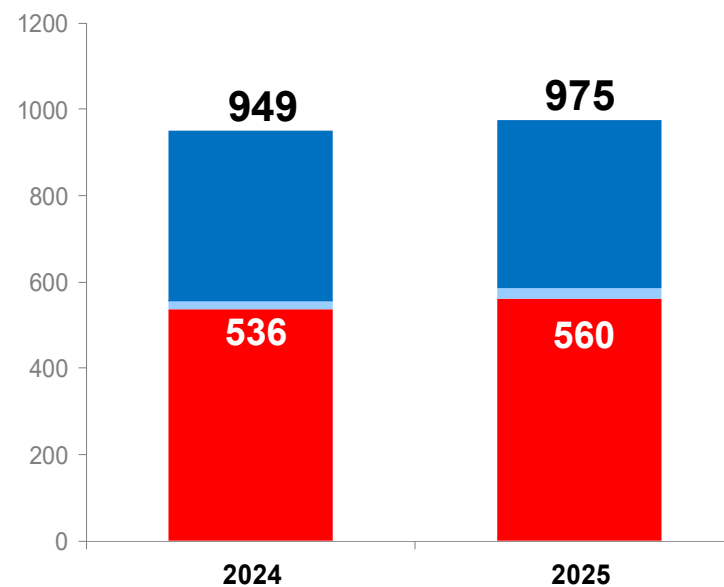
Hans-Jörg Bertschi
Chairman Hupac





Hupac volumes 2024 → 2025

Road consignments in 1000



Total
2025/2024 +4.3%

Transalpine via CH
2025/2024 +4.5%

- Transalpine via CH
- Transalpine via A + F
- Non-transalpine

Challenging infrastructure Rhine Valley 2026-28

2026

- > Rhine Valley: partial / full closure 2 weeks over Easter
- > Wiesbaden-Troisdorf: closure 5 months (July-December)

2027

- > Rhine Valley: closure June/July – partial 4 weeks, total 4 days
- > Emmerich-Oberhausen: full closure 5 weeks
- > Aachen-Köln: partial closure July and October-December

2028

- > Aachen-Köln: full closure July-December
- > Rhine Valley: partial closure August-September

 **Proactive management closures and diversions with railway undertakings and infra-manager 2 years ahead**

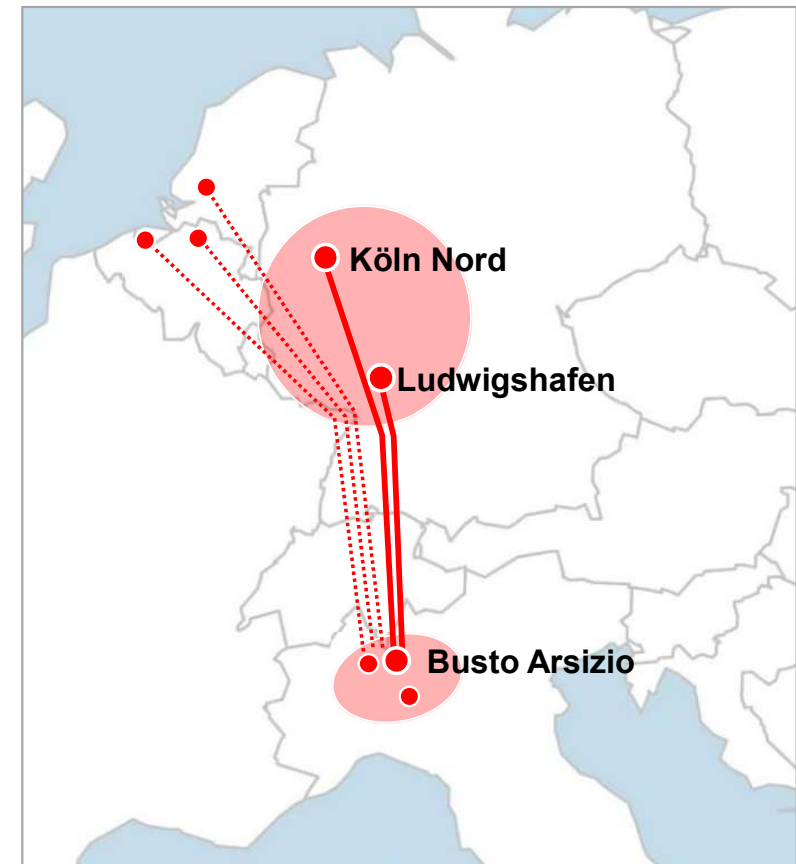
 **Resilience in intermodal – RS2R: launch of high-frequency intermodal corridors**

RadicalShift2Rail: breakthrough in intermodal resilience

- > **Multi-frequency RS2R-corridors 2026**
 - > Köln Nord ↔ Busto Arsizio 22 trains/week
 - > Ludwigshafen ↔ Busto Arsizio 19 trains/week

