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Federal Department of the Environment, Transport,
Energy and Communications DETEC
Federal Office of Transport FOT
Policies Division

Sustainable cross-alpine Transport: The Swiss Experience

3 June 2022, Dr. Peter Füglistaler, Director



Adoption of the 1994 Alpine Initiative: mandate for a shift from road to rail

- Transalpine freight transport from border to border must be shifted from road to rail
- Forms the basis of the Swiss modal shift policy
- Implementation: without any discrimination against foreign countries





Swiss Modal Shift policy

Objectives

- 1) Shift cross-alpine freight from road to rail in a sustainable way
- 2) Establish an ecologically balanced relation between the transport modes

Art. 1 Zweck

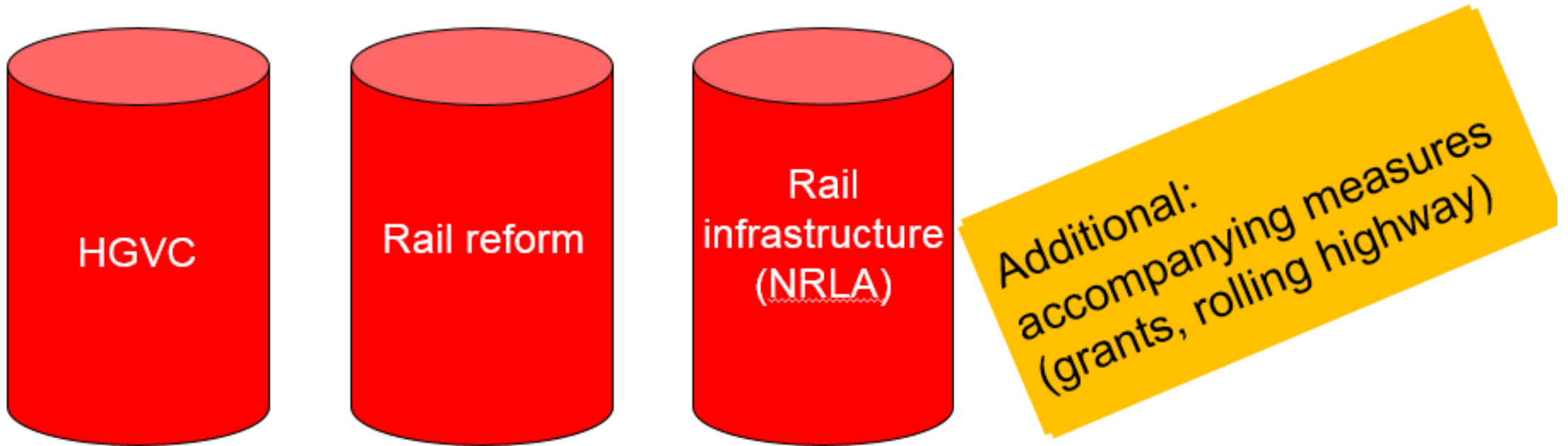
¹ Zum Schutz des Alpengebietes soll der alpenquerende Güterschwerverkehr auf nachhaltige Weise von der Strasse auf die Schiene verlagert werden.

² Zwischen den Verkehrsträgern des alpenquerenden Güterschwerverkehrs soll ein ökologisch ausgewogenes und den wirtschaftlichen Bedürfnissen entsprechendes Verhältnis bestehen.



