

Sustainable Transport policy in the alpine space: practice and experiences in Switzerland

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Sustainability: set of instruments

**The Alps:
a barrier for transportation
road + rail measures**

Swiss Freight Transport Policy

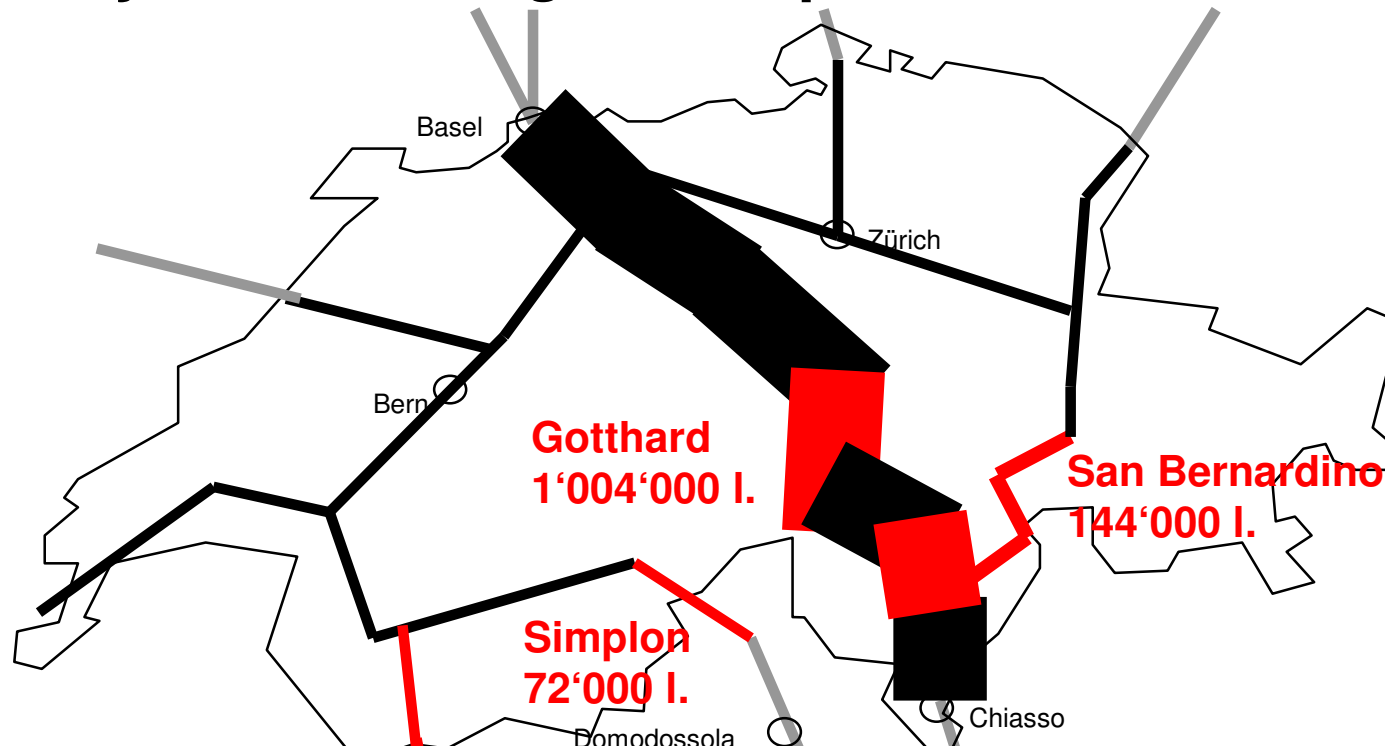
- 1. Facts about the transit traffic through Switzerland**
- 2. Goals of the Swiss policy of modal shift**
- 3. Instruments of modal shift**
- 4. ‚Where do we go from here?’**

Swiss Freight Transport Policy

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1. Facts about transit traffic

