



intermodal4good
connected, smart, emission-free

Boosting the share of multimodal freight transport

Irmtraut Tonndorf, Director Communication

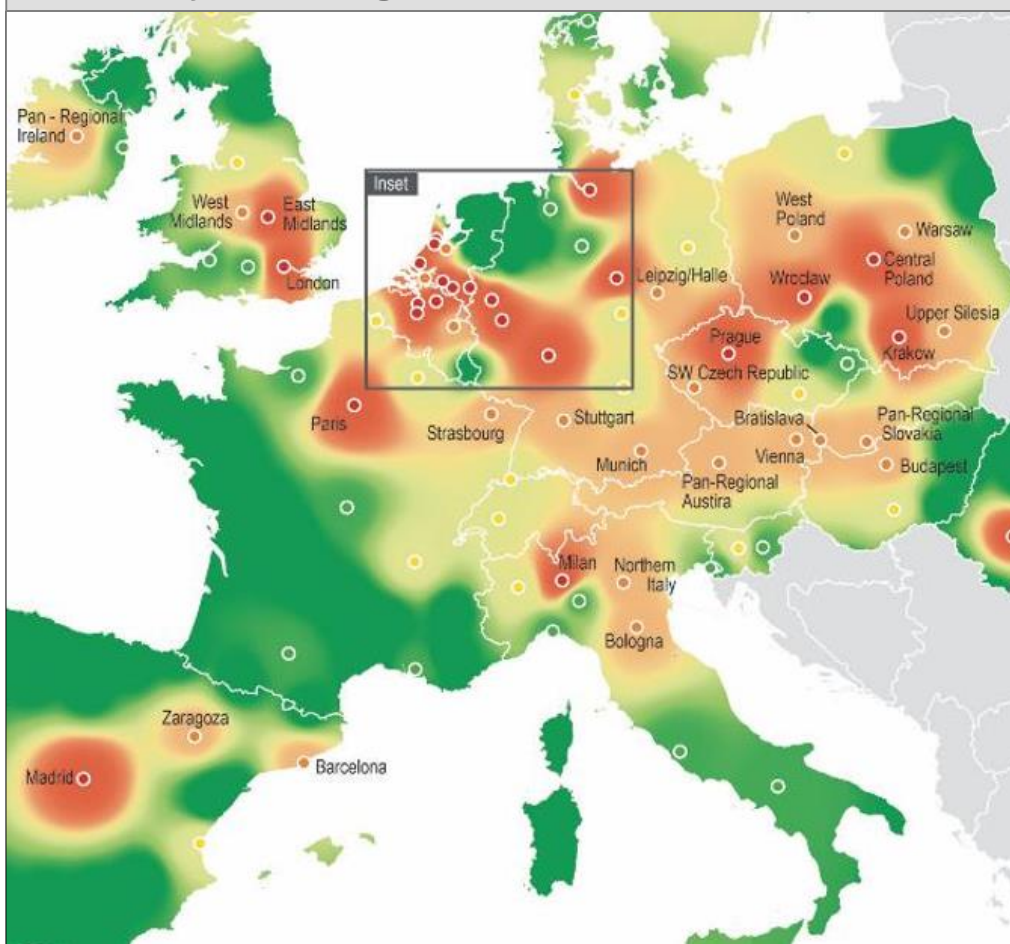
Florence School of Regulation
4 June 2021



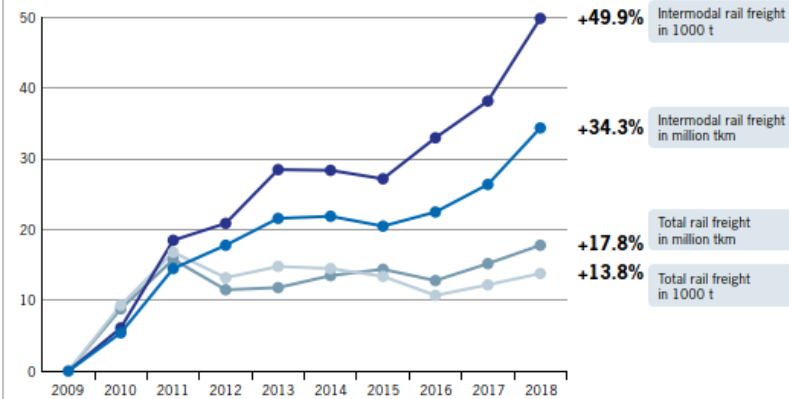
Industrial Europe requires a European transport concept

50% of rail freight is international - WE CAN ACHIEVE MORE!

