MOVIN solutions for intermodal logistics

The Luino line: the most direct route for combined transport to Italy

In a few years' time, the Gotthard base tunnel will be opened to traffic. Companies in the intermodal industry are emphatically demanding a rapid adjustment of the existing southern connections in terms of capacity and performance.

by Irmtraut Tonndorf







Infrastructure for unaccompanied combined via Luino transport in the Lombardy/ via Chiasso Piedmont area Oleggio 🌄 Rho Segrate/SM Mortara

> Transporting freight on a flat railway from the north to Italy on trains with a length of 750 metres, a profile of 4 metres and a weight of 2,000 tonnes with a single locomotive - those would be ideal conditions for any combined transport operator in Alpine transit through Switzerland. In theory, this dream could come true in 2016, when Switzerland opens the Gotthard base tunnel for rail traffic, or in 2019 at the latest once the Ceneri base tunnel is complete.

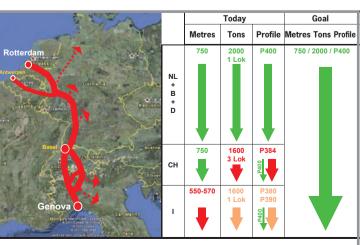
Yet the reality is quite different. The existing restrictions on the access routes will remain unchanged for many years to come, thus jeopardising the success of the efforts made to date. A few months ago, the responsible Swiss and Italian authorities signed an agreement to expand the Lugano-Chiasso-Seregno line, to handle the volume of traffic in the future. However, this solution does not meet the operators' current needs. In fact, the Chiasso line currently handles just a fraction of unaccompanied combined transport over the Gotthard. The most of traffic is routed via the Bellinzona-Luino-Gallarate/Novara line. Despite being a single-track route in places, this historic combined transport line is an important element of Italian infrastructure manager RFI's branch strategy to bypass the metropolitan area of Milan.

Novara/Gallarate - an intermodal district on course for growth

It is no coincidence that many ter-

the south of the Alps at the intersection of the Luino and Simplon lines. Set up in 1995, the Centro Intermodale Merci (CIM) in Novara consciously exploits the advantage of its location at the hub of the North-South axis via Switzerland and the East-West axis between France and Slovenia. Today, the CIM Novara handles an annual transhipment volume of 200,000 loading units at two terminal locations. At the same time, the plans for major structural extensions in accordance with the regional policy objectives to support combined transport are already on the table. "Once the Gotthard base tunnel is open, we anticipate a substantial increase in traffic volume", conopportunities on the Luino line

minals have been established to firms Mauro Chiotasso, managing director of CIM SpA. "We see great



Despite the opening of the Gotthard and Ceneri base tunnels, the current restrictions on the southern connections will remain.

Giorgio Spadi Managing director of Nordcargo because, unlike the Lötschberg/

Simplon route, it is a truly flat railway on which trains can be run with just one locomotive and clear competitive advantages".

There is a reason for this: once the Gotthard base tunnel is put into operation, the maximum gradient on the route via Luino will be just 12‰. This will make it the only flat transalpine railway route on the Rotterdam-Genoa corridor. On the Chiasso line, by contrast, there are gradients of 17 to 21‰ south of Lugano. So despite the base tunnel, heavy freight trains will still need more powerful traction, which has a considerable impact on costs.

Milan – a bottleneck in combined transport via Chiasso

Freight transport concepts that involve passing through Milan are out of touch with reality. That is the view of Livio Ambrogio, a combined transport operator since 1969 with a terminal located in Gallarate and ten others throughout Europe. "It would be very useful to have an overview of all Alpine crossings, as it would give us an idea of how best to arrange combined transport to and from Italy. Even a cursory glance at the map clearly shows that trains arriving in Italy via Chiasso have no way to avoid Milan. Given the high density

of passenger traffic, the metropolitan area has only very limited capacity available for freight trains". Expanding the lines in the densely populated Milan area for train lengths of 750 metres is equally unthinkable. "Although the Luino line is only a secondary route, it opens up important perspectives for the combined transport district between the regions of Piedmont and Lombardy with their thousands of jobs. However, there must be investment in the expansion of the Luino line today so that we can take advantage of

