The Swiss Heavy Vehicle Fee

Conference on sustainable freight transport in sensitive areas

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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

• GPS
• DSRC-Microwave-radiosystem (beacon)
• Movement Detector
HVF: Main features

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

- **External costs** (noise, health, accidents, damages on buildings)
  - *who travels a lot, pays a lot*

- **Distance related**: kilometres travelled on Swiss roads
  - *empty vehicles pay the same amount as loaded vehicles*

- **Maximum permitted weight**

- **Emission categories** (Euro 0-V+)
  - *„dirty“ vehicles pay more than „clean“ vehicles*
Calculation of the HVF: Examples

<table>
<thead>
<tr>
<th>Rate / Emission category 2</th>
<th>Distance travelled in Switzerland</th>
<th>Weight of vehicle and trailer</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.017 Euro</td>
<td>300 Km</td>
<td>30 tons</td>
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<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0.017 Euro</td>
<td>50’000 Km</td>
<td>30 tons</td>
</tr>
</tbody>
</table>

= 153 Euro

= 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/price building
- 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