Lorry traffic through the Alps



**Grand
St. Bernard
71'000 l.**

**Gotthard
1'004'000 l.**

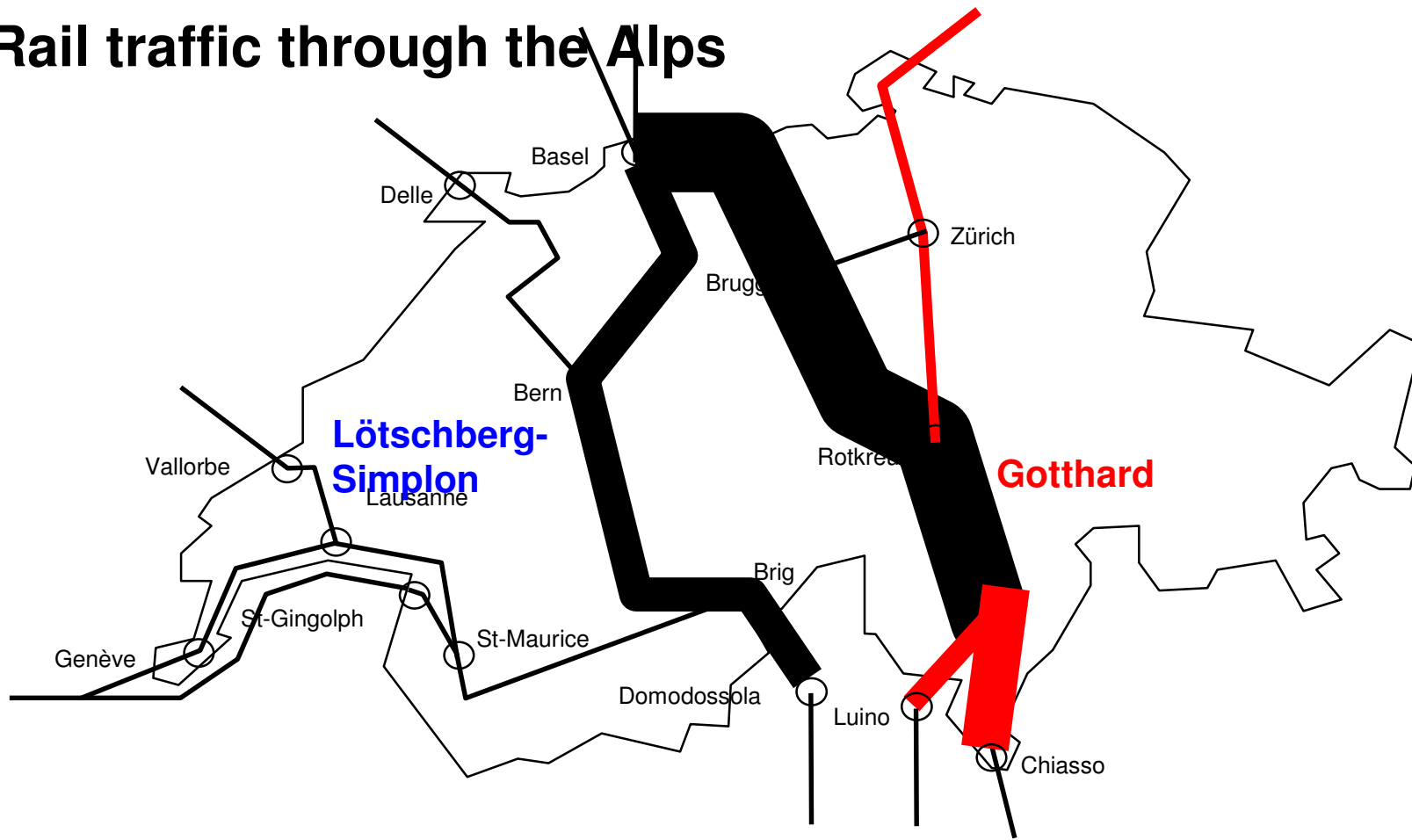
**Simplon
72'000 l.**

**San Bernardino
144'000 l.**

Gotthard	3'500 l. per day
S. Bernardino	529 l. per day
Simplon	265 l. per day
G. St. Bernard	267 l. per day