- > **Positive results after 4 months**
 - > Higher reliability, improved punctuality
 - > Faster delivery time
 - > Enhanced asset productivity

- > **More RS2R-corridors in 2027-2028**
 - > Expansion of the project to a next corridor (Benelux)
 - > Enhancing existing corridors and attractiveness



Investment in terminals: new capacity for combined transport

- Terminal management**
- Hupac Group companies
 - Participation of Hupac
- Projects**
- Participation of Hupac



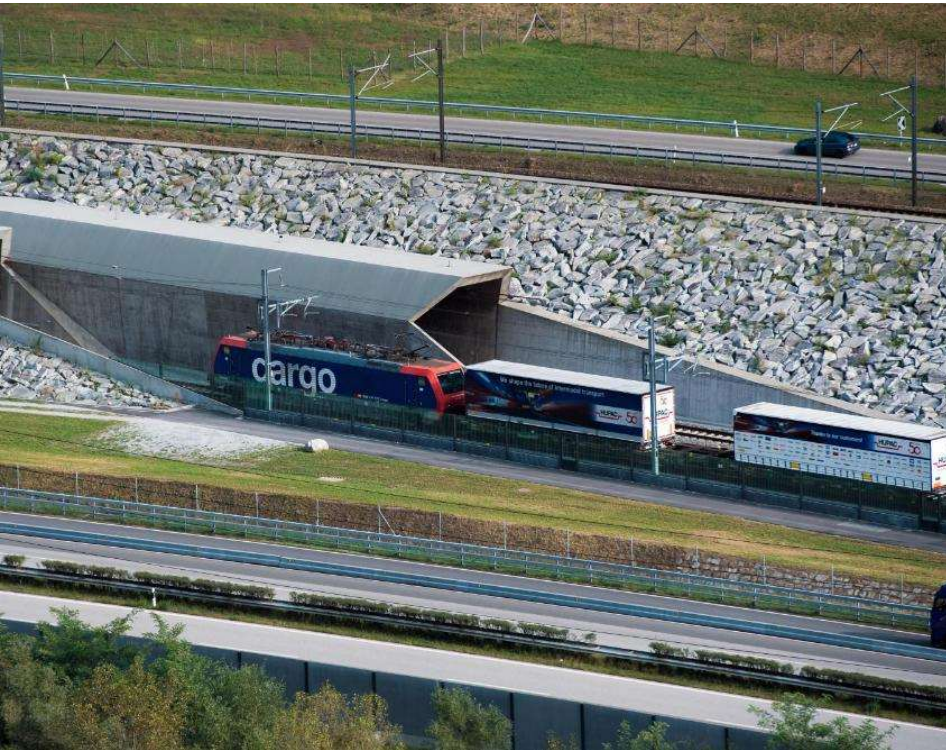
Barcelona Combiconnect
130.000 ITU per year



Milano Smistamento
395.000 ITU per year

Piacenza
195.000 ITU per year

What is required? – Infrastructure resilience



- > **90% capacity guarantees with diversion options**
- > **Proactive preparation 18 months before - active crisis management – all parties**
- > **Major construction sites – not just corridor upgrades – shall be factored into the annual timetable**
- > **Major construction sites in Rhine Valley to be scheduled for August – and “Gäubahn to Gotthard” kept free for key Rhine Valley diversions**

ECTA-UIRR-ERFA best practice Guidelines

General principles for standardized digital data sharing in intermodal freight transport, published October 2025

- **Guideline 1:**
 - General principles for a standardised digital data sharing in intermodal freight transport
- **Guideline 2:**
 - Standardized Intermodal Digital Booking - Gate IN and Gate OUT
- **Guideline 3:**
 - Standardized digital data sharing in intermodal freight between RU-CTO-TO

2026

- **Digital UIRR-ECTA webinars to explain, promote new guidelines**



What is required? – Innovation & digital transformation

- > **Common standards**
- > **Digital ecosystem**
- > **Full intermodal chain visibility, reliable ETA**
- > **Higher efficiency, lower operating costs**
- > **Enhanced competitiveness to road transport**

- > **Leadership: Combined Transport Operators → together with Customers, Terminal Operators, Railway Undertakings and Infrastructure Managers**

Panel 1

Subsidies for combined transport beyond 2030

> **Switzerland: subsidies secured beyond 2030**

The Swiss Parliament approved operating subsidies for combined transport beyond 2030, providing the freight industry with long-term planning and investment stability.

> **Germany: train path pricing reform needed**

The reform of the train path pricing system in Germany is the next key political priority.

Why it matters

- > Predictable and fair train path prices are essential for competitiveness.
- > Rail freight must remain a viable alternative to road transport.
- > Long-term policy support strengthens resilience in intermodal logistics.



Thank you!