Swiss Modal Shift policy

Key Elements implemented since 2001

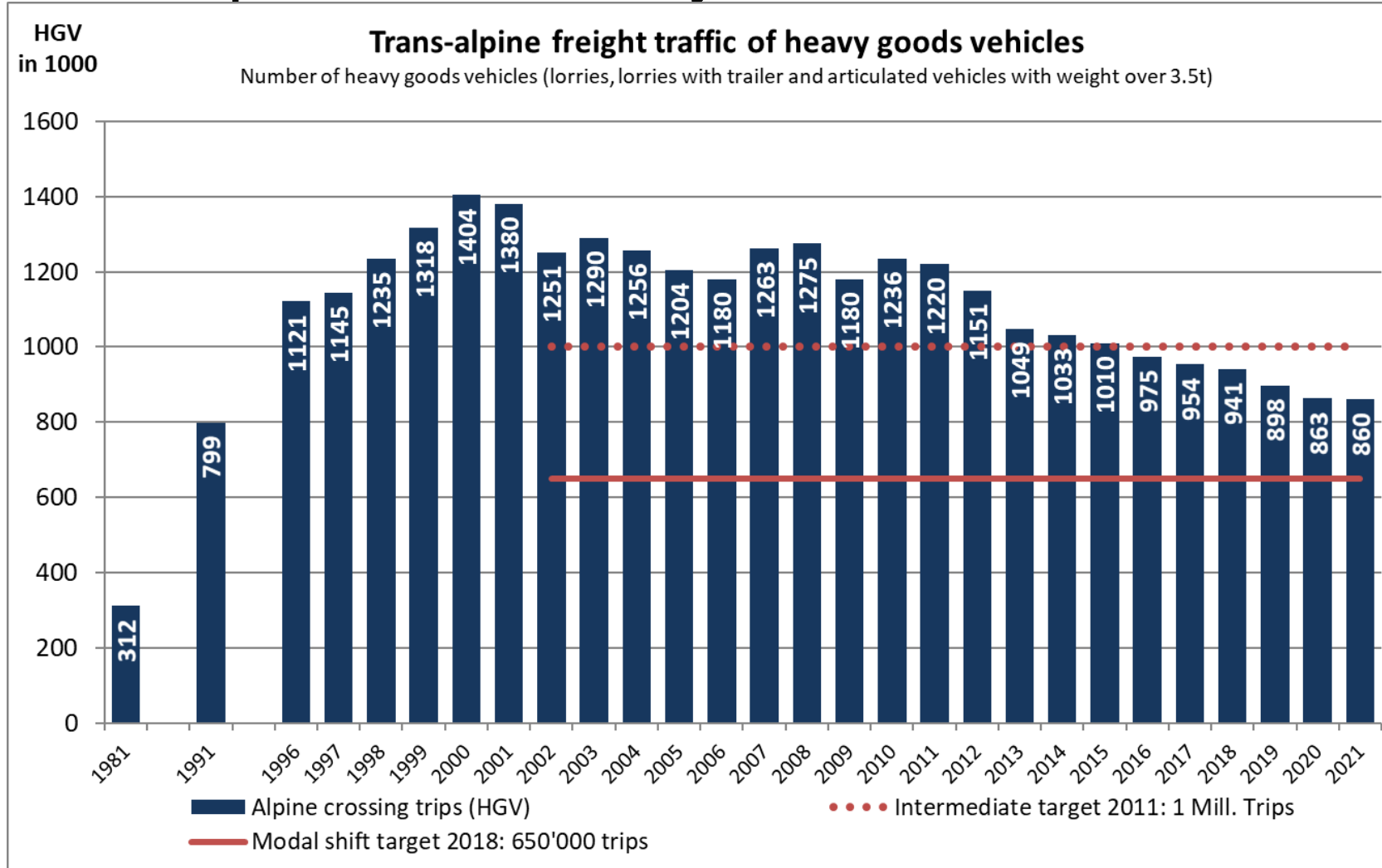


Target: Reducing transalpine journeys to 650,000 by 2018



Effects

Development of Heavy Vehicles



Since 2000:
-38.7 % /