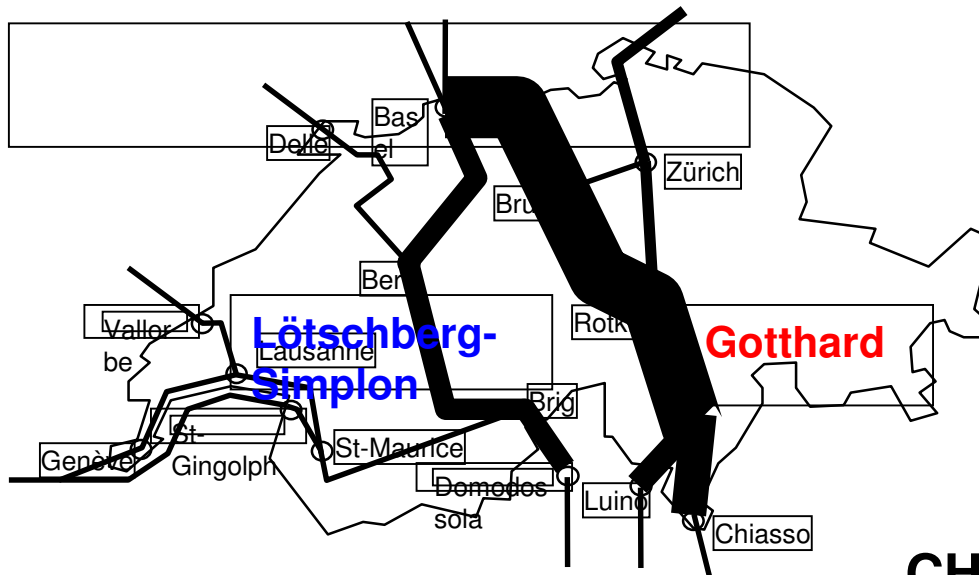
1. Facts about transit traffic

Rail traffic through the Alps



Gotthard	15.4 mio net/t
Lötschberg	6.6 mio net/t

1. Facts about transit traffic

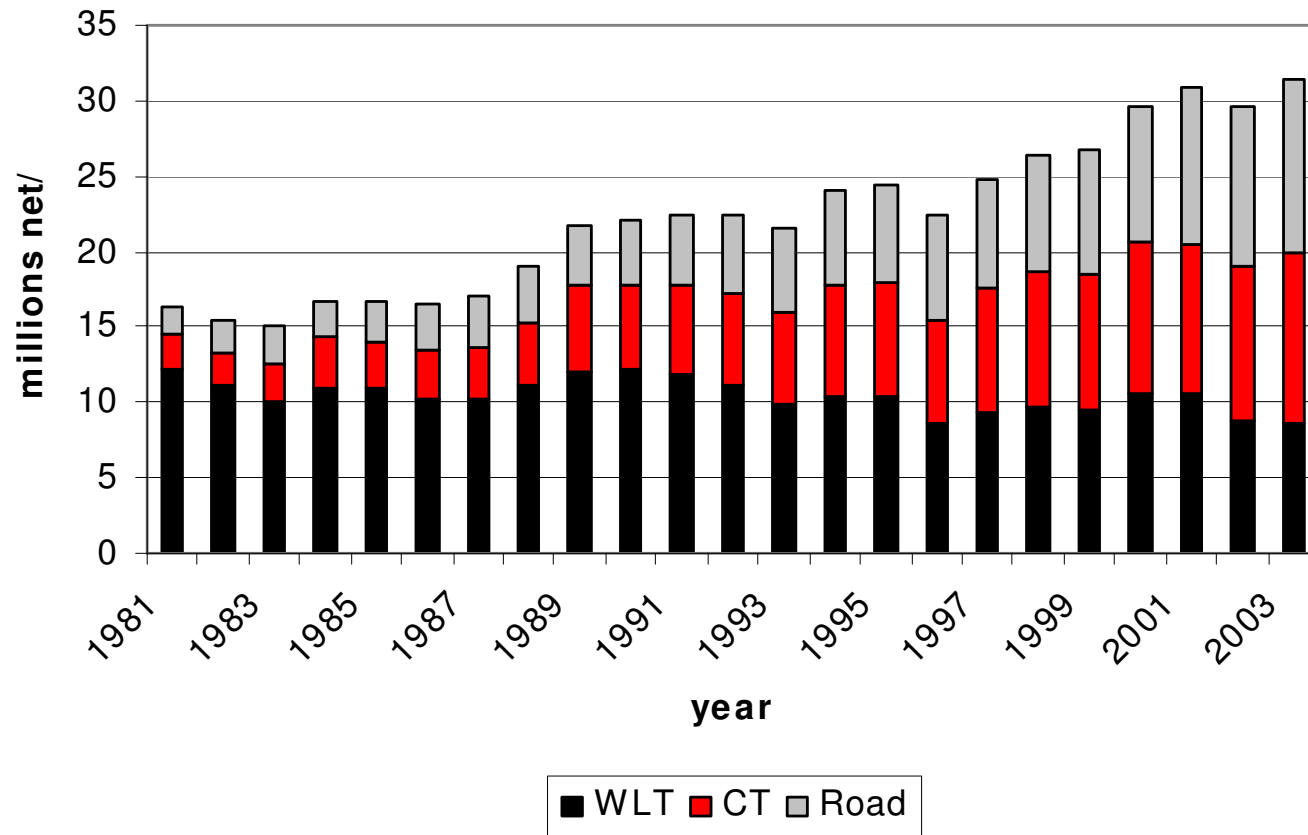


CH-Transalpine rail freight traffic:

- ~ 50'000 trains per year
- ~ 227 trains per day
- ~ 90'000 net/t per day
- ~ 3200 consignments
/containers per day

1. Facts about transit traffic

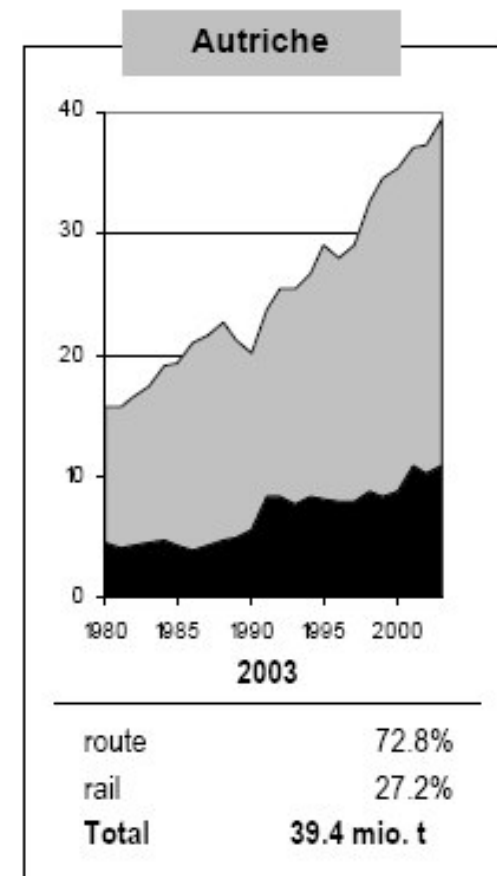
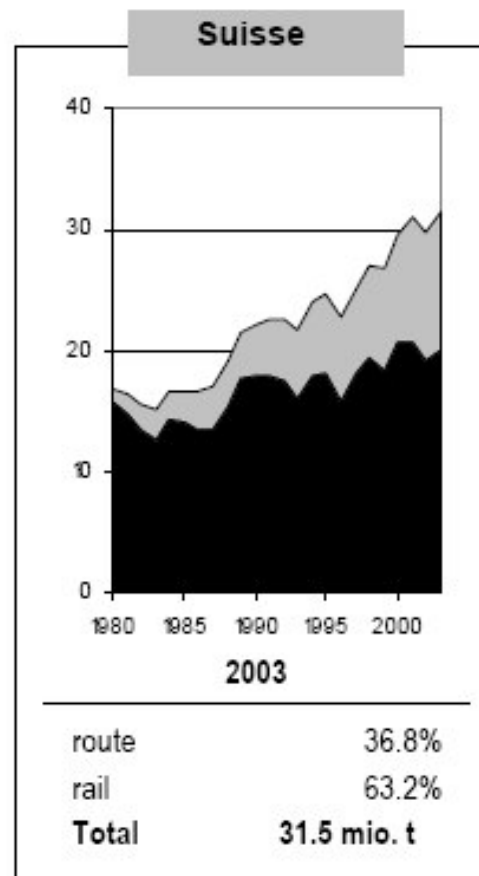
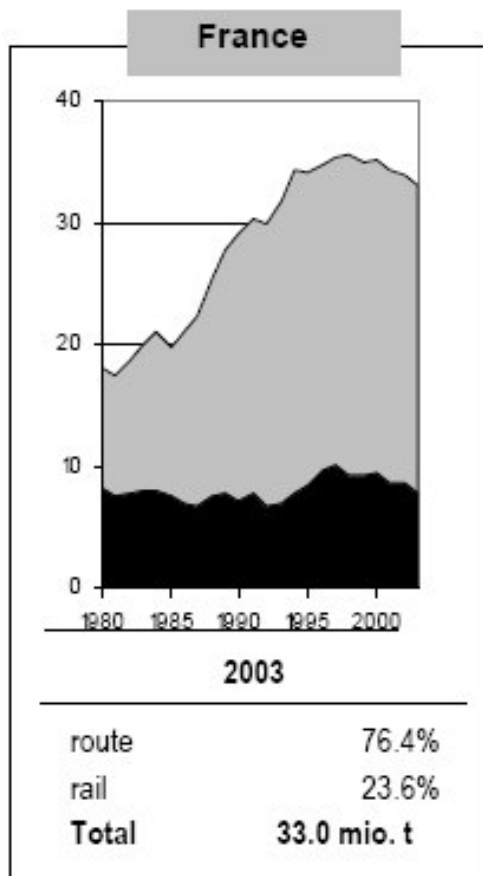
Modal Split



1. Facts about transit traffic

Development of transalpine freight traffic by road and rail between Mont-Cenis/Fréjus and Brenner from 1980 to 2003

net/t per year / the modal split is representing the year 2002



Swiss Freight Transport Policy

1. Facts about the transit traffic through Switzerland
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2. Goals of policy of modal shift