Industry and logistics clusters in Europe

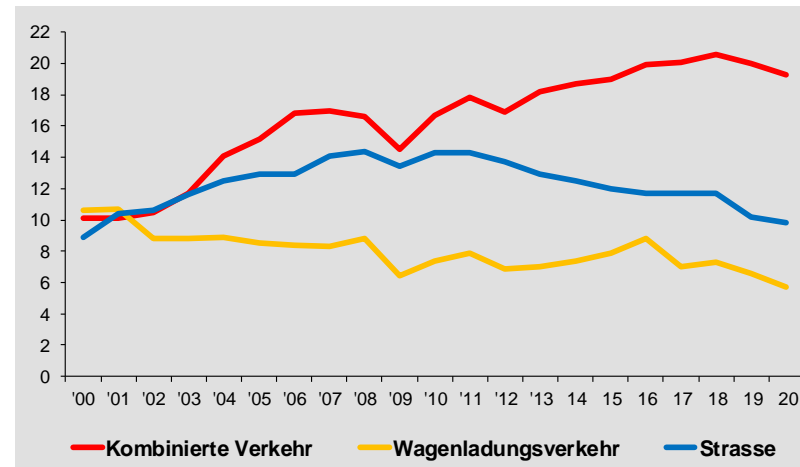


Development of combined transport in % compared to base year 2009



Source: Report on Combined Transport in Europe, 2020, UIC/UIRR

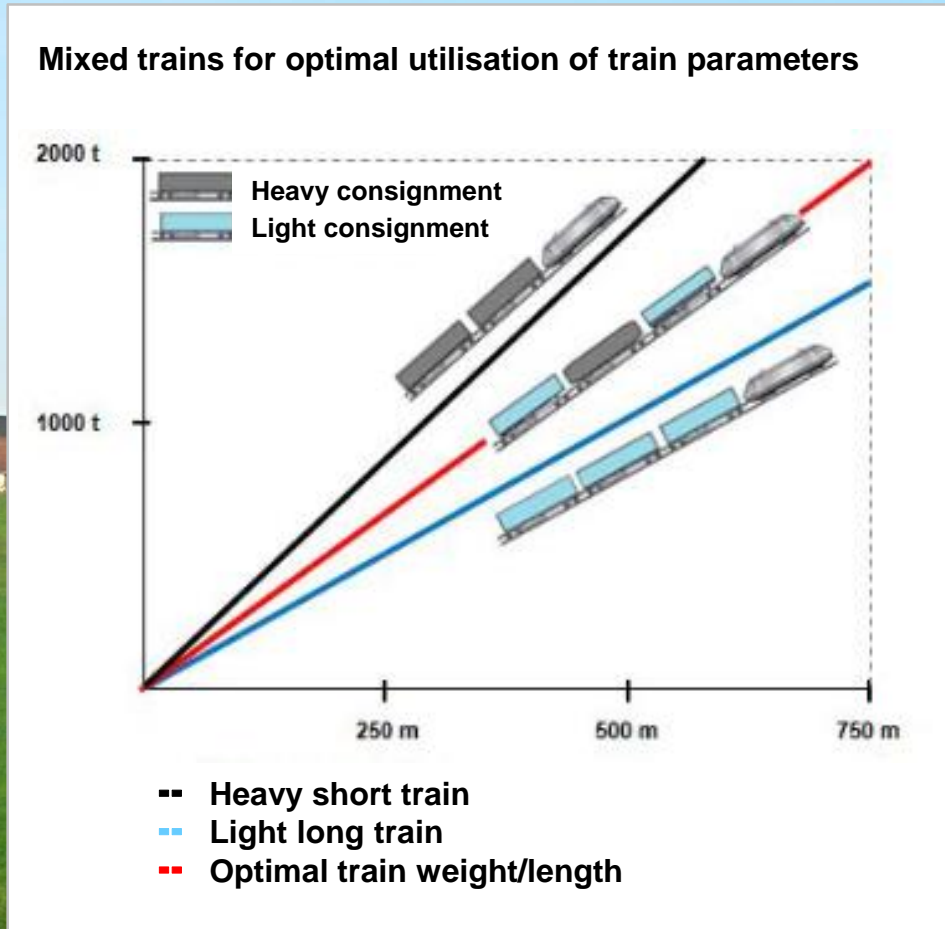
Europe: Combined transport is the driver of modal shift



