



Rail Cargo Group – Multimodal freight transport on dedicated corridors in Europe

Monika Huber, Wiesbaden 8.10.2026

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Single Wagon Load Traffic in Europe

RCG's strategies to counter well-known problems



01 Significance

- Industry in AT with **small and medium-sized volume flows** (e.g. chemicals, steel, paper, wood,...)
- Need for **flexibility**
- Short-term **transport needs**

02 Challenges

- Cycle of structural problems
- General challenges on rail
- Drastic **reduction of sidings**
- Insufficient fundings in Europe (AT cuts „Wegeentgeltförderung“)
- Direct **competition to truck** / low historic SWL prices

03 Future

- **Realign** SWL network for **economic viability** (shunting, service hubs...)
- Implement new **TransFER** and **multimodal concepts**
- **Digitalization** (e.g. RCB)
- Leverage **technological innovations** (DAC)

RCG strategy = TransFERs in cooperation with local heroes for distribution

End-to-end solutions

Sidings on both ends

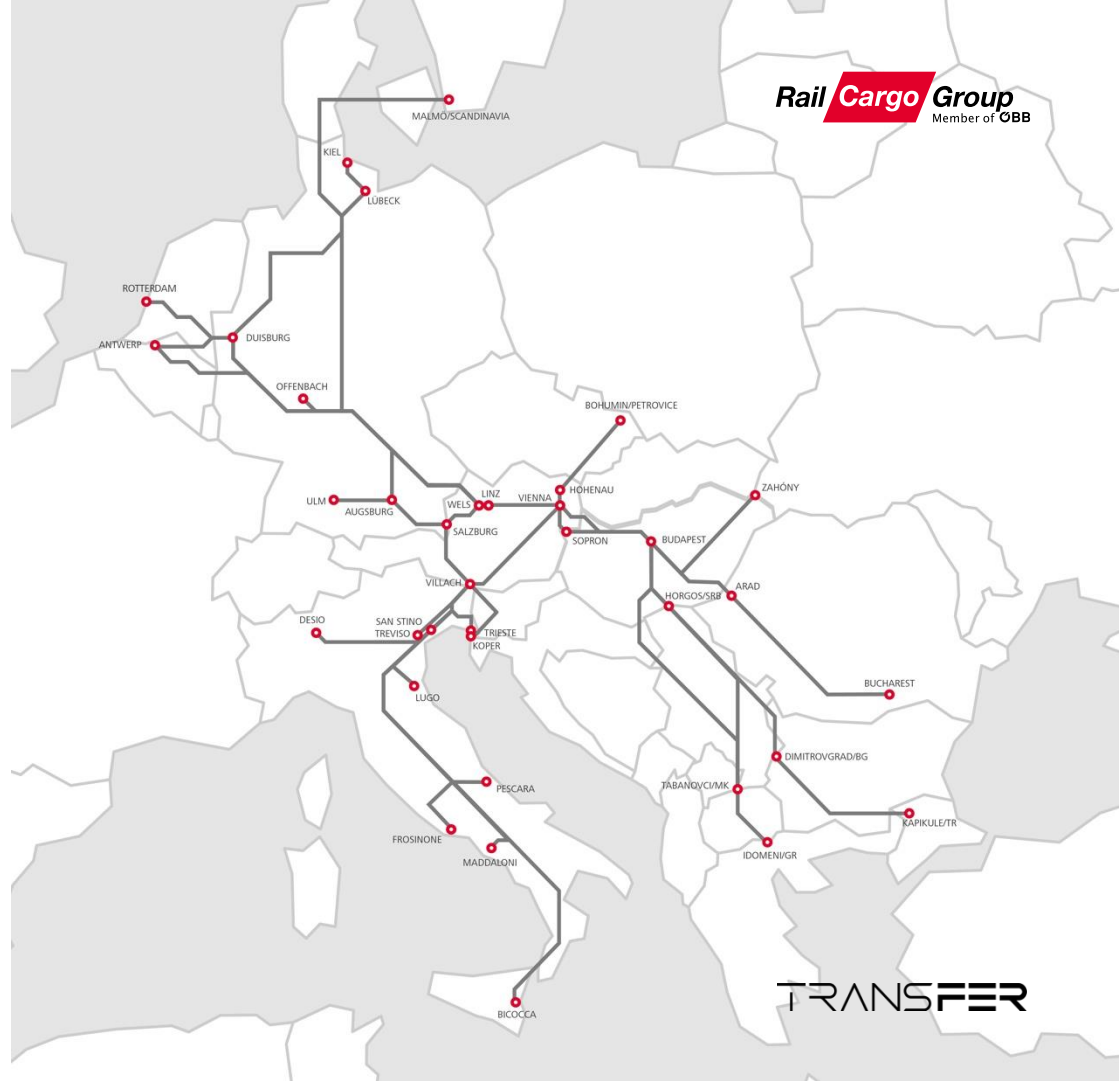


All on rail, with **cooperations** for LM/FM

No siding at origin / destination

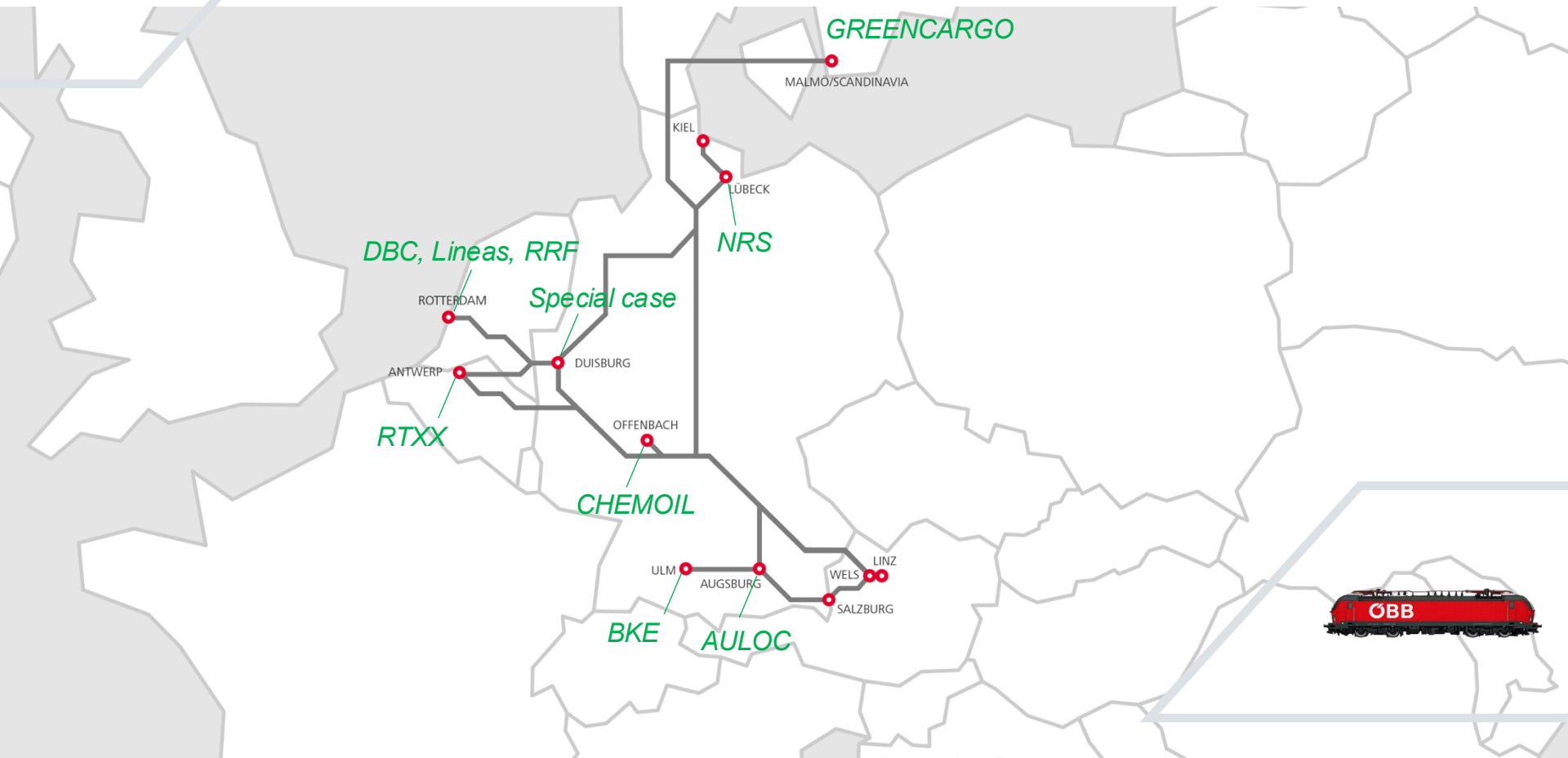


FM/LM in AT/HU + long haul on rail + need for **MFT's**



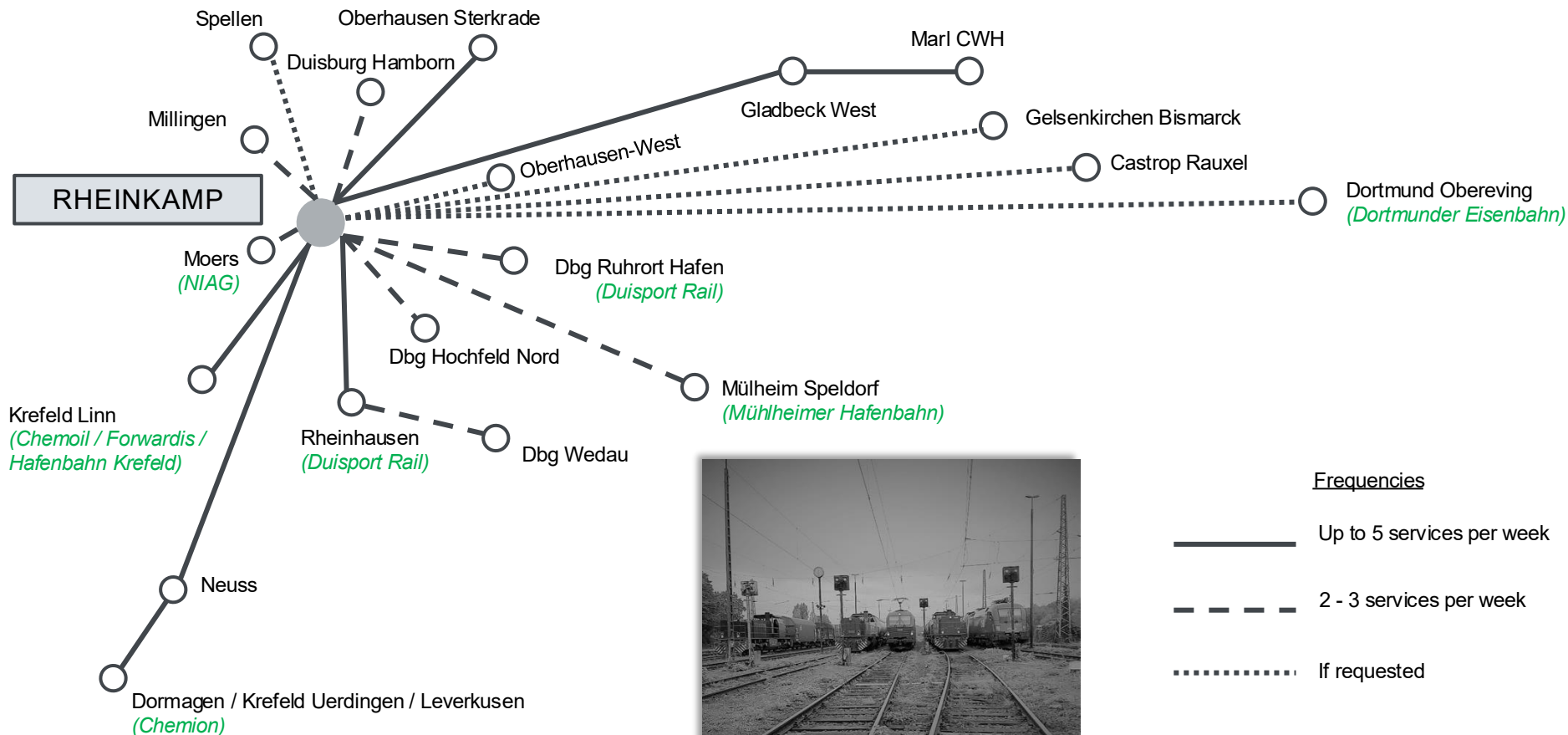
RCG partnerships on the Danube corridor for end-to-end solutions on rail
Local heroes for each region | special case: Ruhr area served via Rheinkamp