Article 84 (alpine transit) of the Swiss Constitution

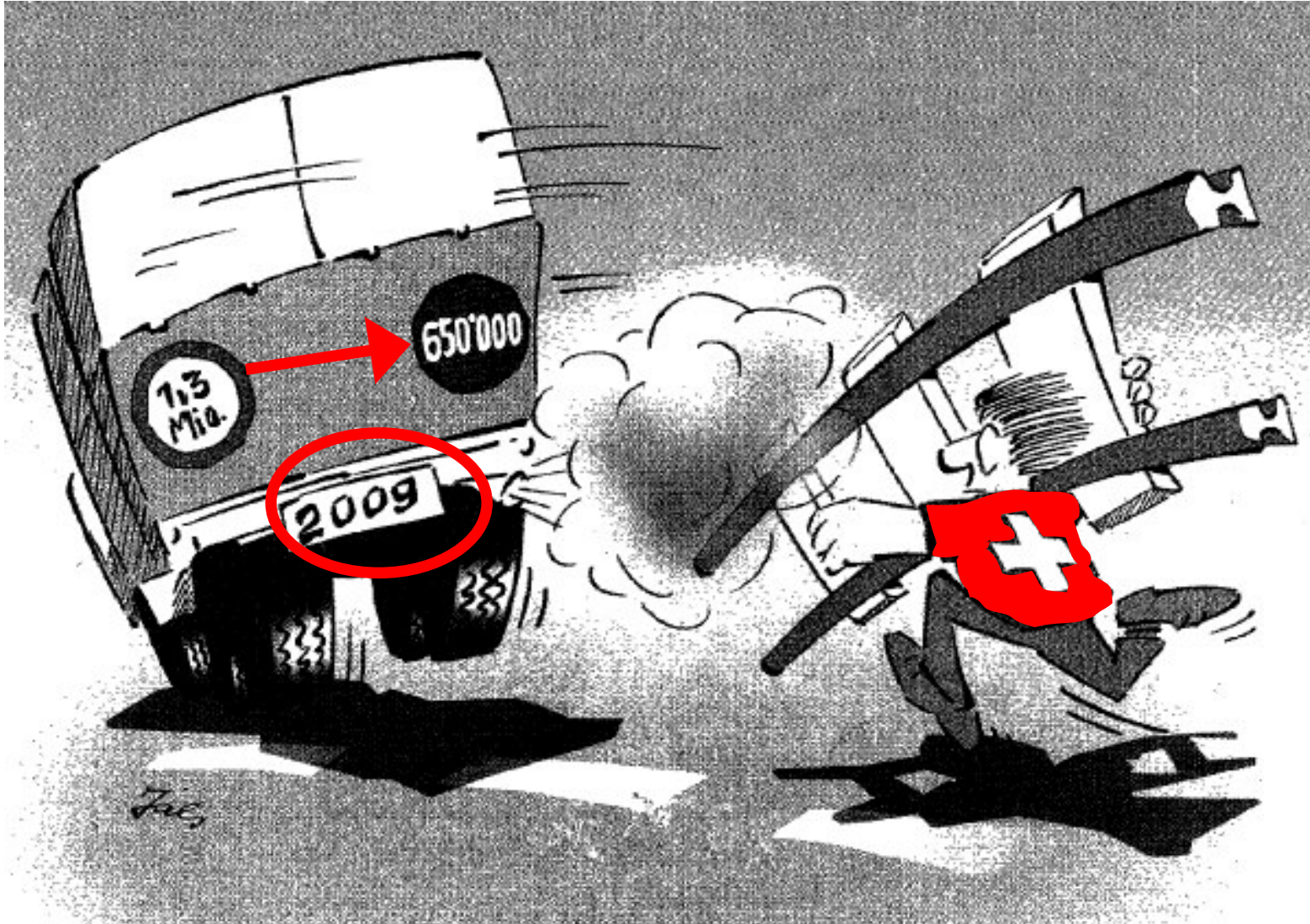
- ▶ the aim of protecting the alpine region from the negative effects of transit traffic by road**
- ▶ requires the transfer of trans-alpine heavy goods traffic from road to rail**
- ▶ prohibits any increase in the capacity of the transit roads in the alpine region**
- ▶ The corresponding and non-discriminatory implementation of this constitutional article is detailed in the Traffic Transfer Act of 8.10.1999.**

2. Goals of policy of modal shift

Traffic Transfer Act of 8.10.1999

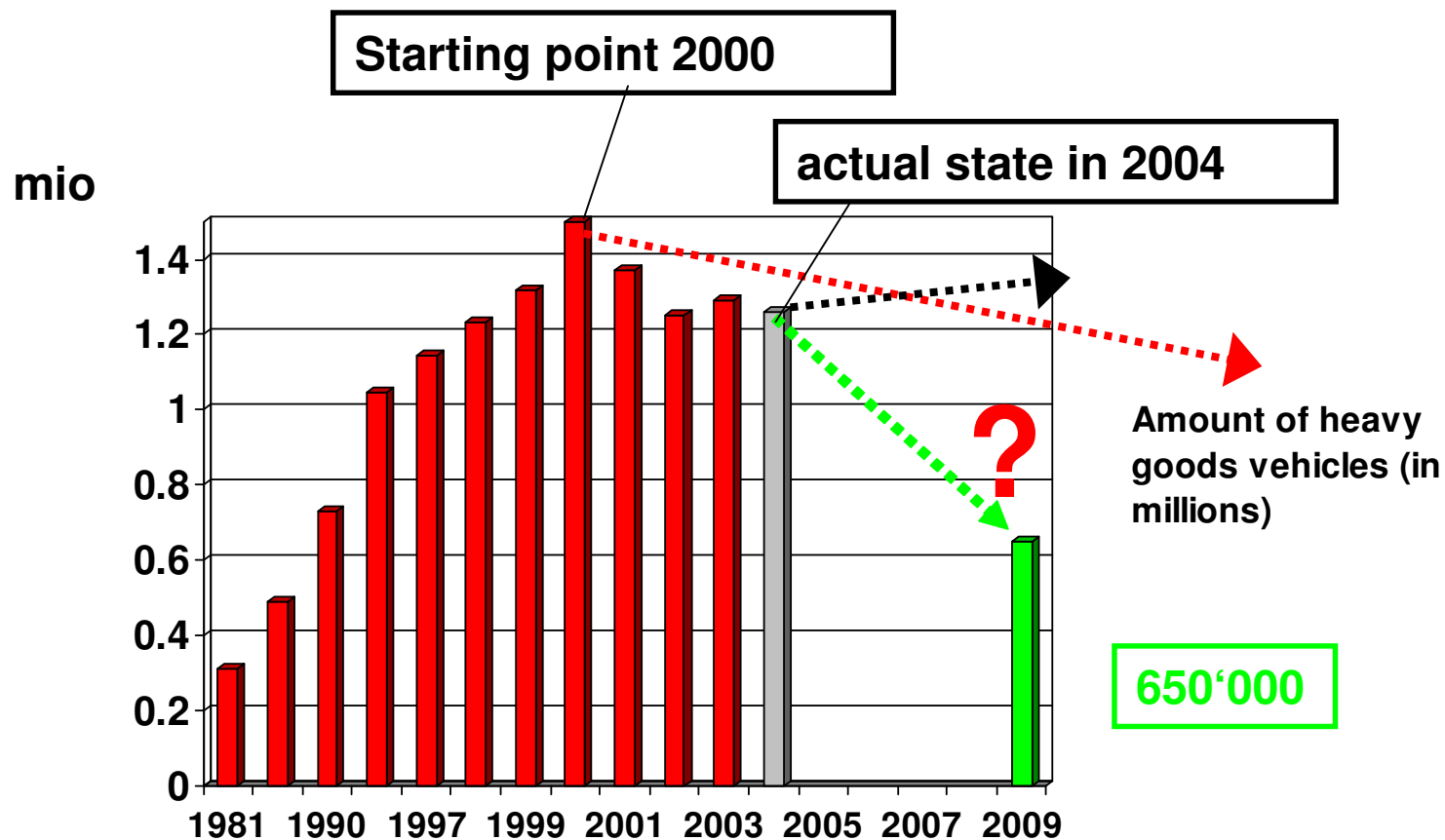
- ▶ The number of heavy good vehicles crossing the Alps by road shall be reduced to a maximum of 650'000 per year as quickly as possible, at the latest, however, two years after the opening of the new Lötschberg base tunnel.**