Switzerland: 70% of transalpine freight transport is on rail

Minimum train parameters: 740 m, 2000 t, P400

Capacity and productivity boost



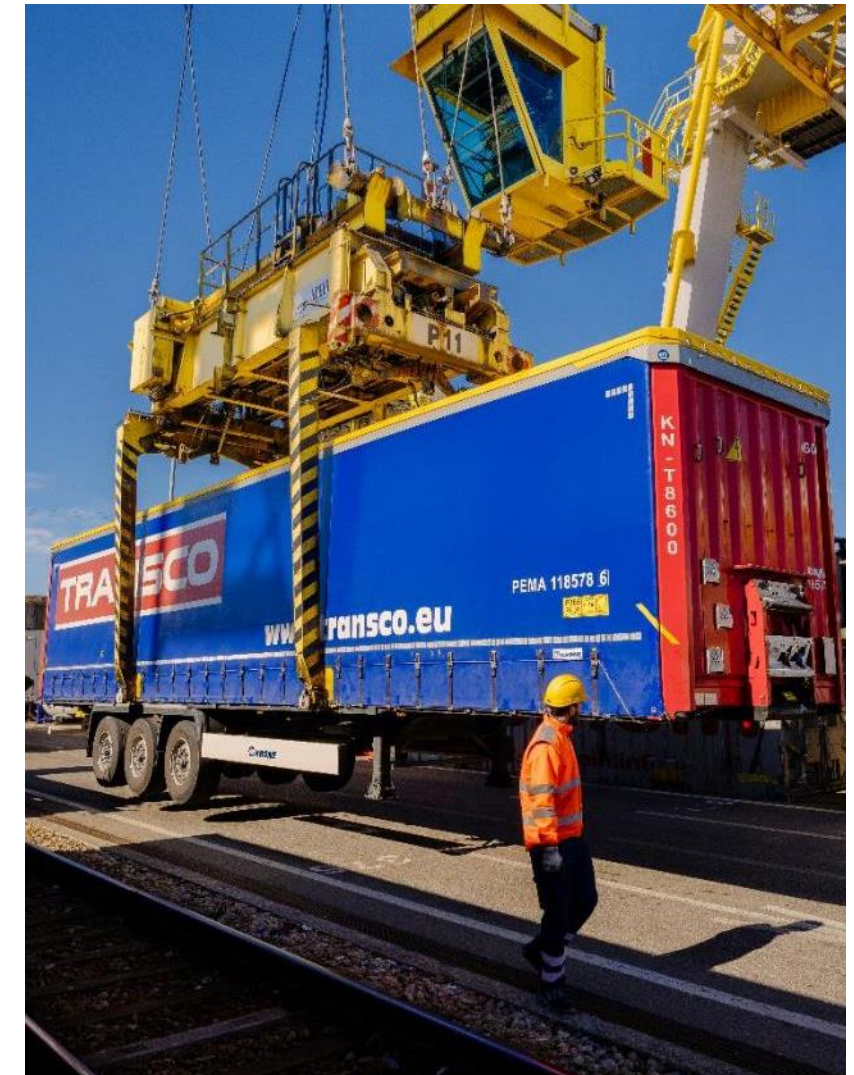
Semi-trailers, greatest shift potential in Alpine transit CH