Waiting for the Seregno-Bergamo eastern branch

tomorrow".

the Swiss NEAT infrastructure

To relieve traffic on the Chiasso-Milan route, the long-term development plans foresee the construction of the "Gronda Est", an eastern branch between Seregno and Bergamo. However, the implementation of this ambitious project might be delayed until far beyond 2025. Until then, all freight trains via Chiasso must run on the existing lines with their severe capacity and productivity restrictions. Another weak point is the limited terminal capacity in the area served by the Chiasso line. To the east of Milan, Hupac is urgently assessing the feasibility of new terminals in collaboration with Italian combined transport operator Cemat and Italian State Railways.

First Luino, then Chiasso

to the Chiasso line would have serious consequences for combined transport", says Giorgio Spadi, managing director of the Nordcargo rail company. Focusing solely on the expansion of the Chiasso line is limiting the development prospects of the existing combined transport system via Luino and pushing the intended benefits of the NEAT into the far distance.

"The solution is to modernise and

"A strategy shift from the Luino line

strengthen the historic railway lines such as the Luino-Gallarate/ Novara line, which bypasses the hub of Milan and is therefore a freight transport corridor that does not interfere with passenger traffic", says Spadi. This would mean that the investments already made could bear fruit in the foreseeable future and the existing growth opportunities for intermodal transport could be exploited. "Of

editorial



Alpine transit without subsidies yes, but...

It is now clear: the modal shift target of 650,000 transalpine road consignments cannot be achieved. But as a matter of fact, the results for combined transport are pleasing. It carries more freight than road haulage (17m tonnes compared to 14m tonnes), it has grown more strongly than the road (+65% compared to +61%) and it saves the population 800,000 truck journeys per year. But we are not satisfied with that.

If modal shift policy is to remain a success, we must achieve the greatest benefit with modest means. Instead of dreaming about the distant future, we must rapidly upgrade existing infrastructure. The strategy shift on the south side of the Alps has absolutely no place in this: policy is now shifting away from the Luino line serving the existing terminals around Novara, Busto and Gallarate, towards the route via Chiasso. Yet there will be no transhipment terminals or freight lines to the area east of Milan for a long time to come.

Even if the Gotthard and Ceneri base tunnels are in operation by the end of this decade, the Basel-Chiasso line will still be far from a flat railway. There is still a gradient of 21% south of Lugano, which requires the use of two locomotives – in stark contrast to the line along Lake Maggiore. That route is more efficient because the traction of a 2,000-tonne train can be handled by only one engine.

Increasing the productivity of rail transport is the surest way to eliminate the subsidies in transalpine combined transport. If we are also to operate via Switzerland without subsidies – as has long been possible on other European routes – the access lines via Luino, Chiasso and Domodossola must be urgently and rapidly upgraded.

Bernhard Kunz

Managing director of the Hupac Group

course, the Chiasso line in combination with the eastern branch will be an important means to handle the future traffic volumes. But in the meantime, the improvement measures on the Luino line agreed years ago by Switzerland and Italy must be tackled so that the capacity and performance parameters can be rapidly improved".

With regard to the Novara-Saronno-Seregno branch, Spadi dispels a long-held misconception: "This route is only designed for passenger traffic. It has not the production parameters required for freight transport".





A string of safety precautions

How does Hupac monitor safety at the Busto Arsizio-Gallarate transhipment terminal? A closer look. by Gerhard Lob

It is bitterly cold this morning. Minute by minute, the trucks roll through the entrance to the Hupac Terminal Busto Arsizio-Gallarate north of Milan: containers, semitrailers, tankers. It is a huge terminal. At peak times, 56 freight trains have been put together here in a day. The volume of trucks has reached peaks of 1,200 vehicles per day. The safety precautions are accordingly stringent.