2. Goals of policy of modal shift



2. Goals of policy of modal shift

Development of transalpine road freight traffic (number of heavy vehicles)



Swiss Freight Transport Policy

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3. Instruments of modal shift

Constitutional mandate to shift transalpine freight traffic from road to rail (Art. 84)

**Bilateral Land
Transport
Agreement
CH – EC /
MRHVF**

**Railway Reform
(Improved Rail
Efficiency)**

**Rail Infrastructure
(RAIL 2000,
NRLA)**

**Traffic Transfer Act
(supporting measures)**

3. Instruments of modal shift

Constitutional mandate to shift transalpine freight traffic from road to rail (Art. 84)

Instruments: HVF

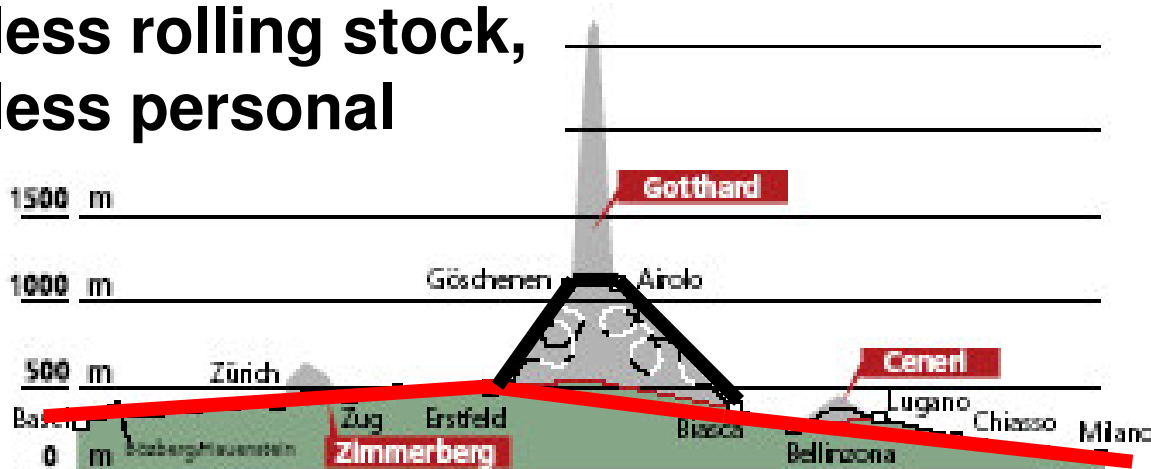
**Bilateral Land
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**2001: introduction
heavy vehicle fee:
internalisation of
external costs**