-540'000 HGV

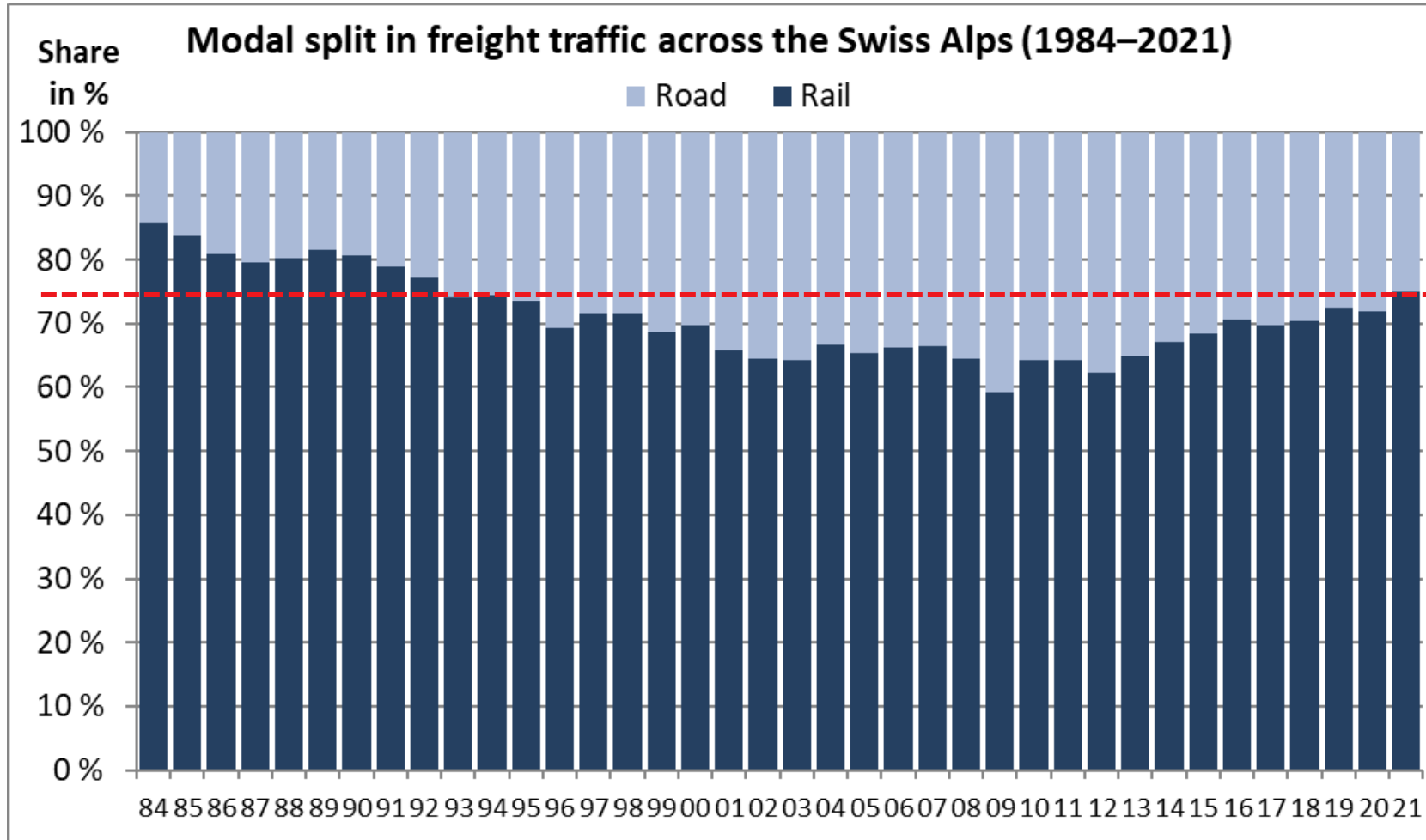
Target not yet met

→ Requires long breath



Effects

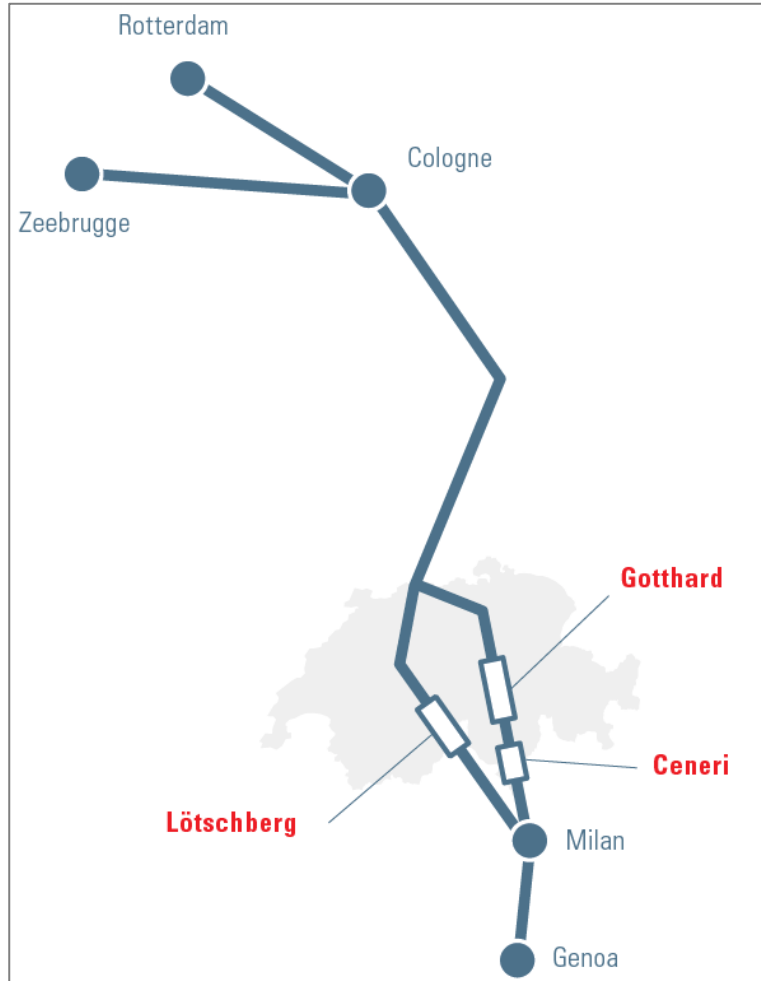
Development of Modal Split



- 2021: highest share of rail since 30 years (~75 %)