“Make semi-trailers craneable, lower the barrier of entrance to combined transport”

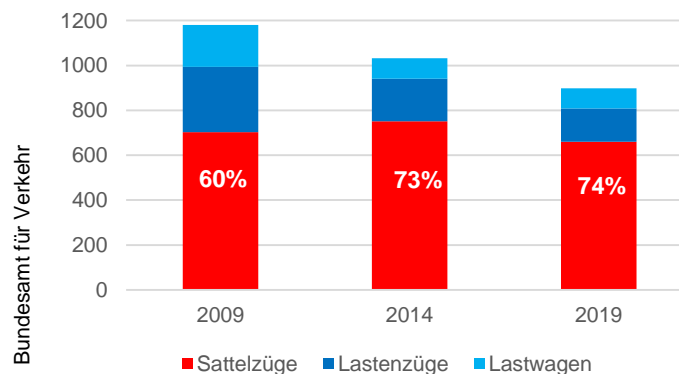
Road transport today 900.000 road trips per year
ca. 75% are trailers
ca. 700.000 per year, 2700 – 3000 per day

Swiss relocation target 300.000 additional trailers
equal to 10.000 trains per year (+33%)

Regulation New registration of craneable semitrailers
for a gradual substitution of trailer fleets
Contributions & incentivation for CH transit