3. Instruments of modal shift

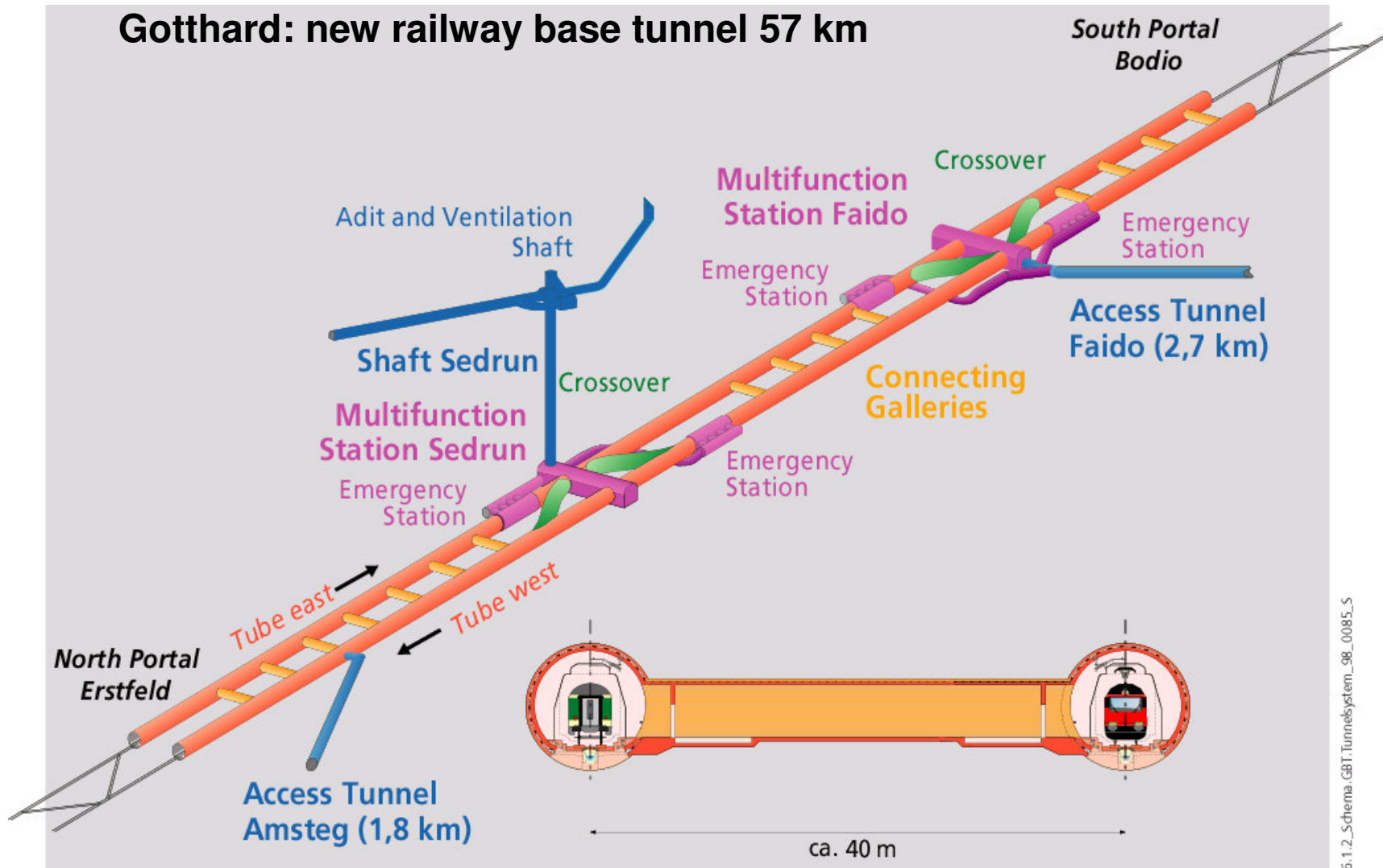
Constitutional mandate to shift transalpine freight traffic from road to rail (Art. 84)
Instruments: new railway base tunnels

Productivity gains
of a flat tunnel:
Faster trains,
less rolling stock,
less personal



20 billions EUR

3. Instruments of modal shift



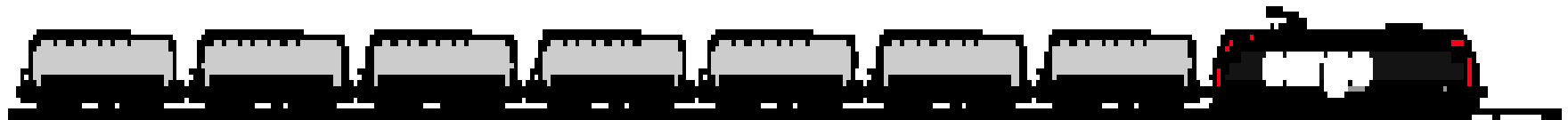
3. Instruments of modal shift

Kinds of rail freight traffic through the Alps:

Wagon load transport



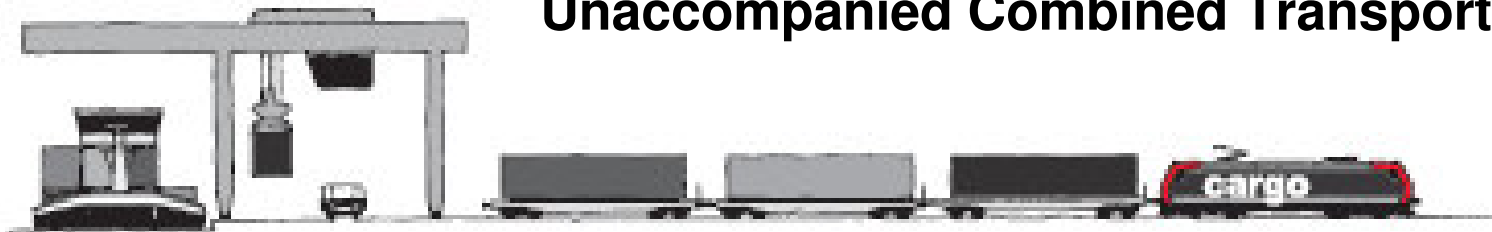
Block train transports



Rolling Highway / Accompanied Combined Transport



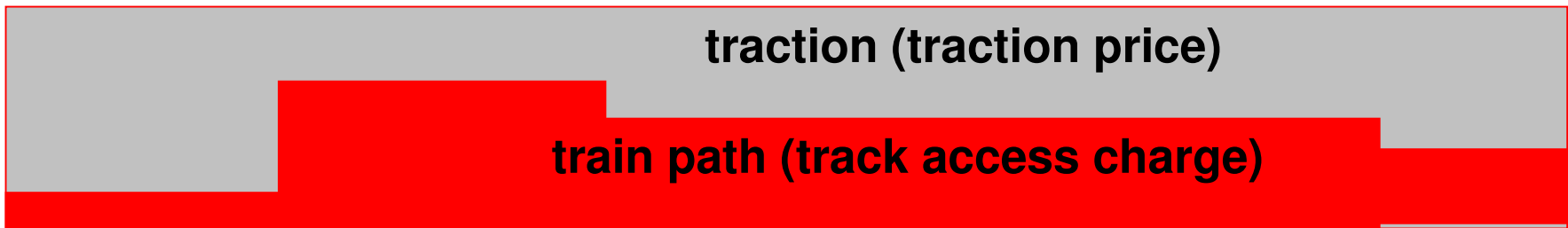
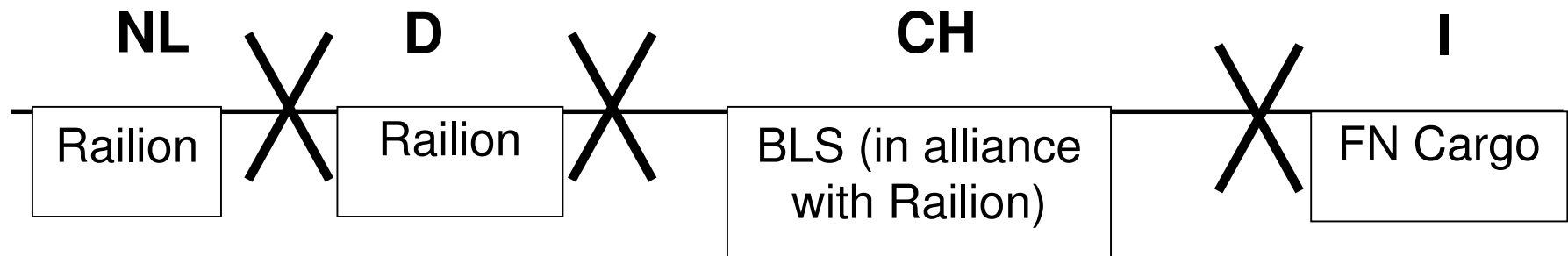
Unaccompanied Combined Transport



