

Stable traffic volume

Chiasso, 5.8.2013 In the first half 2013, the Swiss intermodal operator Hupac recorded a stable traffic volume despite the weak economy and the strong competition pressure of the street.

Transport development

With a traffic volume of 327,366 road consignments in unaccompanied combined transport, Hupac held approximately the volume of the previous year's period (-1.4%). The recessionary economy, which restricts the exchange of goods throughout Europe since the end of 2011 and reduced the market demand for transport services, continued in the first half of 2013. The situation in Italy, the main recipient of the Hupac traffic, was particularly difficult. At year Hupac expects a stable traffic situation to persist. However, in the current recessionary environment the rising cost of railways are problematic, especially when the cost of road transport is tendentially sinking. "The rail system must do the utmost to ensure that productivity is increased further," demands Hupac Director Bernhard Kunz "The processes between traction, terminals and market demand must be optimally linked. Since there is still room, we want to exploit with our partners."

4-meter corridor via Switzerland: investment in modern rail infrastructure

Central building block for rail freight on the corridor Rotterdam-Genoa is the opening of the Gotthard Base Tunnel in 2016. But the flat track alone is not sufficient to strengthen the competitiveness of the rail. The project of the 4-meter corridor over which the Swiss Parliament will decide in the coming months, provides for the increase of the section profile and the extension of passing loops. Flat track, long passing loops, sufficient height profile: When these three infrastructural conditions are met, the operators of rail freight can produce cheaper. This sets the stage for the reduction in operating subsidies. Moreover, the market segment of the 4-meter trailers can be achieved, which creates additional modal shift effects. The extension of the 4-meter corridor to major terminals in the south via Luino and Chiasso is crucial. The pre-financing of the construction works in Italy is required to use the potential to add value as soon as possible. Kunz: "Without the adaptation of the routes to the terminals in Italy, benefits will fail to become effective on the entire transport corridor."

Traffic development in 1st half 2013	January-June 2013	January-June 2012	in %
Number of road consignments			
Transalpine via CH	189.716	192.909	- 1,7
Transalpine via A	26.978	27.983	- 3,7
Transalpine via F	1.385	0	+ 100
Total transalpine	218.079	220.892	- 1,3
Import/export CH	33.368	34.337	- 2,9
Domestic CH	1.667	1.700	- 2,0
Other traffic	74.252	75.078	- 1,1
Total non-transalpine	109.287	111.115	- 1,7
Total	327.366	332.007	- 1,4

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