Before the trucks head for the parking area in front of the office building with the check-in desks, the drivers have to stop. Two Hupac employees conduct an important initial inspection, using a mini computer to check whether the truck is properly registered for loading. It is crucial to inspect the

condition of the loading units. Are all the straps on the swap body properly secured? Is the tank leak-proof? The labellings and markings are also checked, which is particularly important for dangerous goods. The labels must match the data stored in the computer.

Hupac asks its customers to deliver the loading units in perfect condition to prevent problems with loading at the terminal and during transport on the freight train. All the same, irregularities occur time and time again. "Holes or cuts in the tarpaulin are the defects we find most often", says Michele Tiritiello, on duty this morning. He continues: "If a container is not properly closed, it could open on the journey by train, which would

be dangerous". It is also important for the load to be correctly secured so there is no unintentional weight transfer during transport. The inward inspection is efficient. "We can eliminate 98% of possible hazards here", says Piero Solcà, director of logistics and infrastructure at Hupac. In the majority of cases, the problem can be solved on the spot by the driver. If there are more serious defects, such as damaged tarpaulins, the vehicle cannot be accepted. "Nothing goes through without our say-so", says Tiritiello. He also mentions that he often has to warn drivers not to smoke, because that is also dangerous and therefore prohibited.

The check-in desks are buzzing with activity. This is where the drivers receive the shipping orders that authorise them to proceed to the actual loading area. Safety is also a priority here. The drivers' identities are registered in the computer, most of them with photos. If a driver is prohibited from entering, he is not allowed onto the site. "This may happen if a driver has not behaved properly. Our customers entrust their cargo to us and are entitled to the highest possible level of safety", says Solcà.

Meanwhile, in an adjoining room the trains are monitored in real time. Whether the destination is Rotterdam, Cologne or Antwerp, each train has a detailed wagon list. This is particularly important for dangerous goods in the event of irregularities, because it indicates how the goods should be handled. A red dot appears on the screen. "That train to Cologne is stuck in Mainz", says an employee. A 30-minute delay.

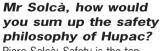
From the check-in, drivers now proceed to the actual terminal site, which is surrounded by two fences for security reasons. Besides the physical barrier of the fence, there is an invisible infrared wall that triggers an alarm if it is "breached". The transhipment area with its distinctive yellow cranes looks like a large asphalted surface. Yet hidden beneath the surface is a sophisticated safety system that collects liquids in the event of leakage, preventing them from entering the environment. Fortunately, this has not occurred

The drivers are assigned a traffic lane and number, so they know exactly where to deposit their cargo. To ensure safety on the site, their speed is limited to 20 km/h. "We even carry out radar checks on our own site", says Francesco Crivelli, delegate of the Board of Directors of Hupac SpA in Italy. But for him, one thing is more important than all the regulations and inspections: that the staff take the spirit of safety on board. "A safety culture embodied by all - that is something I have campaigned for since I came here", says Crivelli.

The crane operators now load the containers onto the wagons as instructed before the train is handed over to a rail company that takes charge of traction to the destination. The crane operators also play an important part in the safety chain. For example, they can see whether the top of a container is damaged. Meanwhile, an inspector works on the ground to inspect the rail wagons before and after loading. "During the initial technical inspections this morning I spotted some anomalies in a brake. We took the wagon out of the composition", says an employee. The defects are repaired in the workshop located on the terminal site.

When safety is the top priority

Piero Solcà, director of infrastructure, quality and safety at Hupac, on the combined transport operator's safety philosophy



Piero Solcà: Safety is the top priority for all operations. Our employees have a key role to play. They are regularly made aware of safety issues and trained accordingly.

Do all Hupac terminals – from Antwerp to Busto Arsizio-Gallarate – have the same safety regulations?

The conditions and requirements are the same everywhere, though there can be some local variations as a result of national standards or operating procedures.

