



# The Swiss Heavy Vehicle Fee

**Conference on sustainable freight transport in sensitive areas**

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*Matthias Rinderknecht, in replacement of Barbara Schär,  
Swiss Federal Office of Spatial Development, Berne*



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# Swiss policy on freight transport

Pillars, anchored in  
Land Transport Agreement

Modernising the  
Swiss railways  
(infrastructure)

Swiss Heavy  
Vehicle Fee

Railway reform

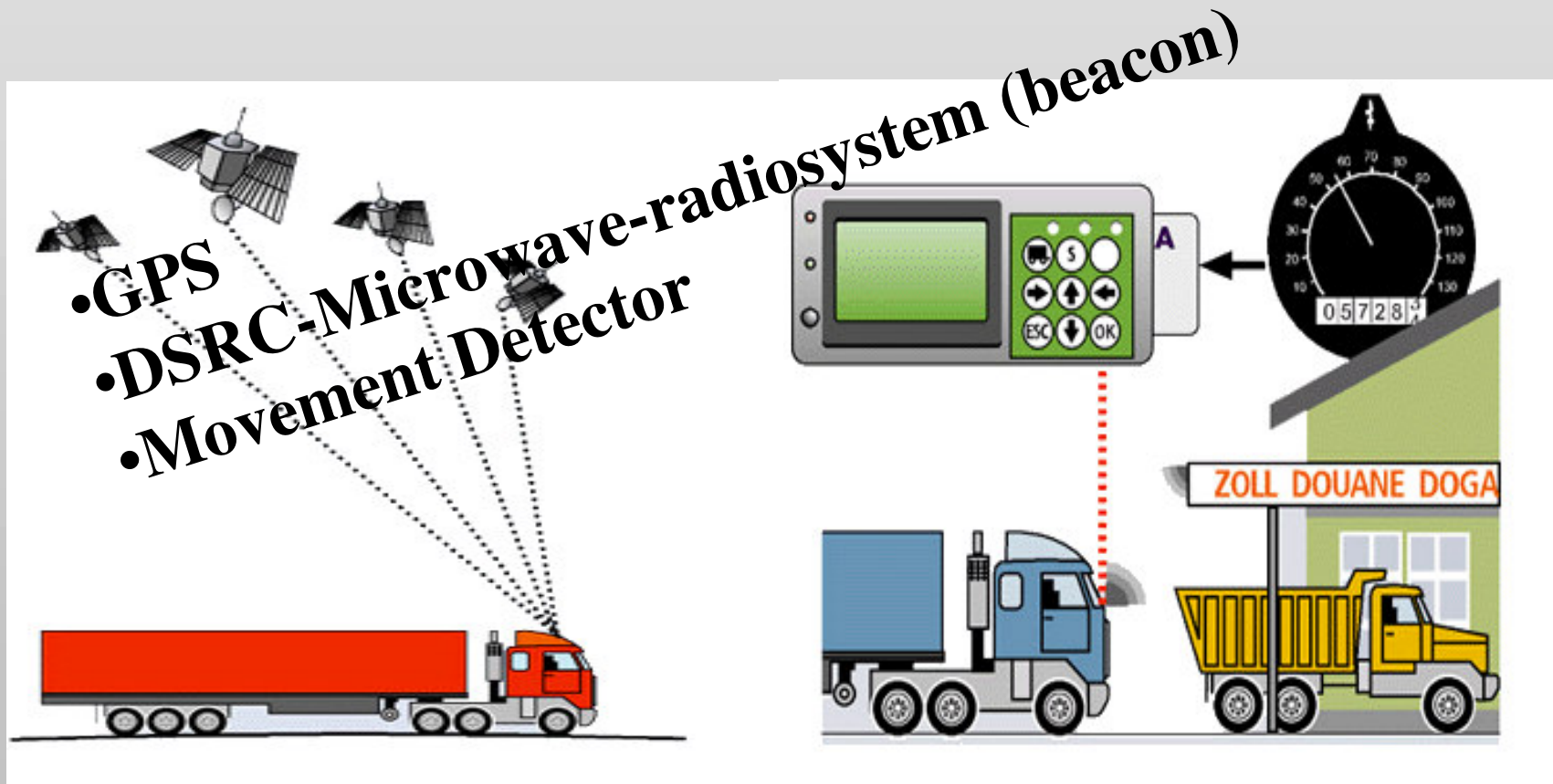


## HVF: Core elements

- Introduction on the 1st January 2001
- Vehicles > 3.5 tonnes
- Domestic and foreign vehicles (non discriminatory)
- On all Swiss roads (*area tolling, not network tolling*)
- Tariff per tonne and kilometre (average rate):
  - 2001: 1 Cent/tkm;
  - 2005: 1.7 Cent/tkm
- Electronic System („On-Board-Unit“) → mandatory for domestic vehicles



# HVF and on-board unit

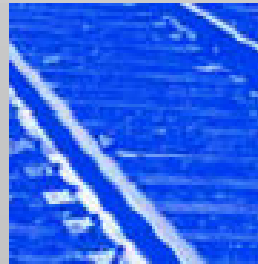




## HVF: Main features

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- „Polluter pays“ principle
- aiming shift from road to rail
- Environmental protection





## „Polluter pays“ principle

- External costs (noise, health, accidents, damages on buildings)
- Distance related: kilometres travelled on Swiss roads
