

# Herzlich willkommen | Cordiale bienvenue | Cordiale benvenuto

**«Güterverkehr braucht linksrheinische Alternative - jetzt handeln!».**

1. Frank Furrer, Generalsekretär VAP
2. Beni Kunz, VR-Mitglied der Hupac AG
3. Dirk Stahl, CEO BLS Cargo
4. Peter Westenberger, Generalsekretär NEE



**intermodal4good**  
connected, smart, emission-free

## “Left-Rhine” measures Press conference 19.08.2022

**Bernhard Kunz**  
Executive Board Member – Hupac Intermodal Ltd.



# Critical infrastructure situation - shift targets at risk

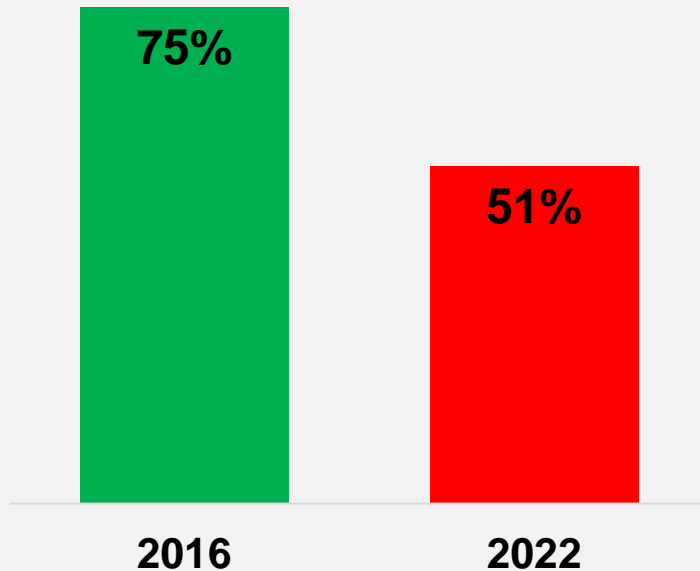
- > Massive construction sites are planned on the German network until 2030/2040. Critical delays in the execution of important infrastructural network improvements in Germany (Karlsruhe - Basel).
- > Construction sites are already overloading the system and this system complexity is no longer manageable.
- > There are no alternative routes for today's traffic (on top there are specific route requirements).
- > Forecasted growth in rail freight traffic will become unrealistic. Shift targets and national supply at risk.
- > Train cancellations and financial burdens are causing dramatic consequences for the rail freight sector and its customers. Climate targets are endangered as well.



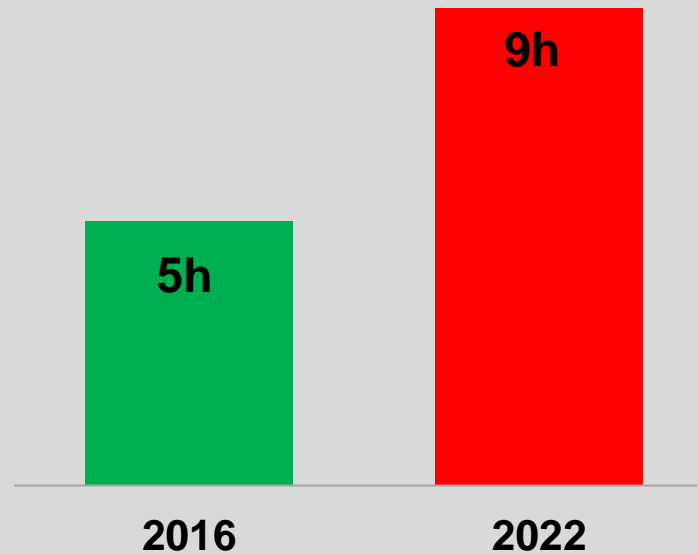
- ① 4Spur Karlsruhe – Basel: IBN 2041
- ② Knoten Offenburg: IBN 2024
- ③ Sperrung Rheintalbahn Sommer 2024: 09.08. – 30.08.2024
- ④ 2-spuriger Gleisusbau Horb – Neckarhausen: IBN 2024 teilweise
- ⑤ Neuer Stuttgart Bh. mit ETCS L2 Ausrüstung: INB 2026
- ⑥ IBN ETCS L1 Mulhouse – St. Louis: Ende 2023

# Stability on the north-south corridor is a prerequisite for efficient modal shift (situation before/after Rastatt)

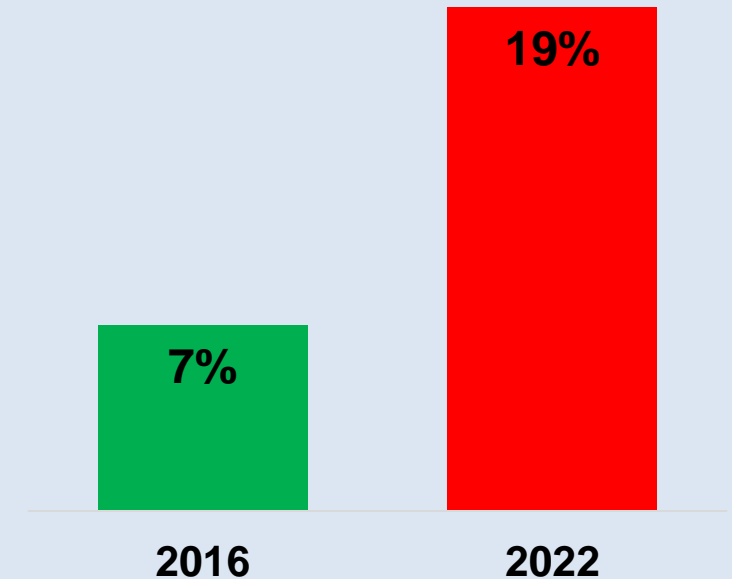
Punctuality of Hupac's transalpine trains (delay <1h)



