

Press release

The last Rolling Highway will run on 11 December 2025.

Due to an unexpected number of restrictions on the rail network, RAlpin will discontinue the Rolling Highway (Rola), i.e. the loading of entire lorries by rail through the Alps, on 11 December 2025. In the company's almost 25-year history, over 2 million lorries have been transported by rail. RAlpin would like to thank its customers for their many years of loyalty and its employees for their tireless efforts right up to the end of operations.

Just over two years ago, the Swiss Parliament decided to extend federal financial support for the Rola for one last time and to discontinue operations at the end of 2028. In spring 2025, RAlpin concluded that the Rola could no longer be operated economically due to the current unexpectedly high number of unplanned and short-notice construction sites. There is no sign of the situation returning to normal. On the contrary, the situation has worsened further over the course of the year. Despite good train utilisation, continued operation is therefore no longer justifiable. In consultation with the federal government, it has therefore decided to discontinue operations as early as the timetable change in December 2025. The three shareholders of RAlpin (BLS, Hupac and SBB) have secured the financing of the Rola until then to enable an orderly cessation of operations and to fulfil their business obligations. For its part, the federal government has increased the average compensation per transferred lorry until the Rolling Highway is discontinued.

Due to an announced strike on 12 December 2025 in Italy, the last trains will run on Thursday, 11 December 2025 already:

Train 43623 Freiburg departs: 13:03 - Novara arrives: 21:28

Train 43626 Novara departs: 15:38 - Freiburg arrives: 23:48

Subject to change at short notice.

In its nearly 25-year history, RAlpin has transported over 2 million lorries through Switzerland by rail in an environmentally friendly manner, thereby making a significant and tangible contribution to Switzerland's modal shift policy. It would like to thank its customers who have relied on Rola's services until the very end for their many years of loyal support. RAlpin would also like to thank its own employees and those of its service providers for their dedicated, tireless efforts throughout all the years of operation, especially in the last few challenging months before the cessation of operations.

Unaccompanied combined transport should take over the Rola as much as possible

The Rolling Highway (Rola) was the first initiative launched in the late 1960s to shift heavy goods traffic through the Alps from road to rail. Entire lorries or articulated lorries are loaded onto trains, and the lorry drivers travel with them in a sleeping car. This is why the Rolling Highway is also known as accompanied combined transport.

As part of the expansion of the Alpine transit routes, the Rola was modernised in 2001 with the newly founded RAlpin AG, a joint venture between SBB, BLS and Hupac. The operator transported lorries on the route between Freiburg im Breisgau and Novara. The offer was designed from the outset as an interim solution until the completion of the NRLA, which would enable the efficient transport of semi-trailers (articulated lorries without the towing vehicles and drivers) and containers in unaccompanied combined transport over long distances. Accordingly, RAlpin supports all efforts by the Federal Office of Transport (FOT) and operators in to transfer existing Rola transport to unaccompanied combined transport.

Olten, 9 December 2025

RAlpin AG at a glance

RAlpin AG, based in Olten, operated the rolling motorway (Rola) between Freiburg i. Br. and Novara from 11 June 2001 to 13 December 2025. Its service included up to 100,000 loading opportunities per year for lorries from road to rail. In just under 25 years, the service was used by over 2 million lorries. Lorry drivers loaded their vehicles onto low-floor flatbed wagons at the terminals and travelled safely in an accompanying carriage. With this service, RAlpin made a significant contribution to shifting traffic from road to rail and protecting the sensitive Alpine region.

The shareholders of RAlpin are BLS AG, Hupac SA and SBB AG.

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