Transalpine traffic via Switzerland
Road vehicle types



Hupac transalpin traffic via CH
January-April 2021

**P400 semitrailers
+ 25%**

after opening of the
4-m-corridor

Limiting factor 1

Daily disruptions in the network with domino effect for freight

Prioritise freight transport differently, coordinate internationally

2020



01.01.2020 – 31.12.2020

PERSONAL ACCIDENT

Germany → 89
Netherlands → 13
Italy → 11
Switzerland → 11

Belgium → 10
France → 4
Austria → 1
Hungary → 1

INFRASTRUCTURAL PROBLEMS

Italy → 55
Germany → 48
Switzerland → 18
Netherlands → 3

Poland → 1
Austria → 1
Belgium → 1

TERMINAL PROBLEMS

Germany → 90
Netherlands → 51
Italy → 44
Switzerland → 27

Belgium → 17
Austria → 6
Hungary → 4
Spain → 3

LINE AND SIGNAL PROBLEMS

Germany → 60
Italy → 20
Switzerland → 17
Belgium → 6
Netherlands → 3

Austria → 2
Hungary → 1
France → 1
Spain → 1

BAD WEATHER

Italy → 20
Belgium → 9
Germany → 9
Netherlands → 7

Austria → 5
Switzerland → 2
France → 1
Spain → 1

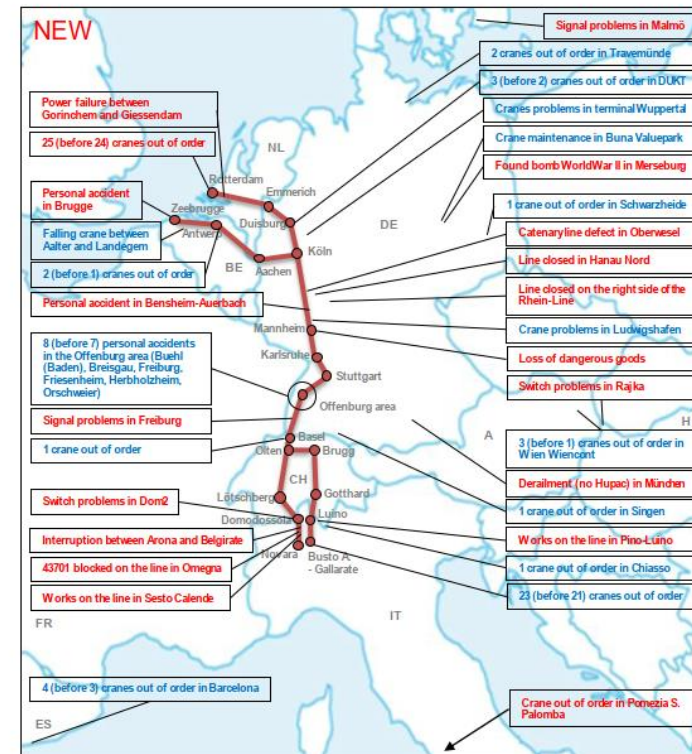
OTHER MOTIVATIONS

Germany → 91
Switzerland → 78
Italy → 62
France → 46
Belgium → 21

Netherlands → 14
Spain → 3
Poland → 3
Austria → 4
Hungary → 2

FES/EBE Chiasso, 31.12.2020

2021



01.01.2021 – 30.04.2021

PERSONAL ACCIDENT

Germany → 27
Switzerland → 4
France → 1

Italy → 4
Belgium → 3
Netherlands → 1

INFRASTRUCTURAL PROBLEMS

Germany → 19
Italy → 11
France → 1
Hungary → 1

Switzerland → 10
Netherlands → 3
Belgium → 1

TERMINAL PROBLEMS

Italy → 30
Germany → 11
Belgium → 5
Spain → 4

Netherlands → 25
Switzerland → 7
Austria → 4

LINE AND SIGNAL PROBLEMS

Germany → 16
Italy → 4
Sweden → 1

Netherlands → 5
Switzerland → 3

BAD WEATHER

Germany → 6
Italy → 3
Switzerland → 2

Belgium → 4
Netherlands → 3
Poland → 1

OTHER MOTIVATIONS

Germany → 34
Switzerland → 15
Netherlands → 7
France → 6

Italy → 34
Belgium → 10
Hungary → 6
Spain → 1

FES/EBE Chiasso, 30.04.2021 14:15

2021

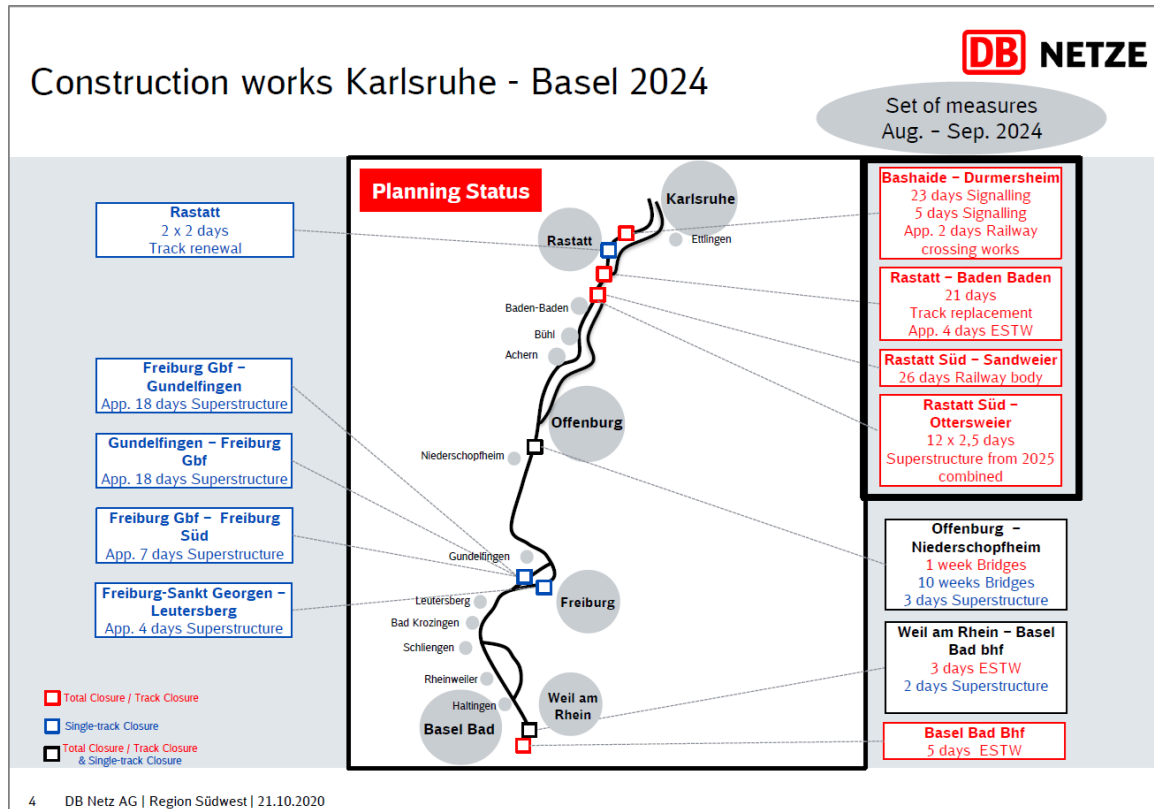
Ort	Monate	Bemerkungen
	1 2 3 4 5 6 7 8 9 10 11 12	
