Media Release

In 2013 Hupac transported approximately 657,000 road consignments by rail

Positive development of combined transport

Chiasso, 31.1.2014 In the past year, Swiss intermodal transport operator Hupac achieved a 1.7% increase in transports. The weak economy, particularly in Italy, continued to impact market demand. A significant shift effect is expected from the opening of the Gotthard base tunnel and the construction of the 4-meter corridor.

Development of transports During the past year, intermodal transport operator Hupac of Switzerland transported a total of 656,877 road consignments by rail. This represents an increase of 1.7% compared to the prior year. The weak economy particularly in Italy, the major recipient market of the Hupac transports, continued to impact market demand.

In its core business of transalpine transports through Switzerland, Hupac was able to boost the volume by 1.9% to 380,502 transported road shipments. On many routes, a frequency of five departures per day was offered in each direction. An important new development in the transalpine transports via France is the connection between Busto Arsizio and Barcelona, which went into operation early in the year. The volume of transalpine transports via Austria decreased by 2.1% to 52,288 road consignments.

The development in the Antwerp area was particularly positive. In April a new link between the Antwerp Combinant and Busto Arsizio terminals was started up with four round trips per week. On the Antwerp⇆ Barcelona and Antwerp ⇆ Verona lines the number of weekly departures was increased. In response to rising demand higher frequencies were also introduced on the Singen ⇆ Busto and Singen ⇆ Duisburg routes. Overall the non-transalpine transports in east-west direction grew by 0.9%.

4-meter corridor via Gotthard – investments for modal shift The opening of the Gotthard base tunnel in 2017 and the Ceneri base tunnel in 2019 will offer new opportunities for the shift from road to rail. “We welcome the recently signed agreement between Italy and Switzerland regarding the building of a 4-meter corridor to the Italian terminals via Luino and via Chiasso”, emphasizes Hupac’s managing director Bernhard Kunz. A high-capacity railway infrastructure improves productivity, reduces costs and strengthens the ability of the railways to compete in the transportation of freight.

The investments in the Italian railway network also pay for Switzerland since they permit to reduce today's operating subsidies to the combined transport. "Today, the federal government lowers the cost of production of combined transport by subsidies. Tomorrow we are able to produce self-sustainably on a modern infrastructure. So the investments in Italy will have a quick payback also for Switzerland", explains Kunz. “We assume that the Luino line will be expanded first because it is not dependent on the completion of the Ceneri base tunnel. This will allow road freight transports to be shifted as quickly as possible to the new railway infrastructures”.

Transport development *Number of road shipments*	**2013**	**2012**	**in %**
Transalpine via CH	380,502	373,419	1.9
Transalpine via A	52,288	53,425	-2.1
Transalpine via F	3,368	139	2.323
Total transalpine	**436,158**	**426,983**	**2.1**
National CH	3,228	3,378	-4.4
Import/Export CH	66,808	66,531	0.4
Non-transalpine	150,683	149,322	0.9
Total non-transalpine	**220,719**	**219,231**	**0.7**
Total traffic	**656,877**	**646,214**	**1.7**

Hupac's Profile Hupac is the leading intermodal transport operator through the Swiss Alps and one of the market leaders in Europe. The company works to ensure that an increasing volume of goods can be transported by rail and not by road, thus contributing to modal shift and environment protection. With a workforce of 400 employees, Hupac operates a network of more than 110 trains each day between Europe's main economic areas and between the harbors and the hinterlands. In 2013, Hupac's transport volume was 657,000 road shipments on rails. The company's wagon fleet consists of 5,500 wagon modules. The Hupac Group comprises thirteen companies based in Switzerland, Germany, Italy, the Netherlands, Belgium, and Russia. Hupac was founded in Chiasso in 1967 and has 100 shareholders. The share capital amounts to CHF 20 million; 72% of this belongs to logistics and transport companies, while 28% is held by rail companies, thus guaranteeing closeness to the market and independence from the railway companies.

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