



**Economic and Social
Council**

Distr.
GENERAL

ECE/TRANS/WP.24/2009/9
25 September 2009

ENGLISH
Original : ENGLISH AND FRENCH
ENGLISH AND FRENCH ONLY

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Intermodal Transport and Logistics

Fifty-second session
Geneva, 12-13 October 2009
Item 4 of the provisional agenda

**MONITORING OF NATIONAL POLICY MEASURES
TO PROMOTE INTERMODAL TRANSPORT**

Transmitted by the Government of Switzerland

Note by the secretariat

At its sixty-ninth session, the Committee on Inland Transport (ITC) had decided that the Working Party on Intermodal Transport and Logistics should continue, possibly in a streamlined manner, the work carried out by the European Conference of Ministers of Transport (ECMT) in (a) monitoring and analysing national measures to promote intermodal transport and (b) monitoring enforcement and review of the ECMT Consolidated Resolution on Combined Transport (CEMT/CM(2002)3/Final) (ECE/TRANS/192, paragraph 90).

In accordance with the decisions of the Working Party at its forty-eighth session, the secretariat circulated a pre-filled questionnaire to the member States of the United Nations Economic Commission for Europe (UNECE) with a view to obtaining an update of national policy measures on the promotion of intermodal transport in a consistent and comparable way (ECE/TRANS/WP.24/117, paragraphs 21-24).

The present document contains the response to the above-mentioned questionnaire received from the Government of Switzerland.

**RESULTS OF THE QUESTIONNAIRE ON NATIONAL POLICY MEASURES
TO PROMOTE INTERMODAL TRANSPORT**

	OBJECTIVES AND ISSUES¹	EXPLANATIONS
1	Importance of intermodal transport in national transport policy	<p>Combined transport is a key area of Swiss transport policy in view of its role as an instrument to promote the transfer of freight transport from road to rail. Combined transport operations in Switzerland started in 1968.</p> <p>Measures to support and promote combined transport include:</p> <ul style="list-style-type: none"> - Introduction of a service-related charge for heavy goods road vehicles (RPLP) (<i>redevance sur le trafic des poids lourds liée aux prestations</i>) on 1 January 2001. This charge was increased on 1 January 2005, together with the maximum weight of heavy goods road vehicles which was set at 40 tonnes. Another change in the charge took place in 2008. In 2009, a heavy goods road vehicle of 40 tonnes travelling 300 km on Swiss territory is charged 325 Swiss Francs² on average; - Construction of new transalpine rail crossings (at a total cost in 1998 prices of 18.7 billion). The Lötschberg tunnel was opened in June 2007. The Gotthard tunnel (in the south prolonged by the Ceneri tunnel) will come into operation in 2017; - Land Transport Agreement between the European Community and Switzerland: the promotion and financial support for combined transport are explicitly included in this Agreement; - The Law on the shift of freight traffic, which entered into force on 1 January 2001 and was accompanied by a credit framework in the order of SwF 2,83 billion until 2010 has allowed to take a number of measures in the field of road and rail transport (particularly financial aid). By 31 December 2010 at the latest, this law must be replaced by legislation on the shift of freight traffic which has been

¹ For a detailed description of the issues and objectives stipulated in the ECMT Consolidated Resolution refer to ECMT document CEMT/CM(2002)3/FINAL. The objectives and issues contained in the Resolution have been consolidated by the secretariat (for example, the issues of “fair competition” and “transparent and competitive pricing” is mentioned in several indents in the ECMT Resolution).

² Swiss Francs will be abbreviated to SwF in the remainder of the document.