1 Oberhausen - Emmerich	[Red bar in month 1]	Reduzierte Kapazität (50%) / Total Sperrung
2 Antwerpen - Montzen	[Red bar in month 2]	Reduzierte Kapazität (50%) / Total Sperrung
3 Mönchengladbach - Krefeld	[Red bar in month 3]	Total Sperrung
4 Hbf - Venlo - Tilburg	[Red bar in month 4]	Total Sperrung
5 Viersen - Venlo	[Red bar in month 5]	Total Sperrung
6 Köln-Ehrenfeld - Venlo	[Red bar in month 6]	Total Sperrung
7 Köln Main Station - Neuwied	[Red bar in month 7]	Reduzierte Kapazität (50%) / Total Sperrung
8 Köln-Eifeltr - Köln Nippes	[Red bar in month 8]	Total Sperrung
9 Köln-West - Köln Nippes	[Red bar in month 9]	Total Sperrung
10 Vallendar - Bendorf	[Red bar in month 10]	Reduzierte Kapazität (50%)
11 Koblenz-Pfaffendorf - Wiesbaden	[Red bar in month 11]	Total Sperrung
12 Mainz-Mombach - Mainz Hbf	[Red bar in month 12]	Reduzierte Kapazität (50%)
13 Neu-Isenburg - Neu-Edingen	[Red bar in month 13]	Reduzierte Kapazität (50%)
14 Mannheim Rbf - Frankfurt	[Red bar in month 14]	Reduzierte Kapazität (50%) / Total Sperrung
15 Mannheim - Stuttgart	[Red bar in month 15]	Total Sperrung
16 Rastatt - Rastatt Süd	[Red bar in month 16]	Total Sperrung
17 Rastatt Süd - Offenburg	[Red bar in month 17]	Reduzierte Kapazität (50%)
18 Offenburg - Basel	[Red bar in month 18]	Total Sperrung Nächte Sa/So, So/Mo
19 Basel - Muttenz	[Red bar in month 19]	Nächtliche reduziert Kapazität (unbekannt wann)
20 Basel SBB RB - Spiez	[Red bar in month 20]	Reduzierte Kapazität (50%)
21 Bahnhof Liestal	[Red bar in month 21]	Total Bahnhof Sperrung (Nächte Sa/So, So/Mo)
22 Gotthard Bergstrecke	[Red bar in month 22]	Reduzierte Kapazität (50%)
23 Simplon Tunnel	[Red bar in month 23]	Reduzierte Kapazität (50%)
23 Simplon Tunnel	[Red bar in month 23]	Reduzierte Kapazität (25%)
24 Riviera Bironico - Chiasso	[Red bar in month 24]	Reduzierte Kapazität (50%)
25 Pino - Luino	[Red bar in month 25]	Total Sperrung Tag (IPO)
25 Pino - Luino	[Red bar in month 25]	Total Sperrung
26 Chiasso - Monza	[Red bar in month 26]	Total Sperrung

