

A large, multi-pointed purple starburst shape is centered on a black background. The starburst has approximately 12 points of varying lengths, creating a jagged, sunburst-like effect. The text is centered within the starburst.

**Goods have the same  
needs and rights as  
passengers.**

# 8 mio. additional kilometers by rail

Jessica Schmidt / Connie Heizmann  
Murten, 20.06.2024







# Post & Railway

# The Posts mandate

## Mandate

Delivery of mailings/newspapers; payment transactions; accessibility within 20 minutes for 90 per cent of the population

## Revised Post Decree

Delivery of items to all houses inhabited all year round; delivery of subscribed daily newspapers by 12.30 p.m. at the latest



## Netto costs

The basic service burdened Swiss Post's result by CHF 268 million in 2023. <sup>1</sup>  
<sup>1</sup> provisional value

## Financing

Post finances the universal service from its own resources

Our processes are geared towards this and **the railway is an integral part of them.**



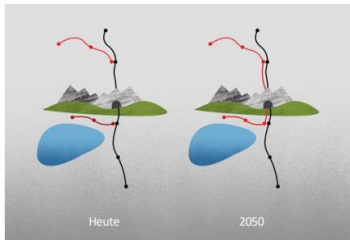
# What do our customers want?

## Passenger Rail

Winning customers with a new offer.

More flexible

<<As direct as possible>>



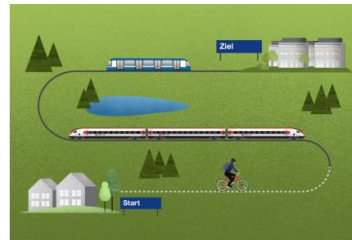
More frequent

<<A train every 15 minutes>>



Faster

<<Seamlessly from door to door>>



Quelle: Referat V. Ducrot am Bahnkongress 2024

6

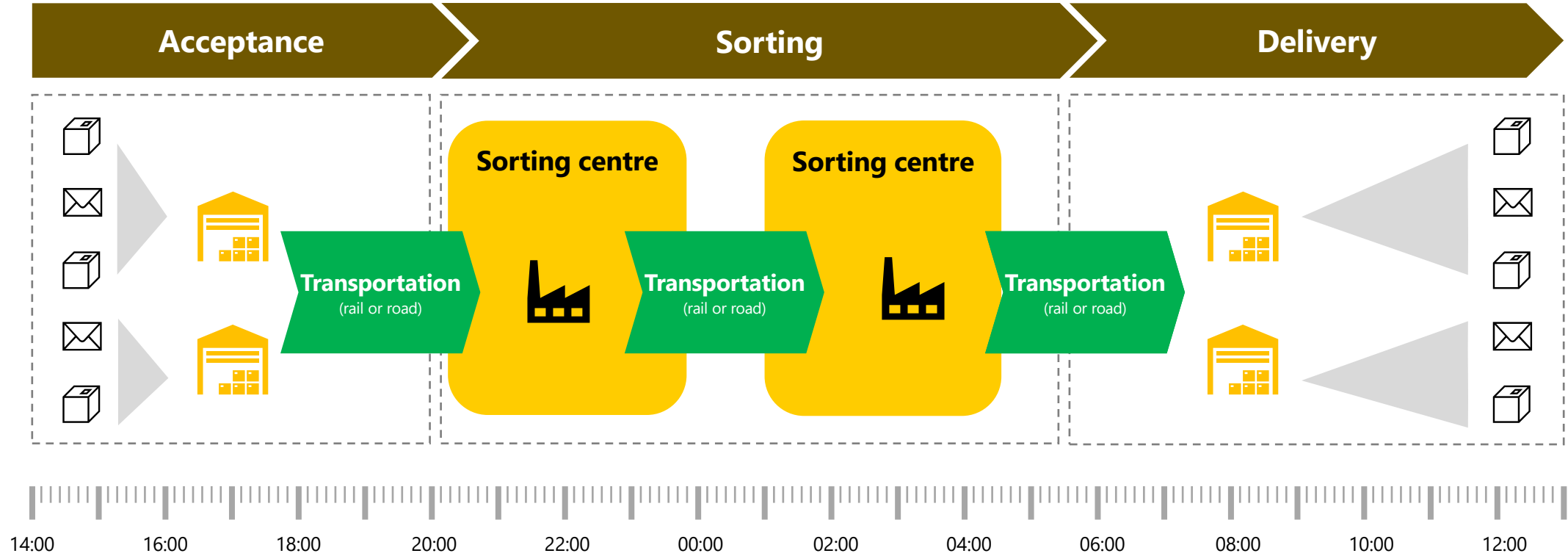
## E-Commerce / Freight Rail



- ❖ Individual delivery (#more flexible)
- ❖ Small shipments (#more frequent)
- ❖ Order today, delivered tomorrow (#faster)

**Customers' expectations** of their own mobility coincide with those of the delivery of their consignments.

# How do we produce?



As the link between the processing locations, transport operates in a **complex network** with **very tight time slots**.

