



# Rail Freight Forum 2018

Conditions for success, competitive and solid base for the future



## We shape the future of intermodal transport

**763,100** road consignments

**1,370,000** TEUs

**110** trains per day

**470** employees

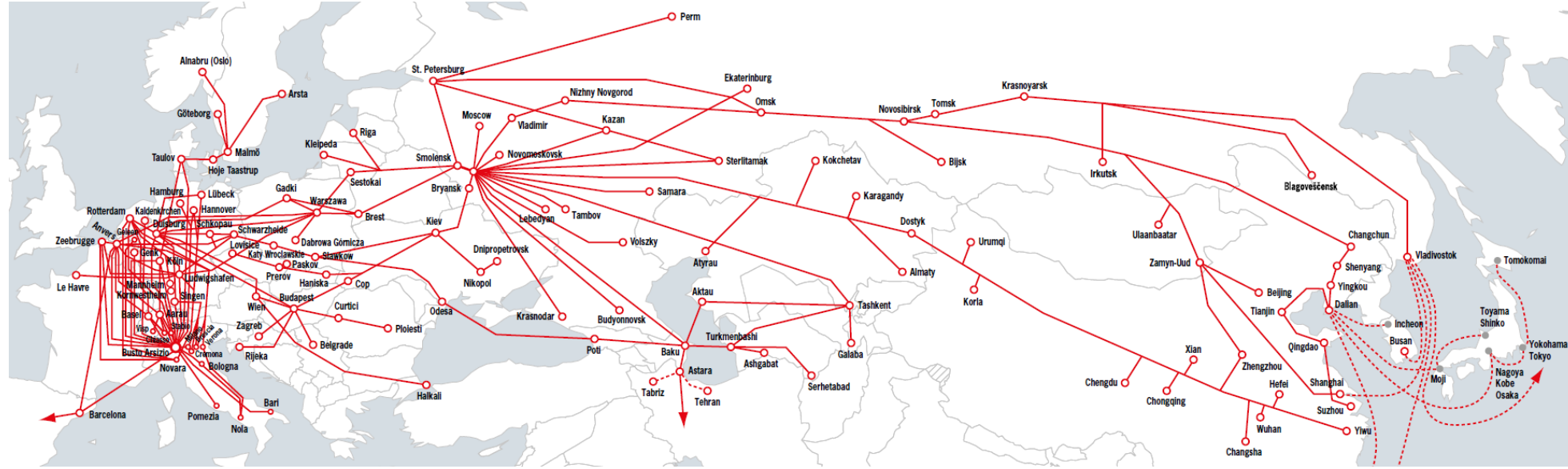
**5,900** rail platforms






**100%** low-noise wagon fleet

**CHF 485.6** million turnover

**CHF 48.8** million operating cash flow

# Hupac global network: nothing is impossible



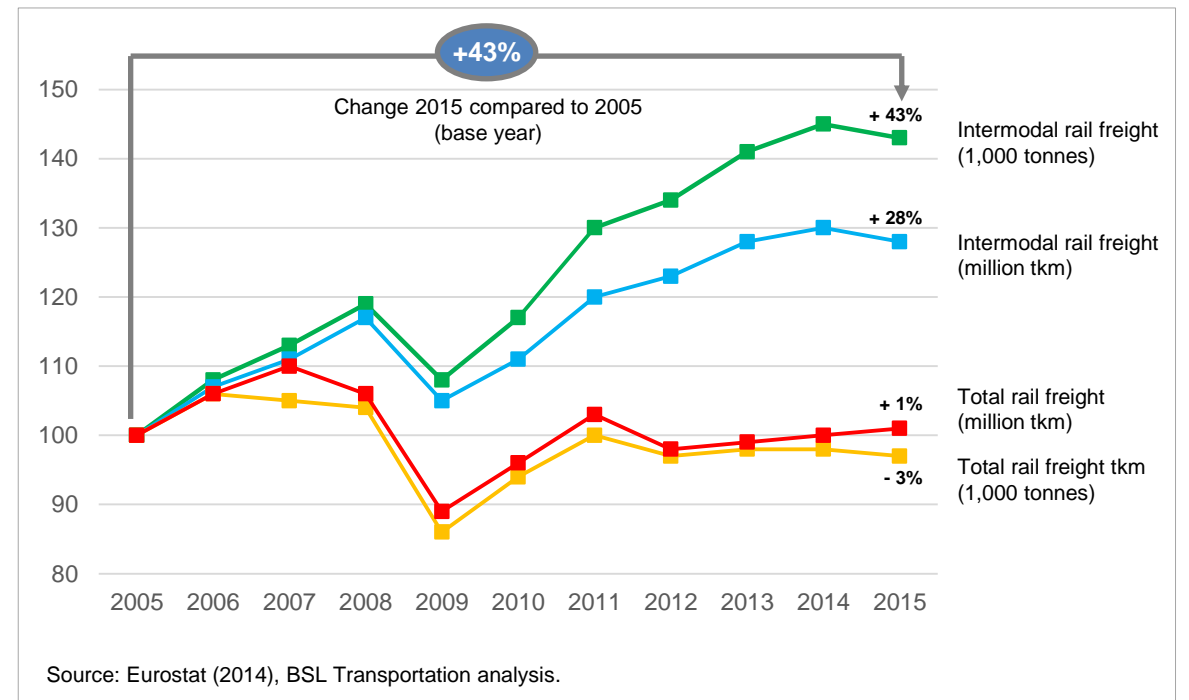
BUSINESS UNIT		BUSINESS UNIT		BUSINESS UNIT	
<b>Shuttle Net</b>  Chiasso	<b>Intermodal Express Russia</b>  Moscow	<b>Landbridge China</b>  Shanghai	<b>Company Shuttle</b>  Baden	<b>Maritime Logistics</b>  ERS Railways <sup>®</sup> Hamburg	
Intermodal pioneer since 1967	Specialized in Russia since 2006	Specialized in One Belt One Road since 2015	Organises company trains since 2015	ERS – maritime hinterland experts since 1994	