What precautions does Hupac take to ensure that the units are safely loaded?

We pay particular attention to the condition of the containers. Correct labelling of the units containing dangerous goods is also important. The load must be properly secured inside. We carry out spot-checks in cooperation with the rail companies and with our customers' consent. If there are any irregularities, the customer must rectify them. This is generally done by the driver of the vehicle.

The rolling stock must also be in perfect condition, because a broken axle could cause a train derailment, Can Hupac guarantee the safety of the rolling stock?

Hupac was one of the first companies to be certified to the new wagon maintenance standards as an "Entity in Charge of Maintenance" (ECM) in 2010. This norm guarantees high quality standards throughout Europe. Nevertheless, each wagon and loading unit is individually rechecked by the railway undertakings (RUs) that perform the traction of the trains.

Freight train accidents have alarmed the public. What consequences have they had in terms of safety precautions?

The Viareggio accident hastened the introduction of European standards that had been discussed for years. The new wagon maintenance inspections and a clear allocation of roles to the various stakeholders have also contributed to safety.

Who is responsible for the issue of safety at Hupac?

Safety is firmly established throughout the entire value chain as a cross-divisional function. Safety is managed in close coordination with risk management. Our safety manager, Onorato Zanini, works at the front line every day, supporting all the divisions and subsidiaries with training, audits and consultations.

Safety in rail freight transport is governed by the zero-error principle, because a single error can have disastrous consequences. What does this high standard mean in terms of competition with road haulage?

As a result of the zero-error principle, the level of safety in rail freight transport is substantially higher than in road haulage. Accidents occur at a ratio of 1 to 40. Our customers often tell us that our "safety mania" can seem disproportionate. Yet it is strict compliance with rules that makes such a high level of safety possible – and that is a crucial competitive advantage of rail compared to the road.

"The RUs are ultimately responsible"

Marco Schmid, deputy director of safety monitoring at the Federal Office of Transport (FOT), on safety issues in rail freight transport



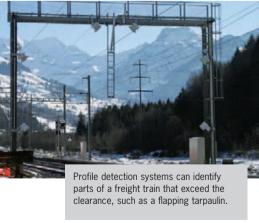
In recent years there have been some serious freight train accidents. How has the FOT responded to them as a supervisory authority?

Marco Schmid: Immediately after the Viareggio accident, the FOT contacted the European supervisory authorities as well as the main railway undertakings (RU), wagon keepers and associations. We then supervised the implementation of the internationally agreed measures for the maintenance of freight wagon axles and intensified freight train inspections. After the fire in the Simplon tunnel, we paid closer attention to operational and technical train preparation.

What form do the operational inspections take?

The FOT has a risk-oriented approach, so trains carrying dangerous goods are given a particularly intensive inspection. We verify compliance with the regulations on train operation, dangerous goods







is overloaded or a load has shifted.

and loading, and check whether the technical condition of the rolling stock will allow safe operation. However, it is the RUs who are ultimately responsible – the FOT merely checks whether they are meeting their obligations.

What technical equipment is used?

More than 100 train monitoring devices are operated on the Swiss rail network to check relevant physical characteristics when a train passes. The equipment comprises various sensor and monitoring systems installed in the track. It makes it possible to intervene before technical problems on rail wagons may cause an accident.

What defects do you find most often?

Most of the serious defects can be traced back to loading errors. Unsealed and poorly secured dome covers on tank containers, inadequately fastened moving parts on container wagons as well as loose tarpaulins and improperly closed doors on loading units are unfortunately regular occurrences.

What happens if safety regulations are breached?

The measures at the FOT's disposal range from advice that a defect must be corrected before the journey continues, to a general ban on running a freight wagon or freight train.

Can you impose fines or sanctions?

The Railways Act does not provide for fines. However, the FOT may impose conditions on companies or temporarily or permanently withdraw their safety certification in extreme cases. It is also possible to file criminal charges. We are currently considering an adjustment of these potential sanctions.