# How do we produce?



# How do we use rail?

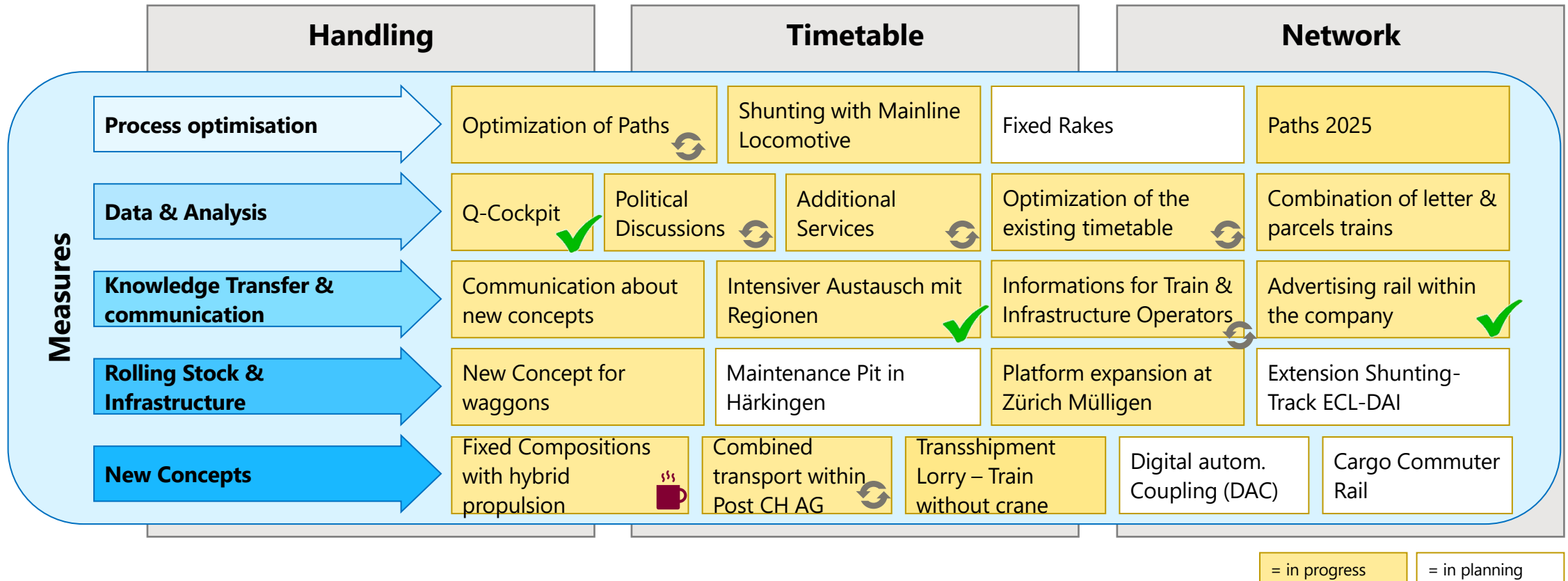
- ❖ Hub-Hub-Connections with unit-trains
- ❖ Post sorting facilities with direct connections to the mainline
- ❖ Dedicated intermodal terminals within the three biggest parcels facilities
- ❖ Rolling stock with a maximum speed of 120 to 160 km/h
- ❖ About 50% of all shipments use rail for part of the journey
- ❖ On average 84 services per day
- ❖ Transport of 125.000 goods waggons per annum





# We act on many levels

## Push for rail



# 1.3 Mio.

*... diesel-operated kilometers  
did we shift to rail through the  
measures deployed in 2023*

