Transalpine freight traffic in Switzerland

R. Ballaman

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Outline

• Which transport system for goods through the Alps?
• From the road to the rail: a fair and efficient distance-related heavy vehicle fee (HVF)
  • One system with several goals
  • Clean lorries drive cheaper
  • How to check the outcome?
Freight traffic crossing the Alps
Mio tons/year

Quelle: Bundesamt für Verkehr

rail
road
Transalpine freight traffic in Switzerland

2010

Freight transport

Güterverkehr Strasse/Schiene in Prozent

Quelle: Bundesamt für Verkehr

Presented by swissinfo.ch
### Most important accompanying measures of Swiss transit transport policy

<table>
<thead>
<tr>
<th>Measure</th>
<th>Content</th>
<th>Period</th>
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</thead>
<tbody>
<tr>
<td>AlpTransit/NEAT</td>
<td>New transalpine rail tunnels through the Gotthard and Lötschberg</td>
<td>Lötschberg: opened in 2007</td>
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<td></td>
<td></td>
<td>Gotthard: Scheduled to open in 2016</td>
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<tr>
<td>Transfer Law</td>
<td>Foundations for accompanying measures such as promoting combined transport. Makes the necessary funding available (1,830 million Swiss francs). Contains the basis for introducing an Alpine Crossing Exchange.</td>
<td>Payment structure for 2011–2018</td>
</tr>
<tr>
<td>Rail reform</td>
<td>The rail reform introduces intra-modal competition into rail transport. There is free access to the European network for goods transport. The SBB is refinanced.</td>
<td>In force since the beginning of 1999</td>
</tr>
</tbody>
</table>
New transalpine rail tunnels

rail transport tons/year

2010
The external costs of heavy goods traffic in 2007

In million Swiss francs, Total 1746

- Accidents 155
- Noise 261
- Health care costs due to air pollution 546
- Climate costs 158
- Damage to buildings due to air pollution 92
- Nature and landscape 64
- Further domains 202
- Congestion costs 269
The distance-related heavy vehicle fee: one system with several goals

The HVF has many goals. For the first time in Europe, the external costs of freight transport are being internalised. It will also help to finance large-scale railway projects. At the same time it is an important instrument for encouraging the transfer of goods to rail.
Heavy vehicle fee: rates

<table>
<thead>
<tr>
<th>Euro category</th>
<th>rate (ct./tkm)</th>
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</thead>
<tbody>
<tr>
<td>Euro 0, I, II</td>
<td>3.10</td>
</tr>
<tr>
<td>Euro III</td>
<td>2.69</td>
</tr>
<tr>
<td>Euro IV, V</td>
<td>2.28</td>
</tr>
</tbody>
</table>

- 10% discount for Euro II and III vehicles retrofitted with DPF
- 10% discount for Euro VI (i.e 2.05 ct./km)
Freight traffic crossing the Alps
(unit in 1000 heavy duty vehicles / year)
Monitoring of Supporting Measures – Environment (MSM-E)

7 monitoring stations to measure the air and noise pollution generated by road traffic (launched in 2004)
NOx concentrations 2003-2013 (ppb)

Quelle: Bundesamt für Umwelt BAFU, MFM-U

Transalpine freight traffic in Switzerland
PM10 concentrations 2003-2013 (µg/m³)

Quelle: Bundesamt für Umwelt BAFU, MFM-U
More information


Video on « Alptransit and Europe »:
http://www.bav.admin.ch/dokumentation/mediathek/03729/index.html#sprungmarke10_30
Additional information
Comparison of Transit fees on Fréjus, Gotthard and Brenner

<table>
<thead>
<tr>
<th>Route</th>
<th>Distance</th>
<th>Fréjus 2011</th>
<th>Gotthard 2011</th>
<th>Brenner 2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lyon–Santhià</td>
<td>346 km</td>
<td>270 Euro</td>
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<td></td>
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<tr>
<td>Basel–Chiasso</td>
<td>300 km</td>
<td></td>
<td>240 Euro</td>
<td></td>
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<tr>
<td>Wörgl–Verona</td>
<td>335 km</td>
<td></td>
<td></td>
<td>120 Euro</td>
</tr>
</tbody>
</table>

Transalpine freight traffic in Switzerland
On-board unit to register the driven mileage and file chip card for monthly report to customs authorities for accounting.
Driving control on the major traffic axes to check the functioning systems
Turning on/off of OBU by custom or identification card for personal notification