Switzerland is at the heart of the Rhine-Alpine Corridor



- **Lötschberg-Base Tunnel** in 2007
- **Gotthard-Base Tunnel** in 2016
- **Ceneri Base Tunnel** and 4-Meter-Korridor in 2020
- Modernizing the rail infrastructure (NRLA)



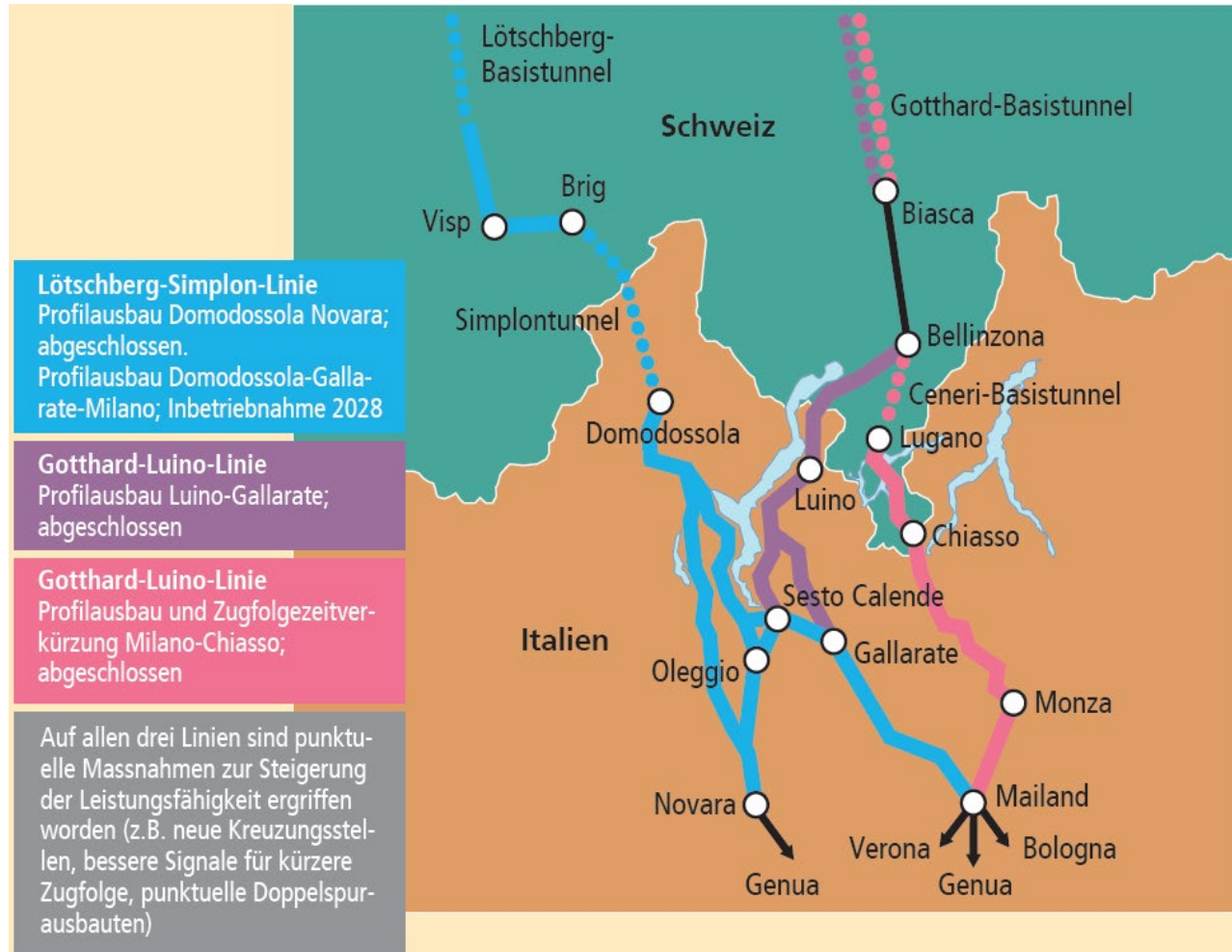
Challenges for the FOT Northern Access Lines



- Improve access lines to NRLA
 - Right bank: Capacities in Germany
 - Left Bank: 4-Meter-corridor on RFC North Sea Mediterranean
- Identify additional potential for modal shift along the corridor
- Monitor performance of the NRLA