The population is particularly fearful of accidents involving dangerous goods. How likely is it that an accident of that type could occur in Switzerland?

The likelihood of an accident depends on many factors. In 1991, the Hazardous Incident Ordinance came into force in Switzerland. Its aim is to prevent accidents of that kind. In 2011, new analysis was conducted for the rail network. No unacceptable risks were detected in that risk screening.

Sound dispatching, better service

The Hupac dispatching service works around the clock, seven days a week. A variety of IT tools support the planning and monitoring of train traffic.

by Irmtraut Tonndorf



The Hupac dispatching team led by Angelo Barbone

The Hupac dispatching center is where all the threads of the Shuttle Net converge. Every day, around 100 trains are ordered from a dozen different rail partners. Almost every day, there is traffic disruption to deal with somewhere in the network. What is more, the railways need to be notified of the planned traffic volume as far in advance as possible so that they can supply the required resources such as locomotives and drivers. The scheduling team also organises the transfer of wagons to the maintenance workshops. Last but not least, it ensures that customers can be given detailed informa-

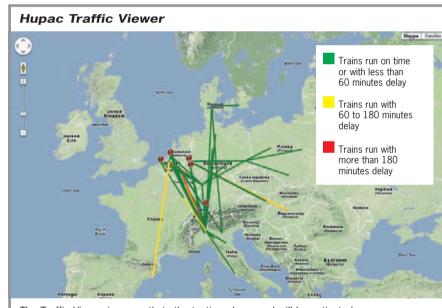
tion about traffic conditions.

So there were plenty of good reasons behind Hupac's expansion of the dispatching service last year. Since September 2011, the ten-strong team led by Angelo Barbone has worked around the clock: from 5.00 a.m. on Mondays without interruption until 6.00 p.m. on Saturdays and on Sundays from 8.30 a.m. to 1 p.m. An on-call service operates during the remaining hours of the weekend. "This means we can offer our customers an uninterrupted information service and are always available for the railways to contact us", says Silvio Ferrari, business manager Continental Services.

Strong nerves to deal with traffic disruption

"A traffic information system gives us a constant overview of the operating conditions of the Shuttle Net", explains Angelo Barbone, head of scheduling. "If a connection turns red or yellow on the screen, we immediately contact the rail company concerned and take the necessary steps to solve the problem if possible and minimise the impact on the network as a whole. And of course we make sure that our customers are fully informed in case of delays so that they can organise their delivery and collection jourPlanning is everything

A number of planning tools support the dispatchers in their work. The "Traffic Viewer" early warning system automatically reports any train running more than 60 minutes late. This is possible thanks to the interlinking of information from the different rail companies and from the GPS units installed on trains without real-time monitoring. The train circulation schedule, which customers can access online, ensures three-way planning between operators, railways and terminals in the medium term. The tool is particularly useful for scheduling traffic on public holidays. But to deal with the



The Traffic Viewer is currently in the testing phase and will be activated this year for the customers.

neys to and from the terminal accordingly".

It takes strong nerves to work in dispatching at Hupac. Extreme weather conditions like storms, snow or flooding, accidents, strikes, track works and much more constantly cause trouble in the network, "If several problems occur at once, it can be tricky", says the longest-serving dispatcher, Roberto Cuda, For example, storms combined with track works and a shortage of locomotive drivers can disrupt operations seriously, which can have a huge impact on the network situation, the terminals and wagon management. The employees' many years of operational experience, good contact with partners and great dedication are often crucial when it comes to dealing with even the toughest crisis situation. But nothing is possible without training, which is why the members of the dispatching team undergo annual training on rail and safety issues and learn about the different aspects of the value chain through job rotation.