Largest European intermodal network with own wagon fleet	Strong independent operator with own broad gauge wagons	Block trains China-Europe	Tailor made solutions for large customers	Quay-to-terminal, quay-to-door with own assets	
Network expansion 4-m-corridor via CH	Service extension in Middle-East	Links China with Hupac European network	Fast growing BU	German ports Western ports Southern ports	

# The future is intermodal

EU target:  
 Transportation > 300 km on rail or ship  
 2030 = 30%, 2050 = 50%



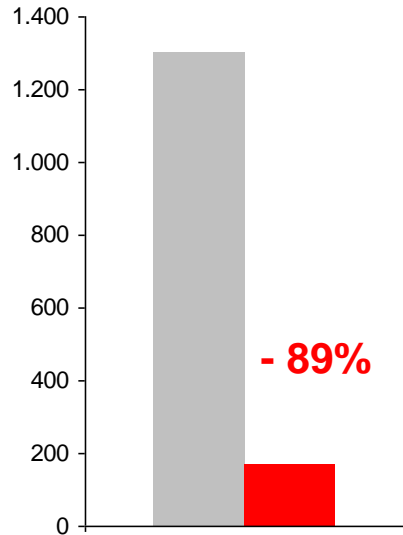
Intermodal transport:  
 > Fastest growing rail segment  
 > Combining the advantages of rail and road



# Environment – important point for customers

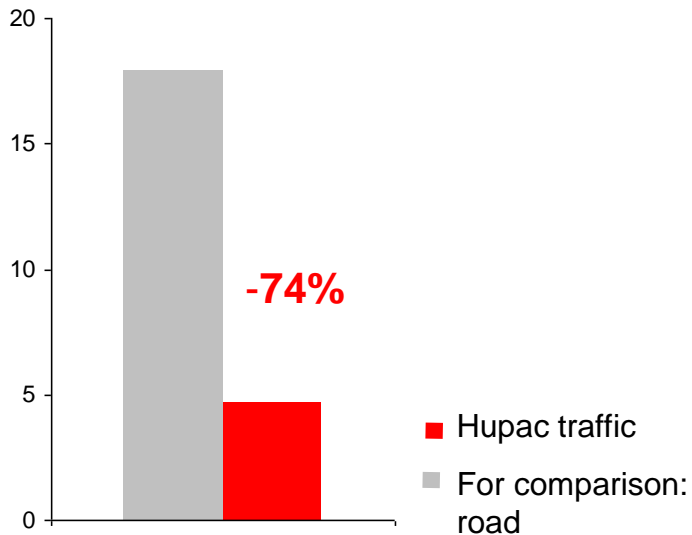
## CO<sub>2</sub>-emissions

Gross tonnes in 1000s



## Energy consumption

in billion megajoules



## Hupac traffic 2017:

- > minus 89% CO<sub>2</sub>-emissions
  - > minus 74% energy consumption
- compared to pure road transportation



