A better way to deliver

Press release

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MILAN, ITALY

GEODIS, in collaboration with Rail Logistics Europe — both part of the SNCF Group — launches a new dedicated railway line between Italy and France

GEODIS expands its intermodal transport network with a new dedicated railway line that directly connects Vicenza (Italy) and Noisy-le-Sec (France, Paris area), operated by Captrain along with Hexafret, the two rail logistics companies within the Rail Logistics Europe group. The first departure was made on October 19th, introducing a new connection for companies in the Veneto region and strengthening the Group's services to support trade flows between Italy and France.

Key figures:

- 80% lower CO_2 emissions per shipment on average, including road pre- and post-carriage, compared with an all-road diesel solution (actual savings vary depending on operating conditions);
- Up to 28 tonnes of goods to be handled per transport vs. 25 tonnes typically carried by traditional road transport
- Aim of reaching 6,500 swap bodies by 2027 per year.

France and Italy maintain strong economic ties, with bilateral trade in goods and services reaching €136 billion in 2025. Italy is France's fourth-largest trading partner, while France is Italy's second. This close relationship is underpinned by strong industrial links, with 4,000 companies operating across both countries.

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The new section extends to clients in the Northeast of Italy the railway solutions already available to companies in Lombardy, Piedmont and Emilia-Romagna, served through the connection departing from Novara. The initiative allows GEODIS to expand its territorial coverage and offer an alternative to transport entirely by road along an axis not previously served directly.

The service initially provides for one weekly departure in each direction, with an increase to two per week starting from January 2027. The line is designed to transport different types of goods, including packed liquid and powdery goods.

The use of this intermodal solution enables freight volumes to be shifted from road to rail, reducing CO_2 emissions by 80% per shipment on average, including road pre- and post-carriage, compared with an all-road diesel solution (actual savings vary depending on operating conditions). Source: EcoTransIT World
The service also allows up to 28 tonnes of goods to be handled per transport, compared to the 25 tonnes typically carried by traditional road transport, and offers greater cost stability than a model based solely on road transport, particularly in a phase characterised by volatile fuel prices.

Marc VOLLET, EVP European Road Network, GEODIS commented: "*With the Vicenza-Paris connection, we are expanding our intermodal offer and introducing a new railway axis to serve companies in the North East of Italy. The goal is to provide customers with a competitive solution for freight transport, capable of combining operational efficiency, management of large volumes and a reduction in CO_2 emissions compared to transport entirely by road.*
The new line is part of the strategy to develop GEODIS' intermodal offer and joins the Group's other rail connections, strengthening transport opportunities with lower CO_2 emissions for companies operating in European markets."

For this new service, GEODIS has chosen to draw on Rail Logistics Europe, the group specialising in rail freight transport and logistics, two of whose companies – Captrain and Hexafret – will be involved in transporting GEODIS's freight, thanks to their presence on this route and their European expertise in rail logistics.

Jean-François ANCORA, Managing Director, Captrain Italia commented: *"Rail is an efficient mode of transport, especially over long distances, with much lower CO_2 emissions than road transport. Drawing on our operational expertise and strong European network, we are delighted to offer GEODIS high-performance, cost-effective, and lower-emission logistics solutions for international transport. We would like to thank GEODIS for the trust they have placed in us. Captrain Italia is proud to have contributed to the launch of this new rail service, which I hope will pave the way for many more services designed to meet our customers' needs."*

An expansion of the service is planned from January 2027, with the aim of reaching 6,500 swap bodies by 2027 per year.

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GEODIS – www.geodis.com

GEODIS is one of the leading logistics operators globally, recognized for its expertise in all areas of the supply chain. As a partner in the growth of its customers, GEODIS specializes in four business lines: Global Freight Forwarding, Global Contract Logistics, Distribution & Express Transport and European Road Network. The Group operates through a global network covering almost 170 countries and has 48,000 employees. In 2025, GEODIS generated sales of €10.6 billion. GEODIS is a subsidiary of the SNCF Group.

RAIL LOGISTICS EUROPE - rle-group.com

Rail Logistics Europe is the group within the SNCF dedicated to rail freight transport and logistics. By creating synergies between its six companies – Hexafret, Captrain, Technis, Forwardis, Naviland Cargo and VIIA – Rail Logistics Europe offers its customers a range of end-to-end, bespoke services and solutions, drawing on its diverse areas of expertise: rail operator, combined transport, freight forwarder and locomotive maintenance provider. With its 9,000 employees, Rail Logistics Europe – the leading group in France and one of the largest in Europe – is able to offer innovative, reliable and sustainable solutions in France and internationally to meet French and European decarbonisation challenges.

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