rapidly increasing complexity of traffic, Hupac has invested in modern decision support systems. Developed in collaboration with the SUPSI University of Applied Sciences and Arts, Lugano, the WHATIF software suite enhances the efficiency of rolling stock deployment. The "Composer" module calculates the required number of train compositions on a particular route with a particular schedule, taking into account the required wagon types. It is primarily used for long-term planning. The "Planner" module helps the dispatchers decide which available composition is best to use for each train connection – a question that arises every day, especially at the busy hubs such as Busto Arsizio, Novara, Antwerp, Rotterdam, Cologne and Ludwigshafen. "The system suggests various solutions based on different parameters, so we can choose the most efficient solution in seconds", explains Barbone. Once the test phase is complete, the two modules will be put into normal operation in

10 CUINO CUI

Borlänge Gävle Västerås Lübeck Duisburg Busto

A strong partner in Scandinavia

Since December 2011, Hupac Intermodal and Intercontainer Scandinavia have been working together with a view to operating a "one-stop-shop" intermodal network between Sweden and Italy. The cooperation combines Intercontainer Scandinavia's existing network with Hupac's connections. The two networks intersect at the Malmö CT terminal. In Sweden, Intercontainer Scandinavia runs daily overnight trains to Västerås, Norrköping, Södertälie, Borlänge, Gävle, Örebro and Gothenburg. To the south, Hupac's network offers twelve direct shuttle trains per week in each direction to Busto Arsizio and five direct trains to Verona for 4-metre semi-trailers. Intercontainer Scandinavia works as an agency for Hupac on the Swedish market. The combined transport operator from Gothenburg handles freight bookings as well as commercial and operational support to the Swedish customers.

Driver survey 2011: high marks for Hupac

In December 2011, a customer satisfaction survey was conducted at the Aarau, Basel, Busto Arsizio-Gallarate and Chiasso terminals. Out of a sample of 243 drivers, 85% (+10% compared to the last survey in 2008) rated the conditions as good or very good in comparison to other terminals, 10% rated them as acceptable and only 5% said they were unsatisfactory. The friendliness and readiness of the Hupac staff were rated as good or very good by 88% (+7% compared to 2008) of respondents, acceptable by 9% and unsatisfactory by 3%. Hupac thus achieved the best result since the surveys began.



The market goes on the offensive Rail customers are the driving force behind modal shift policy

Representatives of the transport industry are demanding affordable infrastructure for longer, heavier and higher freight trains. Thanks to competition in traction and prioritisation in train path allocation, these trains should make rail transport costs competitive. The success of modal shift depends on the expansion of the NEAT access routes and the 4-metre corridor on the Gotthard axis.

by Kurt Metz

▲ Pushing freight transport aside?



■ How much capillarity can wagonload transport take?



"Rail freight customers invest in containers, wagons and logistics, competing fiercely with each other as well as the road. In contrast, infrastructure developments scarcely take account of their needs. Freight transport is not a priority in train path allocation. The costs of using the network bear no relation to performance". That was the thought-provoking introduction by Frank Furrer, General Secretary of the VAP transport industry association, at a media conference held in Zurich in mid-February under the banner "And yet they shift – rail freight transport from the customers' perspective". The speakers from Cargo Domizil, Economiesuisse, Hupac, Migros and Transwaggon clearly expressed their views on the December 2011 modal shift report by the Swiss Federal Council. The report includes little acknowledgement of the logistics industry's efforts to increase

Major customer demands a master plan

Bernhard Metzger, head of logistics and transport at the Federation of Migros Cooperatives, welcomed the new sense of objectivity in Swiss modal shift policy. However, he said it was crucial for the future of domestic freight transport that SBB Cargo achieve a lean structure and become highly efficient as soon as possible. In addition, he demanded greater involvement of the shippers under the leadership of the Swiss Confederation as railway owners in the further development of a master plan encompassing all modes of transport. He also expects the Swiss government to issue a more precise performance mandate to

Conflicting objective is an obstacle to freight modal shift



Infrastructure project manager at the Swiss Business Federation. Economiesuisse

16 The changing face of wagonload transport



SBB in domestic transport, to allow freight transport across the country to be handled as far and as sensibly as possible by rail.