  - *who travels a lot, pays a lot*
- Maximum permitted weight
  - *empty vehicles pay the same amount as loaded vehicles*
- Emission categories (Euro 0-V+)
  - *„dirty“ vehicles pay more than „clean“ vehicles*

# Calculation of the HVF: Examples

Rate / Emission category 2	X	Distance travelled in Switzerland	X	Weight of vehicle and trailer	=	
0.017 Euro	X	300 Km	X	30 tons	=	153 Euro
0.017 Euro	X	50'000 Km	X	30 tons	=	25'500 Euro



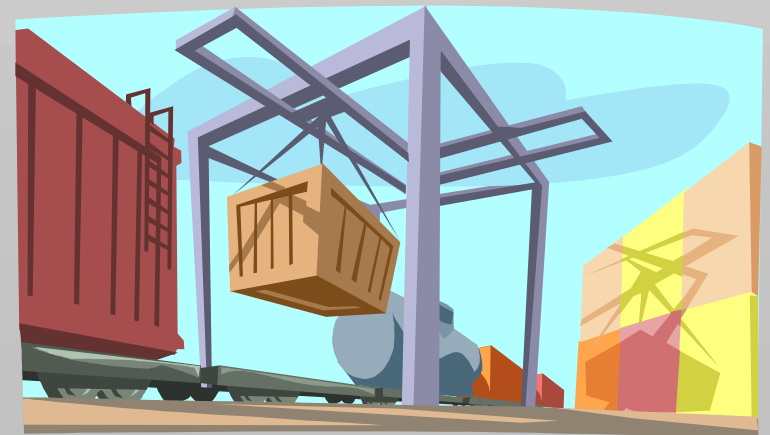
# Transfer to the rail

- Source of finance Alpine tunnels

2001: 510 Mio Euro → 340 Mio Euro to Confederation (Railway Projects)

2005: 1020 Mio Euro → 680 Mio Euro to Confederation (Railway Projects)

- Compensation for higher weight limit





# Environmental protection

- Emission categories (Euro 0-V+) = incentive for faster vehicle fleet renewal
- Increase of productivity (less vehicles for more transported goods)
- Decrease of road performance compared to rail transport due to market oriented cost/pricebuilding
- Shift from road to rail



## Conclusions

- First positive effects → higher efficiency in road transport industry
- Modal shift policy needs a mix of measures (HVF, modernising Swiss railways (infrastructure, Railway reform))
- In harmony with EC policies