Challenges for the FOT Southern Access Lines



- Improve access lines to NRLA
 - Improve and secure capacities for rail freight
 - Enhance 4-Meter-Corridor



Challenges for the FOT General

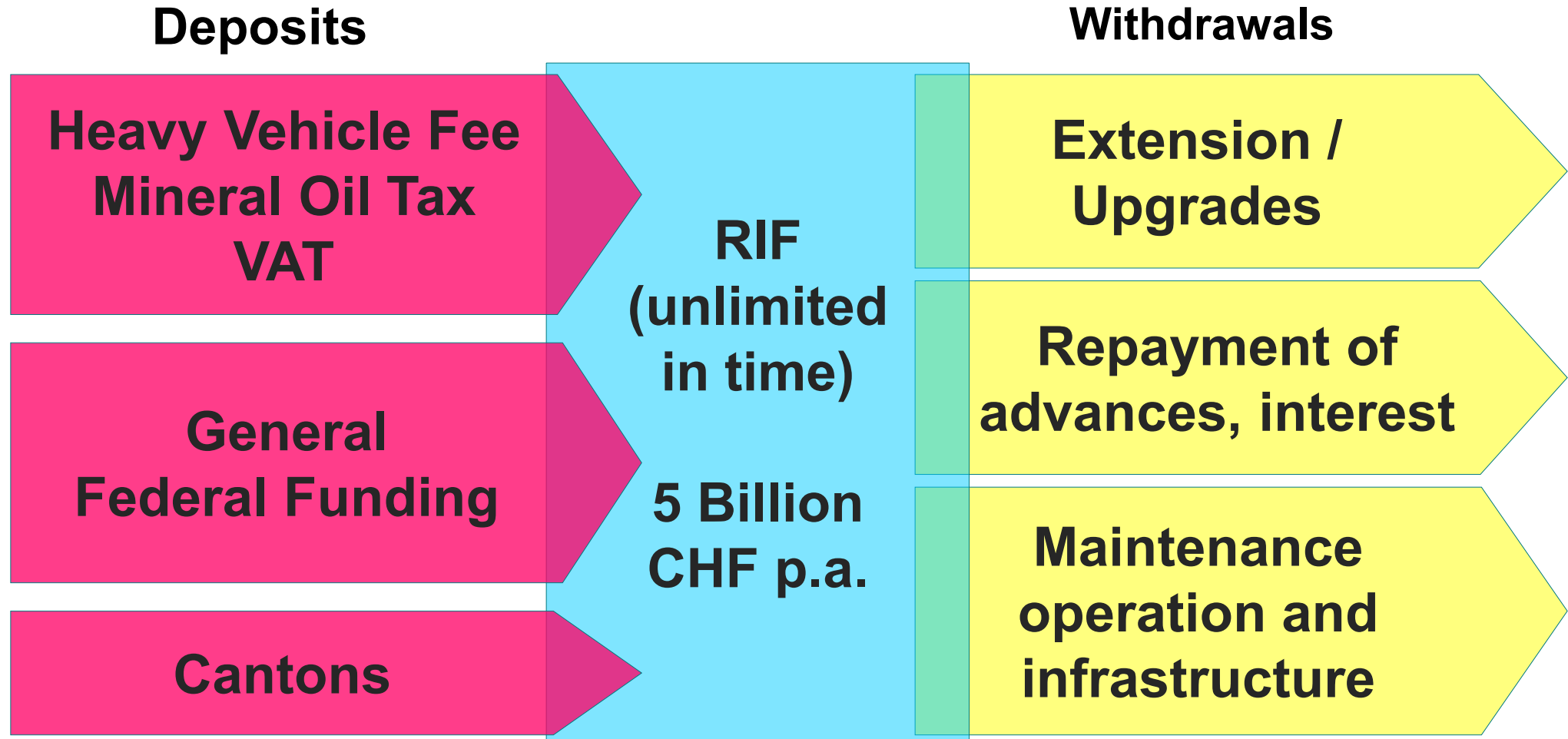
- Guarantee planning reliability for all stakeholders also in the future
- Integrated planning of infrastructure (STEP)
- Manage future capacities:
 - Network Utilization Concept
 - Network Utilization Plans
- Equal status for passenger and freight transport





Core funding of national railway infrastructure

Railway Infrastructure Fund (RIF)





Experiences of 40 Years of Shifting Goods from Road to Rail

1. Large Investments in Rail Infrastructure along Corridors
 2. Standardised and interoperable infrastructure parameters
 3. Investments in Terminals
 4. Open Access
 5. Dedicated Capacities for Freight traffic
 6. Specialised Operators and Railway Undertakings
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Thank you for your attention