A successful combination

Support for wagonload traffic as a driver of modal shift came from Ümit Sarigecili of the Transwaggon Group, which leases approximately 12,000 flat and large-volume freight wagons throughout Europe from its base in Zug. He pointed out the great potential of rail freight wagons with a corner height of 4 metres and a loading height of 3 metres, which allow significant load space optimisation and thus make rail more competitive. In combination with longer trains, these wagons could halt the migration of traffic onto the road. Fewer sidings across the country and the reduction in service points would also necessitate innovative and cost-effective transport chains involving a combination of rail and road. Cargo Domizil successfully operates a system of that type for general cargo in Switzerland, with one special feature: it is road hauliers who have taken over the once-unprofitable business from the railways and now handle approximately 100,000 consignments per year by rail (see box).

Priority for punctual freight trains

The conflict between the interests of passenger transport and those of freight transport must now be swiftly tackled, demands Stefan Vannoni of Economiesuisse. Otherwise, the objectives of modal shift could not be aligned with reality. That opinion is shared by the VAP as the representative of the shippers, siding owners and private freight wagon

■■ Modal shift will come to a halt without the Luino line



A A successful concept for general cargo



Chairman of the Board of Directors of Cargo Domizil and vice-president of the Swiss Road Transport Association, ASTAG

keepers: "The rearrangement of priorities should lead to guaranteed train paths for freight transport. There should also be discounts for poor-quality tracks and long waiting times", said general secretary Frank Furrer. He is supported in that view by the Swiss Public Transport Association, which presented a position paper at the beginning of the year in collaboration with SBB Cargo, BLS Cargo, the Rhaetian Railway and the Swiss Rhine ports, including the following demand: "Punctual freight trains on the transit route must be given the same priority as passenger trains".

Setting and implementing priorities

In Hupac's view, moderate and

prompt expansion of the Bellinzona-Luino-Novara line for existing traffic is imperative. This single-track route along Lake Maggiore currently carries 80% of unaccompanied combined traffic via Gotthard: "Great productivity gains can be achieved here with modest means, such as the extension of overtaking tracks. At the same time we should proceed to establish a Chiasso-Seregno-Bergamo freight transport corridor", says Hupac's managing director, Bernhard Kunz. "Because it is a flat railway, only the Luino line will enable us to operate economically once the Gotthard base tunnel is opened. Along Lake Maggiore, any delay will jeopardise Swiss modal shift policy and also damage the Italian economy".

Swiss domestic transport: General cargo goes intermodal



Every night, 10,000 consignments are carried across Switzerland in 280 rail wagons. Cargo Domizil is the name of the combined transport concept for general cargo. The goods are picked up by road during the day, collected at one of ten locations, grouped by destination and carried over the long distances by rail at night.

"We aim to deliver 85% of all consignments before 12 noon," says Josef A. Jäger, chairman of the Board of Directors of Camion Transport AG in Wil, "and thanks to the reliability of rail in all weathers, we can achieve that". He is one of the three road hauliers who took over the loss-making Cargo Domizil division of SBB Cargo in 1996 and have since run it successfully without subsidies in collaboration with Planzer Transport AG and Galliker Transport AG. Efficiency and lean structures are the key factors for success on the market. "We tackle the processes together and pool the purchasing of rail services".

With 12.5 million kilometres of rail transport per year, Cargo Domizil is one of the major customers of SBB Cargo. "If we are to maintain our success and exploit the potential of Cargo Domizil, new transhipment centres must be built where goods accumulate, discrimination against freight in train path allocation must be eliminated and regulatory zeal must be curbed", demands Jäger. www.cargodomizil.ch

moving impressum

Moving is published in English, German

Publisher: Hupac Ltd, Viale Manzoni 6, CH-6830 Chiasso

Editorial: Irmtraut Tonndorf Tel. 0041 91 6952936 itonndorf@hupac.ch

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