	OBJECTIVES AND ISSUES¹	EXPLANATIONS
		<p>approved already by the Parliament, but has not yet entered into force. This law foresees in particular that, two years after the opening of the Gotthard tunnel, the number of lorries transiting the Alps annually shall be limited to 650,000. In order to achieve this objective, the Swiss Parliament has adopted a general credit framework in the order of SwF 1.6 billion for the period 2011-2018 to facilitate freight traffic across the Alps. In addition, as part of the same law, the Parliament has also provided a credit framework in the order of SwF 200 million for the period 2011-2015 for internal rail freight traffic. These funds are available to support rail freight traffic in individual wagons as well as for non-accompanied combined transport that is not crossing the Alps (import, exports and internal traffic).</p>
2	National and international bodies	
	2.1 Take measures to improve <u>national</u> policy coordination (environment, land use, transport)	No remarks.
	2.2 Take measures to improve <u>international</u> policy coordination (environment, land use, transport)	No remarks.
3	Costs and prices	
	3.1 Establish fair competition between modes	One of the objectives of the RPLP is to encourage the transfer of freight traffic from road to rail. By internalizing infrastructure and external costs, the RPLP has improved the framework conditions for rail transport.
	3.2 Develop cheaper and more efficient interfaces between modes of transport	No remarks.

	OBJECTIVES AND ISSUES¹	EXPLANATIONS
4	Networks, terminals and logistics centres	
	4.1 Implement international standards (e.g. AGTC Agreement and its Protocol on inland waterways)	Switzerland has ratified the AGTC Agreement on 11 February 1993 and its Protocol on inland waterways on 4 March 1998. The international standards enshrined in these international legal instruments are applied.
	4.2 Integrate terminal planning into national, regional or cross-border transport and land-use planning	No remarks.
	4.3 Take administrative measures to improve terminal access	No remarks.
	4.4 Take administrative measures to improve terminal operations and facilities	No remarks.
5	Interoperability	
	5.1 Ensure compatibility of railway information and signalling systems	In 2009, the Ministers of Transport of Germany, Italy, the Netherlands and Switzerland signed a joint Declaration that foresees implementation of the ETCS (European Train Control System) along the entire corridor A (Rotterdam-Genoa) by the year 2015. Switzerland plays a pioneering role in the introduction of this standard system allowing for automatic signaling and control of trains. ETCS Level 2 has been introduced with success on the new railway line between Mattstetten and Rothrist and through the Lötschberg tunnel. This system is also planned to be used for the Gotthard and Ceneri tunnels. On other parts of the standard gauge rail network, the present systems are at first replaced by ECTS Level 1 (limited supervision).

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	5.2 Introduce electronic information systems	No remarks.
	5.3 Other measures	No remarks.
6	Financial and fiscal support measures	
	6.1 Financial support for investments (installations, rolling stock, systems, etc.)	<p>Under the Decree on combined transport, the Swiss Government can award non-reimbursable investments or loans for:</p> <ul style="list-style-type: none"> - construction, procurement or renovation of installations and equipment for transshipment between modes of transport; - extension of rail installations that are necessary for combined transport operations; - procurement of rail wagons for combined transport; - other investments that facilitate and promote combined transport. <p>Funds in the order of around SwF 40 million are available annually for such financial support. The provision of such funds requires compliance with certain conditions. In particular, supported installations must be able to operate without external financing after a period of 10 years. Under certain conditions, financial support could also be provided for the construction of terminals outside Switzerland, particularly if it contributes to an increase in the share of rail traffic through Switzerland.</p> <p>Under the legislation regulating the connection of rail sidings, private companies may benefit from non-recoverable grants for construction of branch lines serving directly their sites. These funds amount to around SwF 20 million per year.</p>