3. Instruments of modal shift

RR & Supporting measures

The ,new' transport chain in the railways sector
(**after** Railways Reform)

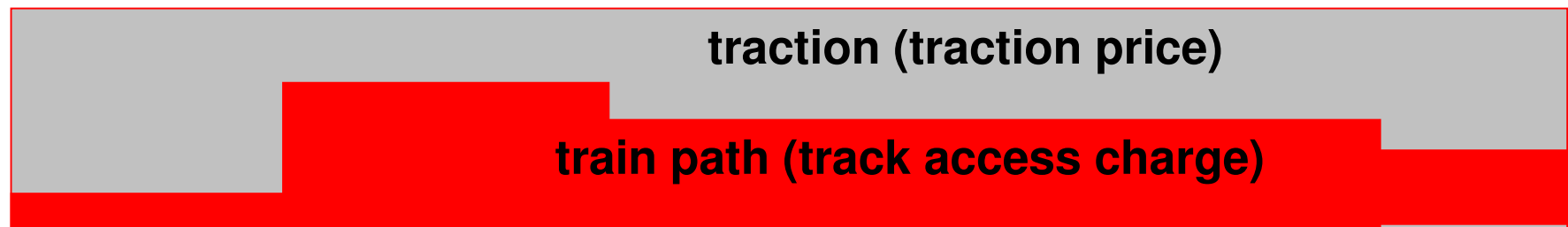
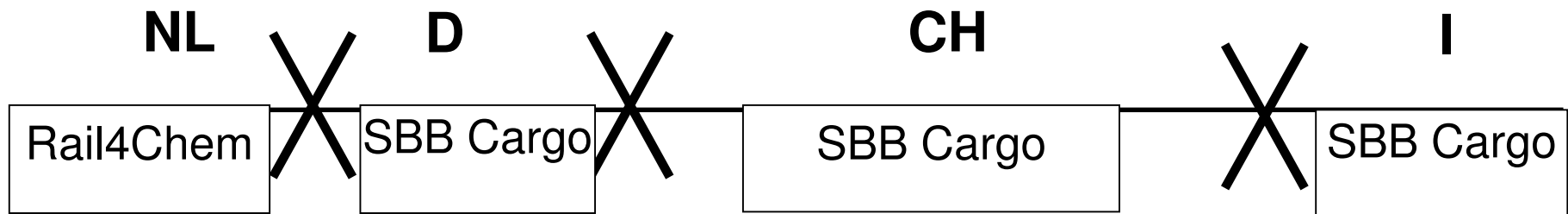


one contract – one bill:
one responsible freight carrier, some sub-freight carriers

3. Instruments of modal shift

RR & Supporting measures

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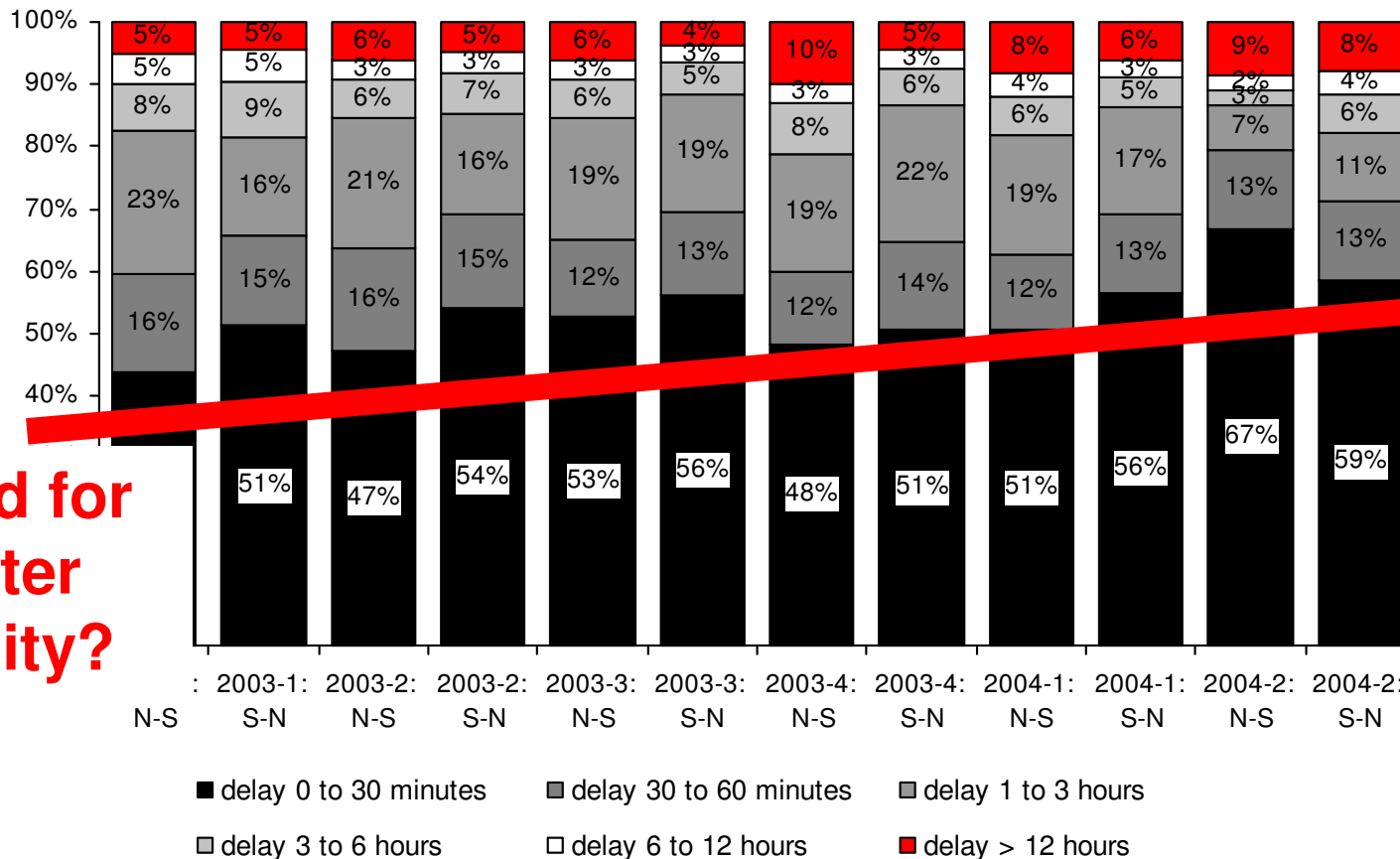