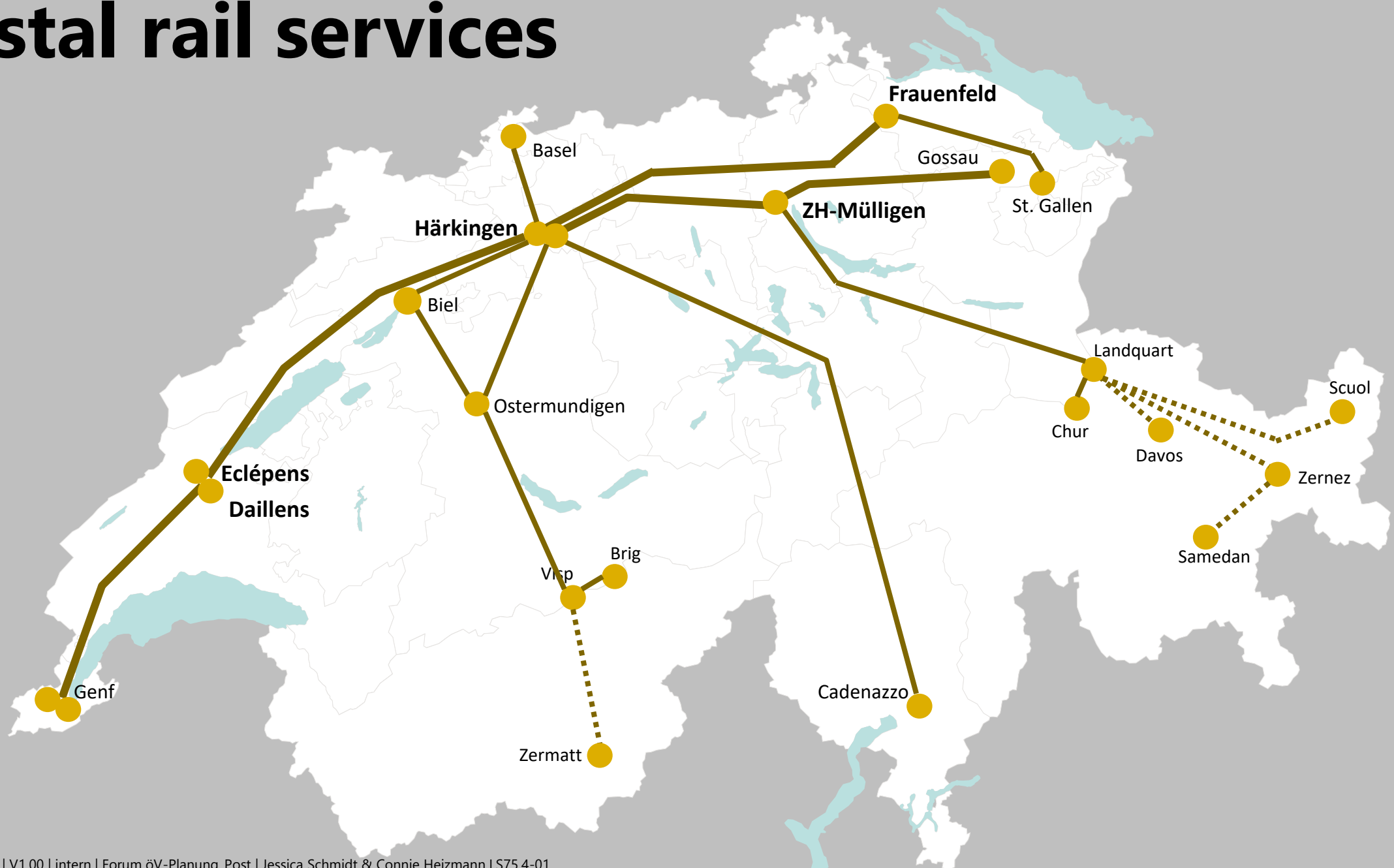


**(T)rail-  
blazing**



**How can we further  
increase train-  
kilometers?**

# Postal rail services

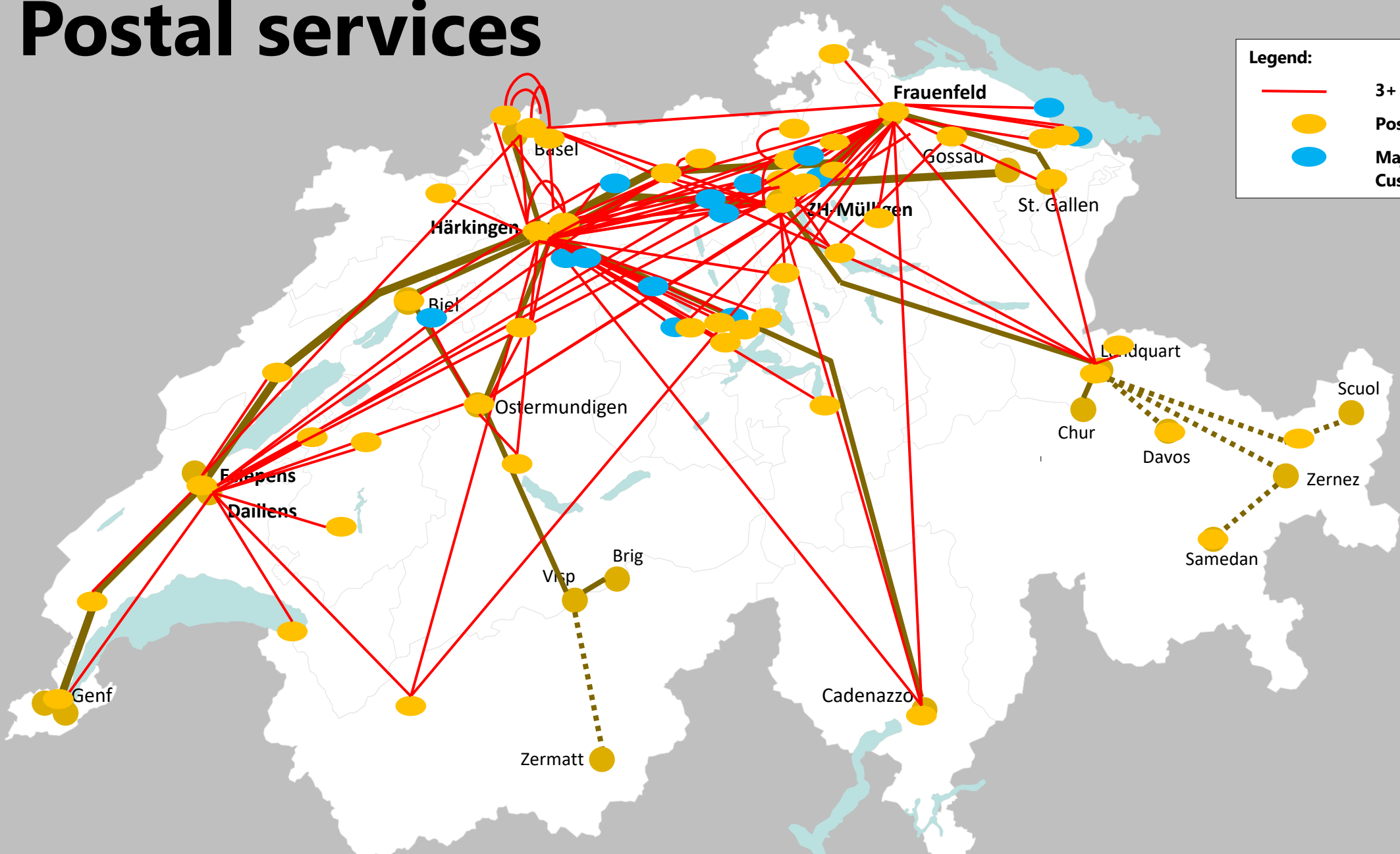




# All Postal services

**Legend:**

- 3+
- Post-Locations
- Major Customer









**Goal max. 3:00 h**

**Express paths**

Daillens

Härkingen

Frauenfeld

15' Halt

max. 1:30 h

max. 1:15 h

# Terminal access with mainline-locomotives







# Horizontal road-rail transfer



**Together we can achieve  
shifting 8 mio. waggon-  
kilometers to rail.**

# Showstoppers in rail freight



Speed



Punctuality



Adaptability

# 1. Speed

Comparison of journey times between Frauenfeld and Härkingen



Frauenfeld-Olten

Swap-Body ready for transport (at ramp)	18:39	15:10	
Swap-Body ready for transport (at ramp)	21:43	17:20	
Duration ramp-ramp	184 Min.	130 Min.	
Traveltime	<b>124 Min.</b>	<b>90 Min.</b>	<b>80 Min.</b>
Average Speed ramp-ramp	37 km/h	52 km/h	
Average Speed Traveltime	<b>54 km/h</b>	<b>75 km/h</b>	<b>80 km/h</b>