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Deepdive network HUB West

Efficient combination of own services & handover points to local partners



Frequencies

- Up to 5 services per week
- - - - 2 - 3 services per week
- If requested

TransFER Villach-Italy

End-to-end solutions in
cooperation with Multifunctional
Terminals (MFTs)

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Marshalling yard Villach South as central HUB

- Combination of **single wagon consignments and wagon groups**.
- **Bundling into block trains** and onward transport from and to Italy.

Multifunctional Terminals in Italy

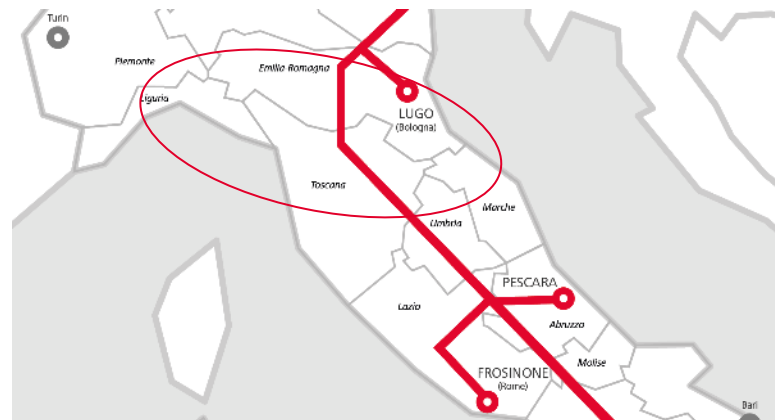
- **Warehousing** service & provision of just-in-time deliveries for the relevant region
- Cooperation with **regional haulage companies / forwarders**

Roles & Operations

- **TransFER Manager** is responsible for **capacity utilization**, controls **purchasing** and costing, and is responsible for the **overall group product result**. Close **coordination with the business units** (market segments). Operationally responsible up to the weekly program.
- **Operations unit (traction control)** controls the inflow to Villach ("ANM"), **transport numbers** are assigned for volume management, **monitoring** of delivery and incoming wagons, arrangement of **train formation orders** including consideration of different groups, ordering of wagon collection (**pick-up orders**), documentation of wagon times abroad.

Best practice example Villach-Lugo (Central Italy)

- Frequency: **3 round trips** per week (Mon, Wen, Thu)
- Transit time: **A-A connection**
- Direct handling, indirect handling, containers, pallets, wood, paper rolls, warehousing, distribution
- Delivery postal codes: 40, 41, 42, 43, 44, 45, 46, 47, 48, 50, 51, 52, 53, 54, 55, 56, 57, 58, 60, 61, 62
- Container profile Tarvisio–Lugo: P/C 45/364



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Conclusion

The clock is ticking

- Set the foundation – A coordinated **European transport policy** that creates a level playing field with road.
- High-capacity **sidings** require targeted **investment**.
- Where sidings are unavailable, **multifunctional regional terminals** secure the last mile by road.
- **Cooperations between rail operators** enable new, competitive networks.
- **Digital connectivity** to market the new networks and provide **broker capacity**.
- Leverage technological innovation (**Digital Automatic Coupling**)



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