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3. Instruments of modal shift

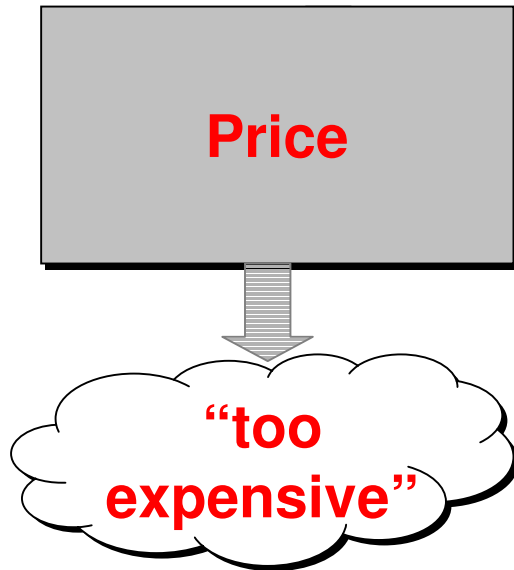
Supporting measures

Monitoring of quality: delays of trains in CT



3. Instruments of modal shift

Railway reform + supporting measures



- Ordering and subsidisation of shipments in unaccompanied combined transport
- Ordering and subsidisation of the Rolling Highway (Gotthard und Lötschberg)
- Subsidies to reduce the track access charges in freight traffic

3. Instruments of modal shift

Rolling Highway Transport: ‚Road logistics‘

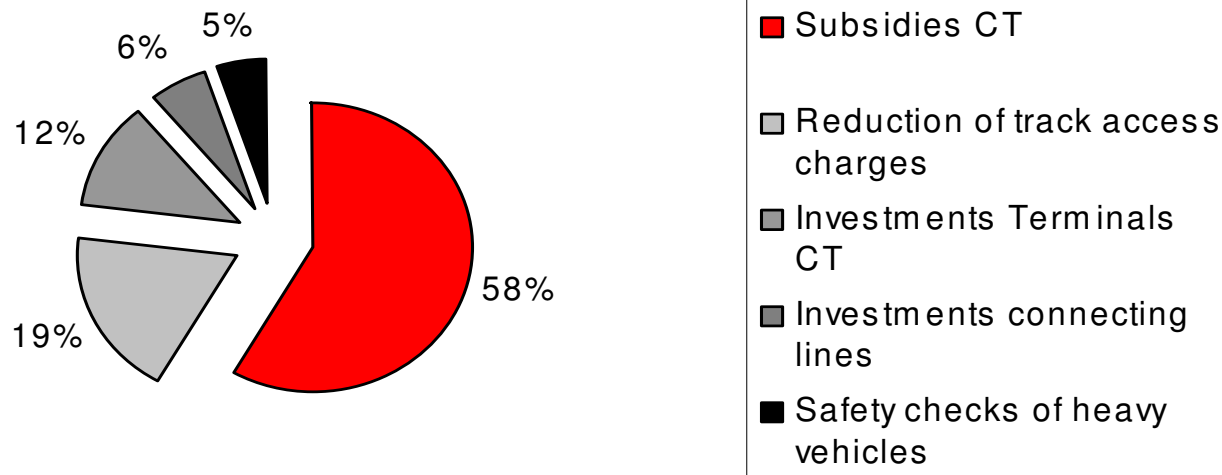
**Railway reform + supporting measures:
stimulation of rail freight traffic**

Unaccompanied Combined Transport: Intermodal logistics

3. Instruments of modal shift

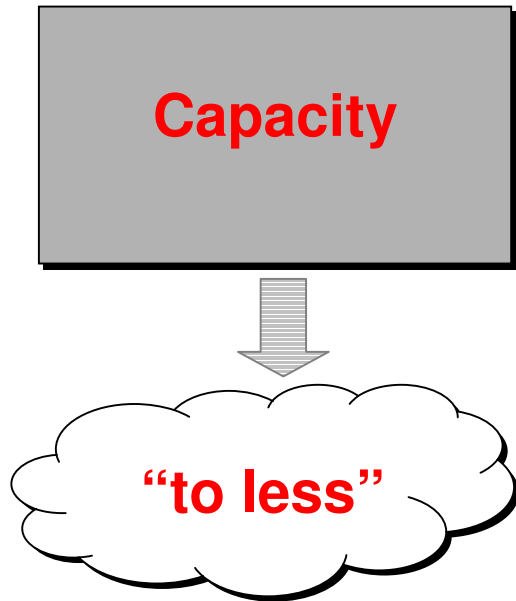
- ▶ Supporting measures
- ▶ What does it cost?

Distribution of subsidies (approx. CHF 350 millions per year): UCT and rolling highway are in the main focus of financial promotion



3. Instruments of modal shift

Railway reform + supporting measures



- Subsidisation of investments in terminals CT to guarantee the necessary capacities
- Integrated international planning of infrastructure capacities and train paths
- Flexibilisation of priority rules: Freight traffic and passenger traffic are equal in the schedule planning process

3. Instruments of modal shift

Positive intermedium evaluation:

- **number of heavy vehicles decreasing (1,4 -> 1,25 mio)**
- **higher productivity of road transport**
- **improvement of railway infrastructure**
- **improvement of railway freight services**
- **increase of transported net tons by rail**
- **slight increase of rail market share**

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