**The cargo trains are around 40% slower than lorries and passenger trains**



# slido

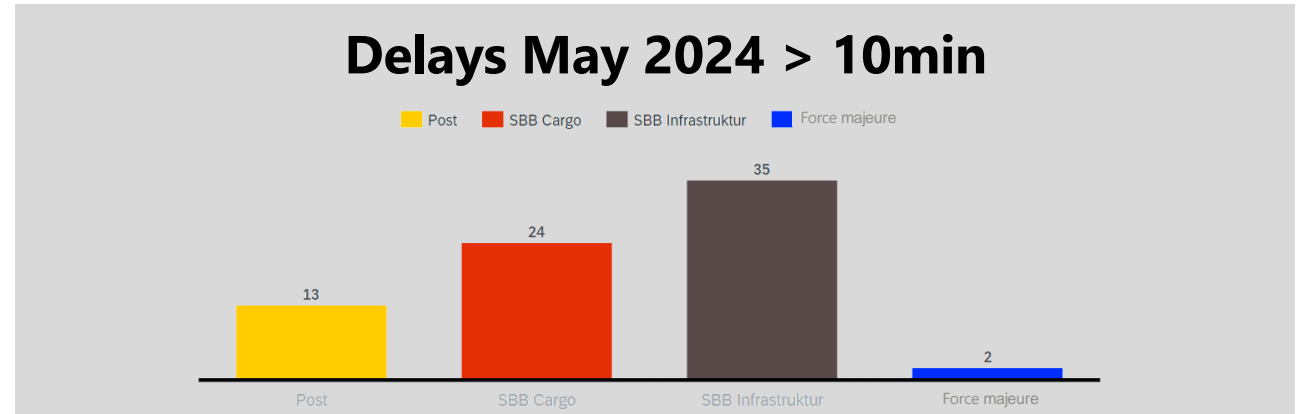


**Which possible solutions do you see to achieve the desired speed?**

ⓘ Start presenting to display the poll results on this slide.

# 2. Punctuality

Unit trains as part of just-in-time deliveries



Delayed deliveries of entire trains lead to **standstills in the affected** processing centres and subsequent delays.

Only punctuality levels comparable to passenger trains allow rail to be **a viable part of today's supply-chains.**

# 3. Adaptability



## Freight trains in 2050

- Freight trains could become more autonomous and **organise themselves**. Intelligent sensors and algorithms could optimise transport and **avoid bottlenecks**.
- We could see high-speed goods trains travelling at speeds of **over 400 km/h**.
- Overall, freight transport will be more efficient, more sustainable and **better adapted to the needs of society**.

The 3,800 kilometres must be designed in such a way that they **allow** for changing customer needs and **new forms of transport**.



# Promote attractiveness

The rail freight transport of the future must...



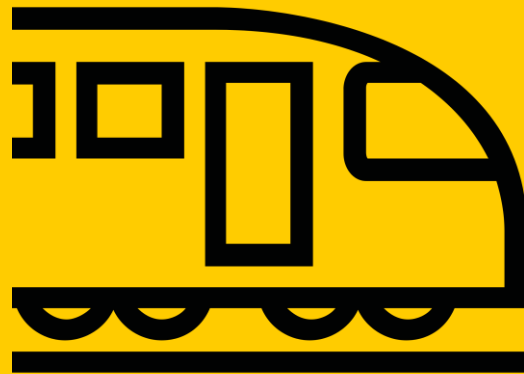
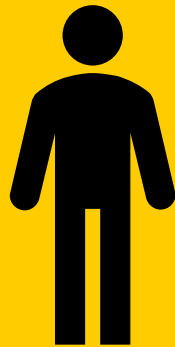
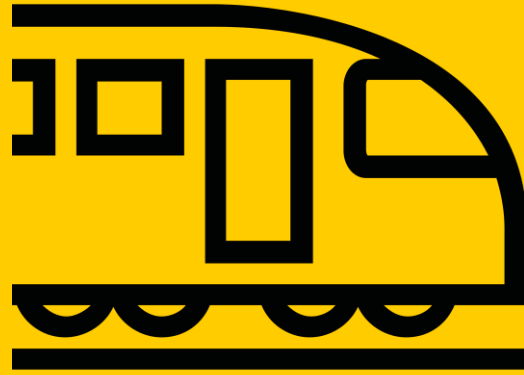
... be faster,



... be extremely punctual,



... enable and promote development.



# We look forward getting in touch with you to discuss new possible solutions



**Post CH AG**

**Co-Leitung Transport Excellence**

**Jessica Schmidt**

+41 79 453 45 04

[jessica.schmidt.1@post.ch](mailto:jessica.schmidt.1@post.ch)

**Connie Heizmann**

+41 78 628 80 00

[cornelia.heizmann@post.ch](mailto:cornelia.heizmann@post.ch)