## Minium **REQUIREMENTS** for modalshift:

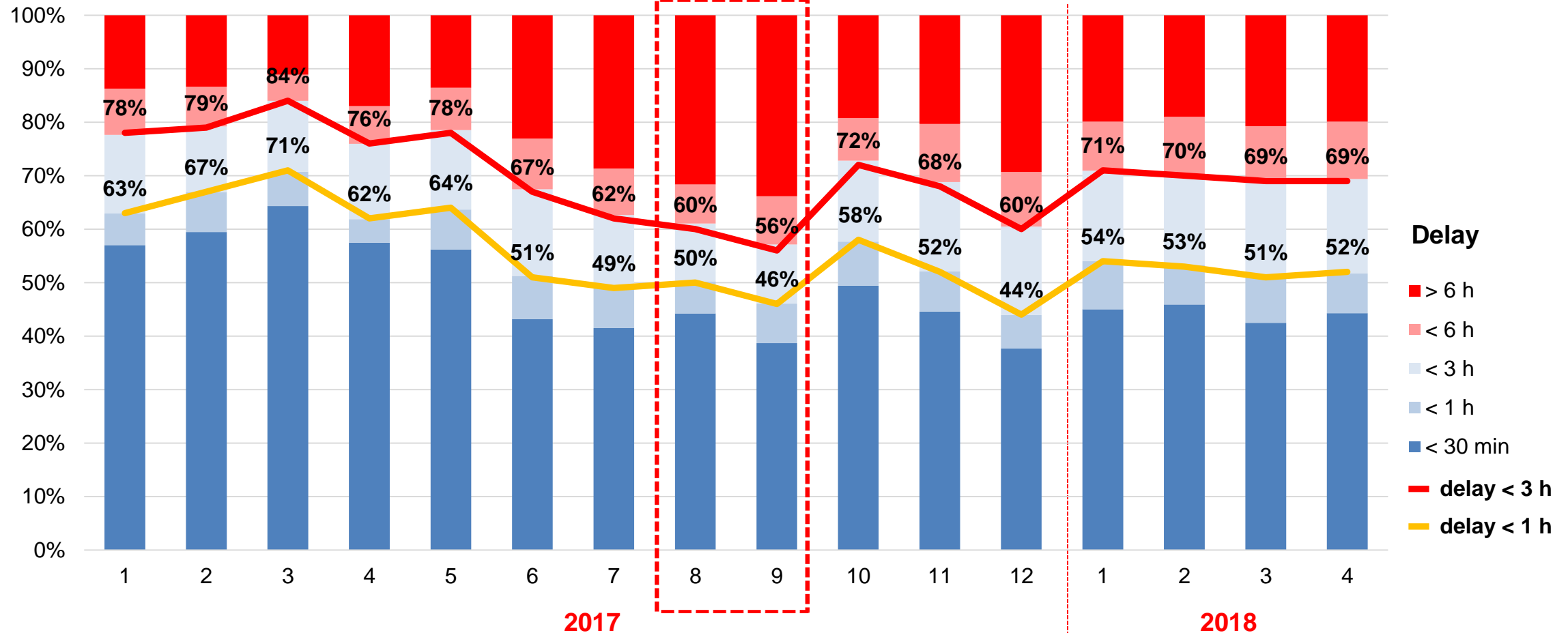
- > Harmonized rail systems NL-D-CH-I + other heavy corridors
- > Smooth path transitions / no unnecessary buffers
- > Comparable services and standards between infra managers
- > Faster and more reliable cargo paths – connected!
- > Train tracking system with transparent ETA for stakeholders involved
- > Digitalization in general !!
- > 740-750m 2,000 ton parameters generally accepted and operationally welcomed
- > Modern – reliable and accessible infrastructure
- > Last mile operations in clusters – (semi) privatised
- > LEAN project Waalhaven – we take it serious
- > TTR – why 2026?