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	6.2 Financial support for operations (specific, initial operations, etc.)	<p>Under the Decree on combined transport, the Swiss Government also contributes to operating costs (expenditure not covered in budget forecasts) linked to services that have been requested by the Swiss Government in the form of combined transport services. These allowances are calculated by number of trains and consignments transported. In 2008, based on the 2001 Law on the shift of traffic, the Swiss Government has granted SwF 218 million for such financial support for operations.</p> <p>The Swiss Federal Office of Transport has noted that, as a result of the economic crisis, non-accompanied combined transport has decreased more rapidly than road transport. This is due to competition and the development of prices in the road sector. In order to counterbalance these divergent developments in road and non-accompanied combined transport, the Swiss Government has decided to increase considerably the maximum financial support per consignment in 2009. These additional financial support measures are expected to allow non-accompanied combined transport operators to offer their clients competitive prices vis-à-vis road transport.</p> <p>Furthermore, the Swiss Federal Office of Transport has opened an international competitive bid for the provision of Rolling Highways across the Swiss Alps for 2012-2018. The objective of this measure is to increase the volume of accompanied combined transport in Switzerland and to improve the efficiency of support measures. The total amount of funds available for the period 2012-2018 is in the order of CHF 350 million. These funds are part of the credit framework provided by the law on the shift of freight traffic.</p>
	6.3 Fiscal support measures (vehicle tax, road user fee exemptions, etc.)	<p>In accordance with the legal provisions of the RPLP, owners of road vehicles using non-accompanied combined transport benefit from a general reimbursement of the RPLP in the order of CHF 24 per loading unit or semi-trailer of a length between 18 and 20 feet and CHF 37 for loading units or semi-trailers longer than 20 feet. Through this measure around CHF 20 million are reimbursed annually to road transport operators.</p>

	OBJECTIVES AND ISSUES¹	EXPLANATIONS
7	Regulatory support measures	
	7.1 Exemption from restrictions and traffic bans	The ban on night-time driving for road freight transport between 10.00 p.m. and 5.00 a.m. and on Sunday driving is encouraging transport operators to use rail services. In accordance with the Decree on lorry drivers, the time spent by a lorry driver on a train in combined transport could be counted as break period or may be added, under certain conditions, to the daily rest period.
	7.2 Liberalization of initial and terminal hauls	No remarks.
	7.3 Higher weight limits for road vehicles transporting intermodal loading units	In addition, while the maximum weight of lorries with more than four axes, of road trains and of articulated vehicles is limited to 40 tonnes, the maximum permissible weight of these vehicles is increased to 44 tonnes if used in non-accompanied combined transport (containers, swap-bodies, semi-trailers) for haulage towards or from a terminal or a Swiss port.
	7.4 Facilitation of documentary controls	No remarks.
	7.5 Bonus systems for using intermodal transport	No remarks.
	7.6 Strict enforcement of road haulage regulations	No remarks.
	7.7 Other regulatory support measures	No remarks.
8	Transport operations	
	8.1 Liberalize access to the rail networks	No remarks.
	8.2 Liberalize access to inland water transport	No remarks.

	OBJECTIVES AND ISSUES¹	EXPLANATIONS
9	Market monitoring	
	9.1 Ensure availability of coherent and reliable data	The Swiss Federal Office of Transport has monthly statistics on the development of tonnage transported by accompanied (RoLa) and non-accompanied combined transport. As part of its analytical accompanying measures, the Swiss Federal Office of Transport has also developed qualitative criteria, such as a database on the development of delays at arrival of combined transport trains.
	9.2 Establish inventories of bottlenecks	No remarks.
	9.3 Establish short sea shipping information offices	No remarks.
10	Foster innovations covering all components of the transport chain	
		The Swiss Federal Office of Transport has carried out several studies on combined transport during the past years. They have addressed in particular the: <ul style="list-style-type: none"> - impact of non-accompanied combined transport on conventional rail freight; - consequences of the economic crisis for non-accompanied combined transport.
11	Operators in intermodal transport chains	
	11.1 Promote cooperation and partnership agreements	No remarks.
	11.2 Promote use of intermodal transport for the transport of dangerous goods	No remarks.
	11.3 Promote use of international pools of rail wagons	No remarks.

	OBJECTIVES AND ISSUES¹	EXPLANATIONS
	11.4 Promote operation of rail block trains between terminals	Virtually all services operated by Hupac SA are shuttle trains between main terminals.
	11.5 Promote the use of effective and compatible EDI systems (e.g. tracking and tracing, etc.)	HUPAC has also introduced electronic systems that allow the booking of places, the tracking of trains and the provision of information for clients in case of delays.