Average arrival delay of Hupac's transalpine trains in the south



Train cancellations compared to planning



## “Left-Rhine” measures

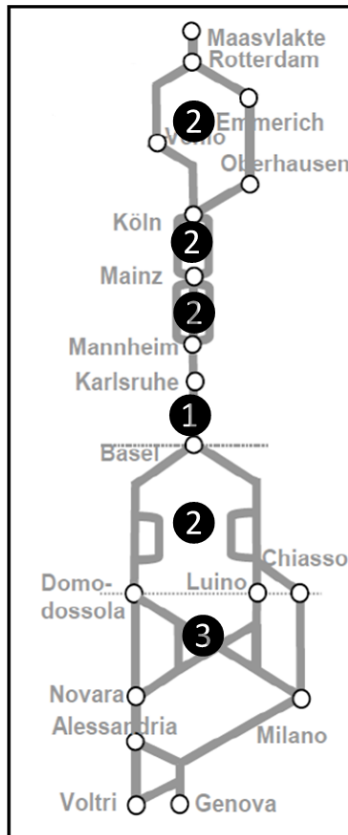
Press conference 19.08.2022

Dr. Dirk Stahl, CEO BLS Cargo Ltd.



# Alternative routes required in the Northern access to Switzerland

The current alternative routes are not a valid option. REAL alternatives are needed



## Summary of the by-pass options:

### BENELUX

- 2 possible options to avoid the big rail hubs like Rotterdam and Amsterdam.

### GERMANY

- Between Cologne and Mainz: by-pass possibilities on the left and right banks of the Rhine
- Between Mainz and Mannheim (even until Wörth): by-pass options are available
- South of Karlsruhe there is only one possible route (the German Gäubahn is not an alternative) AND

***This line is affected by construction works until 2040.***

### SWITZERLAND

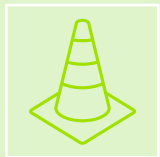
- 2 lines are available via Gotthard or Simplon

### ITALY

- 3 possible routes are available

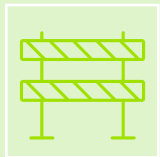
Need for an international by-pass line

# The diversion along the “Left-Rhine” is a real alternative, if...



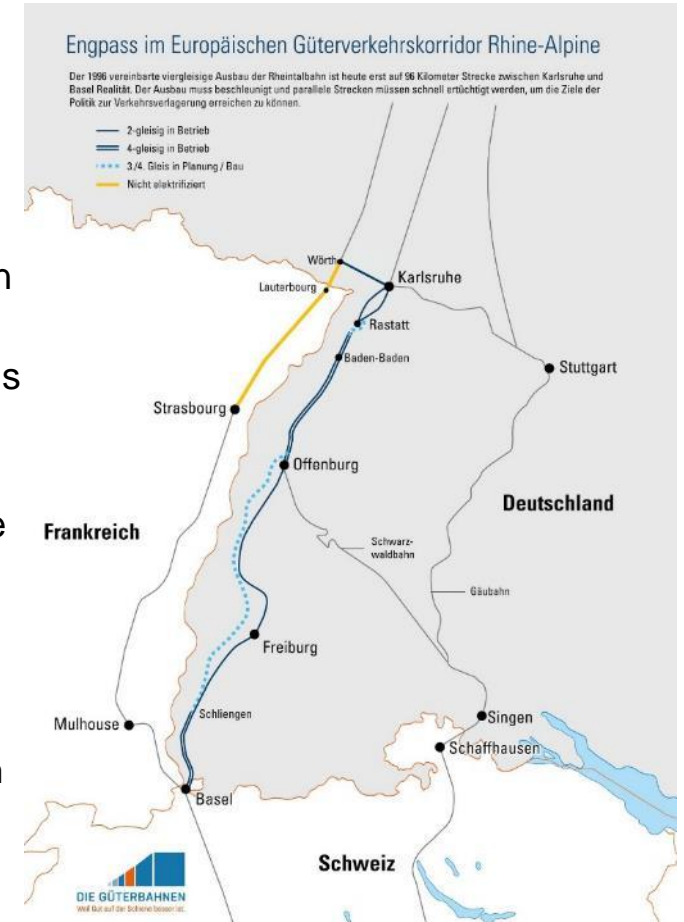
...the Wörth-Lauterbourg-Strasbourg line is quickly upgraded

- Press ahead with negotiations with neighbouring countries
- Electrification and upgrading as soon as possible
- Creation of additional 60 freight trains per day



... the access to the diversion routes via France is facilitated in the short term

- Temporary simplification of language requirements (linguistic apps, bilingual staff at control centres)
- Temporarily simplified procedure for obtaining route knowledge
- Internationally coordinated train path management



Thank you for your attention!