# Operational quality: fundamental factor for rail resources, terminal slots and service quality

Transalpine Hupac trains via CH  
 Measuring point: under the crane, ready for pick-up

Interruption  
 Rastatt

Comments: During Rastatt-Interruption measuring performance was not possible. The realistic performance during August and September was around 30%.



# Availability of the corridor is severely limited due to overlapping of interruptions and construction sites

Period Jan.-Dec. 2017



## Personenunfälle



Niederland:	1
Belgien:	2
Deutschland:	53
Schweiz:	24
Italien:	8

## Stellwerkstörungen



Niederland:	2
Belgien:	0
Deutschland:	18
Schweiz:	12
Italien:	30

## Terminal Störungen



Niederland:	14
Belgien:	9
Deutschland:	29
Schweiz:	4
Italien:	30

## Fahrleitungs-, Weichen-, und Signalstörungen



Niederland:	8
Belgien:	1
Deutschland:	50
Schweiz:	16
Italien:	31

## Involved trains:

Ca. 15.000 trains

## Delay evaluation:

Ca. 4.500-6.000h

## Result:

Environmental problems

## Total:

Ca. 8.000h

## Measures:

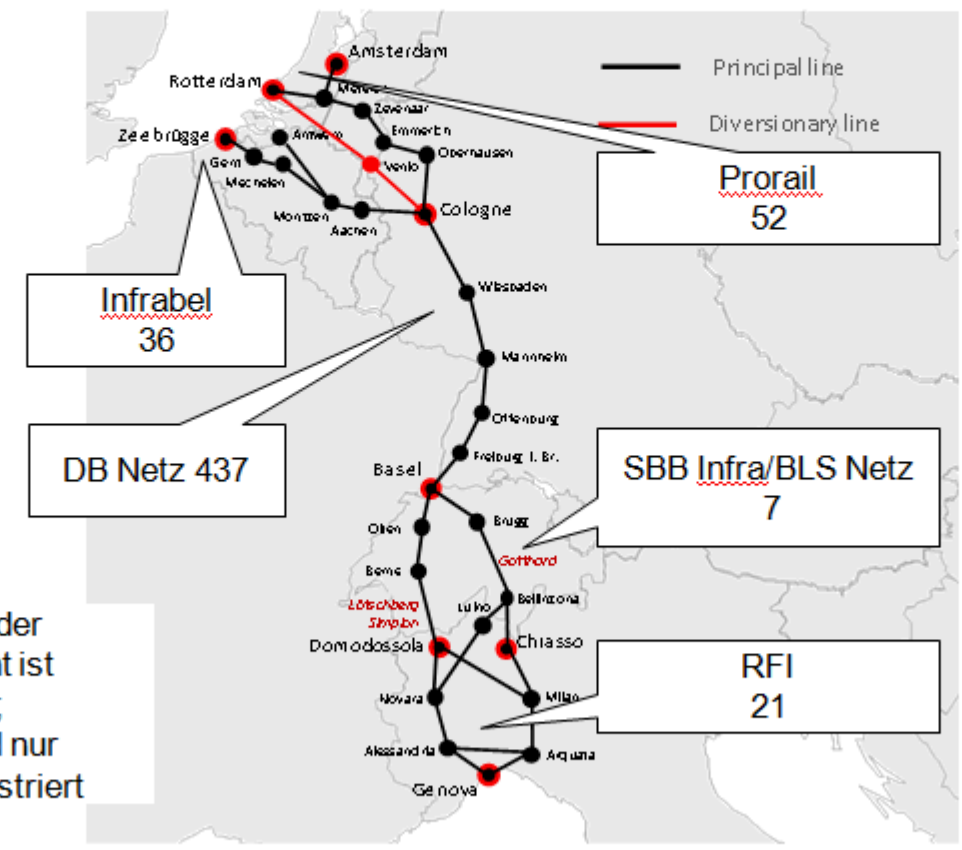
Add extra capacity / reserves

Total 342 process interruptions in 12 months



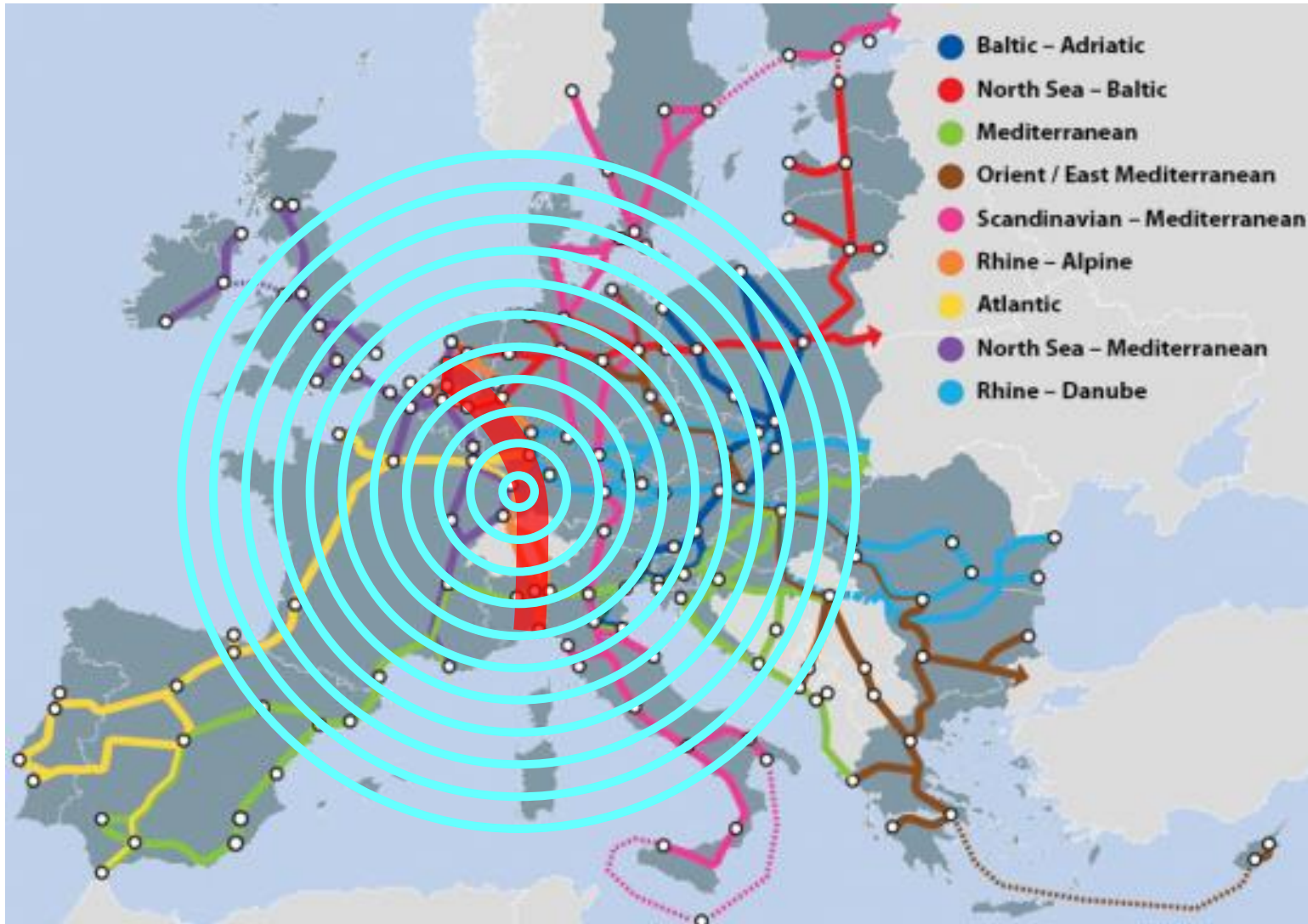
# 3. Infrastruktur → Planung EVU

## Situation RALP 2018 (Anzahl Baustellen)



\* Die Granularität der Baustellenübersicht ist unterschiedlich; in der Schweiz sind nur Grossbaustellen registriert