- **Guarantee 100% capacity**
- **Coordinate time windows**
- **Minimise or compensate for additional costs for freight transport**
- **International coordination necessary**
- **Risk of multiple corridor impacts !**

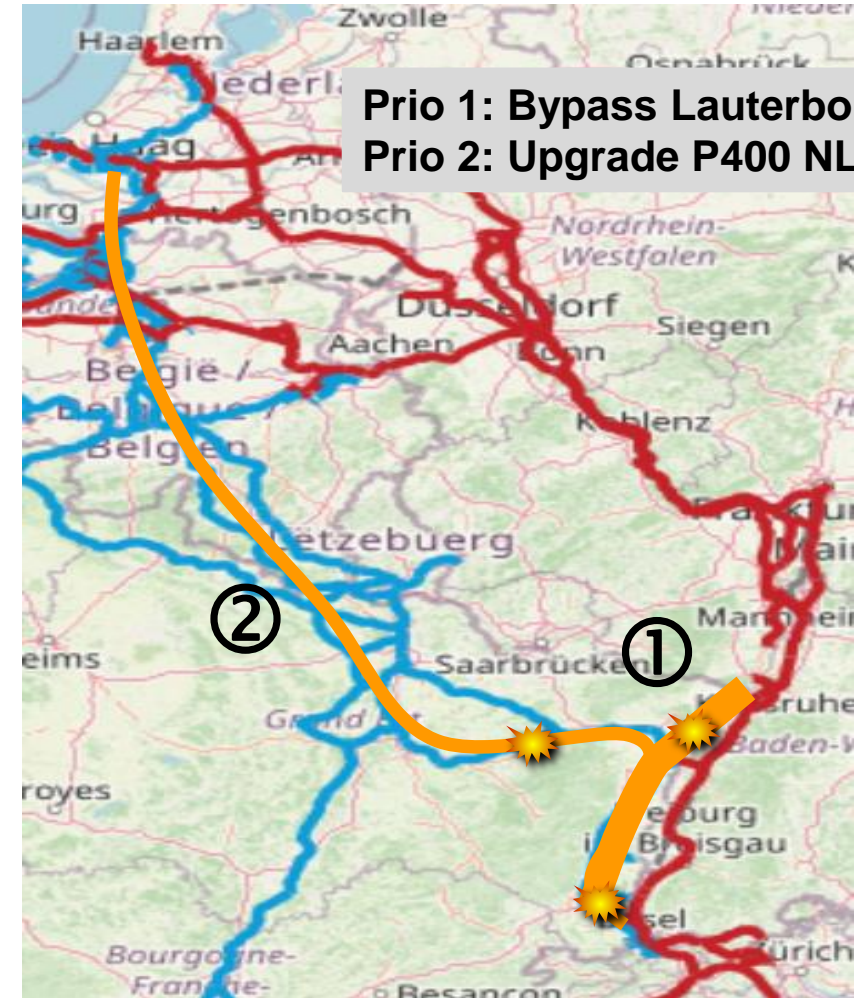
Limiting factor 3:

Total line closures lasting weeks reduce marketability

Plan bypass routes and implement them according to demand



2024: Serial construction site on the Rhine Valley railway with several long closures Lauterbourg bypass to be upgraded for this purpose



Boosting the share of multimodal freight transport

REALISTIC

- Modal split target as CO2 reduction lever
- Ensure craneability of trailers
- More reliability by reducing the duration of disruptions
- Guaranteed capacity h24 in long-term planning and in the annual train path timetable
- Guaranteed train length for full utilisation of train slots
- More terminals for more trains

CRAZY but possible!

- Night-time driving ban for trucks – like CH
- Promotion of emission-free CT on-carriage with H2 trucks
- International bypass network to reduce traffic loads and secure future additional volumes





Thank you