# Rastatt disruption: Europe-wide consequences for supply chains



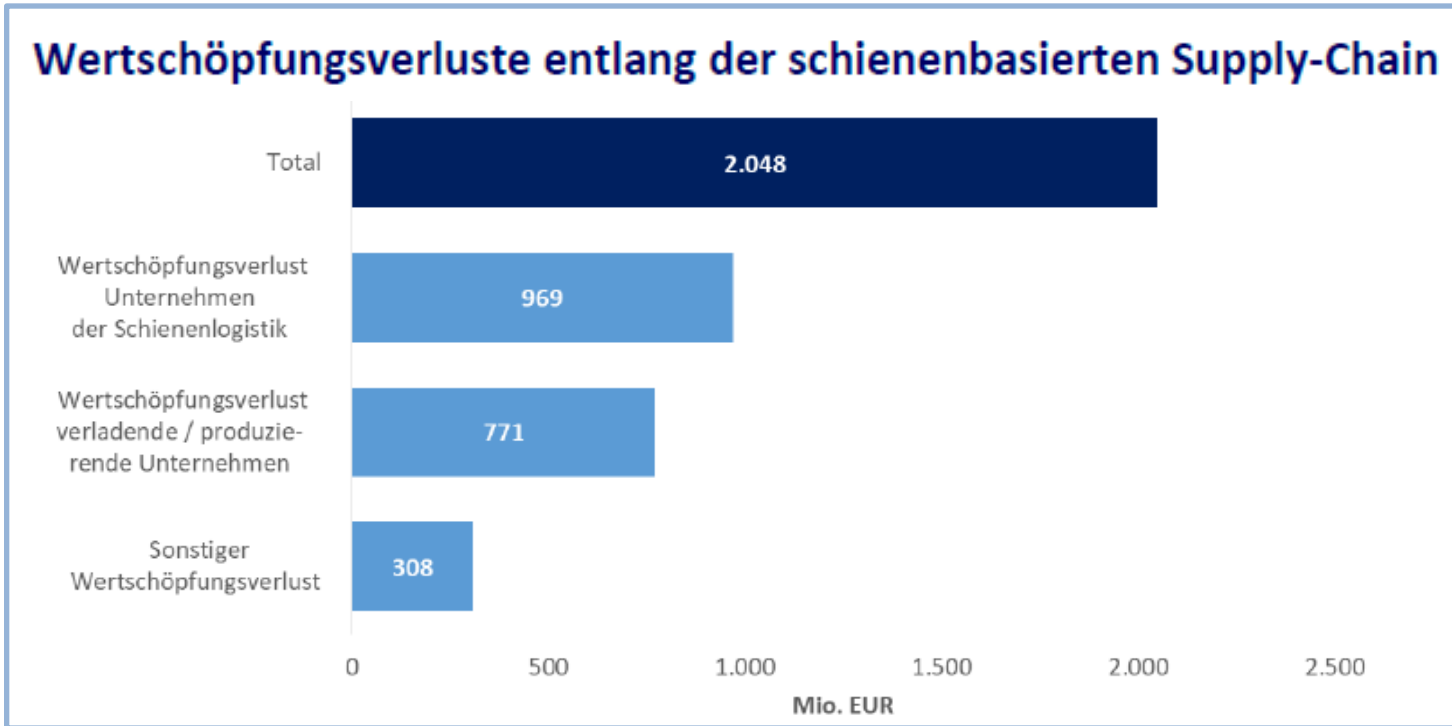
**Major temporary impact on European intermodal logistics**

**> Special loading equipment short – tied up in N-S pipeline**

**> Railcars, locos and loco-drivers short – waiting for alternative routings, in detours**

**> Terminals blocked – overfilled with containers**

# Rastatt-study reveals economic damage of € 2 billion



- > Major works on diversions, no emergency plans
- > Lack of international crisis management
- > 3 weeks to start-up via F – only 40% of diversion route capacities used – no fair share mechanism



## Risk factor politics and regulation

- > Truck platooning: what about rail?
- > Train path and energy prices: disconnected from market
- > Locomotives with 5+ security systems? → ECTS
- > 30 national registration procedures? → 1 with ERA
- > Quality requires reliable infrastructures → UK model
- > Politics must act, to ensure the future of rail





**Thank you for your attention!**

