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## Economic Commission for Europe

### Inland Transport Committee

### Working Party on Intermodal Transport and Logistics

#### Sixty-third session

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Item 5 (b) of the provisional agenda

#### **Policies and measures in support of intermodal transport:**

#### **National measures to promote intermodal transport**

## **Updated information on measures to promote intermodal transport**

**Submitted by Switzerland\***

### **I. Introduction**

This document contains an update on the measures to promote intermodal transport received in 2019 through the questionnaire on the promotion of intermodal transport submitted by Switzerland.

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\* The present document contains the text submitted to the secretariat, reproduced without any changes.



## II. Proposed updates\*\*

<i>Objectives and issues</i>	<i>Explanations</i>
1. <b>Importance of intermodal transport in national transport policy</b>	<p>Combined transport is a key area of Swiss transport policy in view of its role as an instrument to promote the transfer of goods transport from road to rail. Combined transport services in Switzerland were introduced in 1968. Measures to support and promote combined transport include:</p> <ul style="list-style-type: none"> <li>• Introduction of a heavy goods vehicle charge (HGVC) on 1 January 2001, which was subsequently first increased on 1 January 2005 along with the increase in the maximum weight of heavy goods vehicles to 40 tonnes. Further rate adjustments were made in 2008 and 2017. In 2018, a heavy goods vehicle of 40 tonnes travelling 300 km on Swiss territory was charged 293 Swiss francs (SwF) on average.</li> <li>• Construction of new rail lines through the Alps (at a total cost in 1998 prices of SwF 18.7 billion). The Lötschberg Tunnel was opened in June 2007. The Gotthard Base Tunnel was opened in late 2016. The Ceneri Base Tunnel (south of Gotthard) is scheduled to come into service in late 2020. By the end of 2020, the 4-metre corridor through the Gotthard route should also be in operation. The infrastructure will thus be adjusted to enable longer, heavier and larger-gauge trains to use the two transit routes in Switzerland.</li> <li>• Land transport agreement between the European Community and the Swiss Confederation: the promotion of and financial support for combined transport are explicitly included in this agreement.</li> </ul> <p>The Traffic Transfer Act, which came into force on 1 January 2001 and was accompanied by a framework credit of SwF 2.85 billion until 2010, has made it possible to take a number of measures in the field of road and rail transport (including financial assistance). This Act was replaced on 1 January 2010 by the Goods Traffic Transfer Act. In particular, the Act provides that, two years after the opening of the Gotthard Base Tunnel (2018), the number of heavy goods vehicles crossing the Alps annually must not exceed 650,000. In order to achieve this goal, the Swiss Parliament approved an overall framework credit of SwF 1.675 billion for the period 2011–2023. Since the planned target of 650,000 heavy vehicle journeys through the Alps has not yet been reached (941,000 in 2018), an extension of the support beyond 2023 is currently under discussion. Corresponding political decisions are expected by 2020. As a measure to complement unaccompanied road transport, Switzerland also promotes the use of rolling road.</p>

\*\* For a detailed description of the issues and objectives covered in the ECMT Consolidated Resolution, see document CEMT/CM(2002)3/FINAL. The objectives and issues contained in the resolution have been consolidated by the secretariat, as appropriate (for example, the issues of “fair competition” and “transparent and competitive pricing” that are mentioned in various paragraphs of the ECMT resolution).

<i>Objectives and issues</i>	<i>Explanations</i>
<b>2. National and international bodies</b>	A limit was placed on the financial incentives of the Confederation for non-alpine freight traffic (combined transport and consignments in complete wagon loads) at the end of 2018. For the period between 2019 and 2027, federal incentives are to be provided only if the cantons order and pay for freight services. At present, this is exclusively the case for narrow-gauge railways. Approximately SwF 6 million is available annually for this purpose.
2.1 Take measures to improve national policy coordination (environment, land use, transport)	No remarks.
2.2 Take measures to improve international policy coordination (environment, land use, transport)	No remarks.
<b>3. Costs and prices</b>	
3.1 Establish fair competition between modes of transport	One of the objectives of HGVC is to encourage the transfer of freight traffic from road to rail. By internalizing infrastructure and external costs, HGVC has improved the overall business conditions for rail transport.
3.2 Develop cheaper and more efficient interfaces between modes of transport	No remarks.
<b>4. Networks, terminals and logistics centres</b>	
4.1 Implement international standards (e.g. AGTC Agreement and its Protocol on inland waterways)	Switzerland ratified the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) on 11 February 1993 and the Protocol on Inland Waterways on 4 March 1998. It applies the international standards contained in these international instruments.
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.

<i>Objectives and issues</i>	<i>Explanations</i>
<b>5. Interoperability</b>	
5.1 Ensure compatibility of railway information and signalling systems	<p>Within the framework of the Rhine-Alpine rail freight corridor (RFC), the transport ministers of Germany, Italy, the Netherlands and Switzerland signed a joint declaration in 2009 providing for the establishment of a European Train Control System (ETCS) along the entire corridor.</p> <p>Switzerland played a pioneering role in the introduction of this standardized system. The sections of the corridors and the entire Swiss standard gauge network (with the exception of a few minor sections) have been migrated to ETCS since the end of 2018. The sections are equipped with either ETCS Level 1 Limited Supervision or ETCS Level 2. With the Ceneri Base Tunnel, an additional ETCS Level 2 section will be put into service in 2020.</p> <p>Vehicles fitted with ETCS Baseline 3 release equipment no longer require Class B systems (SIGNUM/ZUB).</p> <p>On lines in the border area between Switzerland and neighbouring countries (Germany, France, Italy), ETCS has already been partly installed since 2018 or will be brought into service in 2019.</p> <p>In Switzerland, uniform rules apply to the construction of ETCS sections (design rules of the ETCS system manager). Thanks to these rules, it is possible to run standardized and interoperable installations. In Switzerland, interoperability tests have been carried out for years (similar to the ETCS System Compatibility tests required in TSI 2019). This makes it possible to prove that the section and the vehicle function correctly together in terms of interoperability. The tests are mainly carried out in the laboratories of the section equipment suppliers. Components on the ground and on board of the European Rail Traffic Management System from various suppliers are used in Switzerland.</p> <p>At present, more than 1,200 ETCS-equipped vehicles are running in Switzerland (including approximately 400 in cross-border areas and also on ETCS L2 sections abroad). In Switzerland, these vehicles cover about 40,000 km per day on ETCS Level 2 sections.</p>
5.2 Introduce electronic information systems	No remarks.
5.3 Other measures	No remarks.
<b>6. Financial and fiscal support measures</b>	

<i>Objectives and issues</i>	<i>Explanations</i>
6.1 Financial support for investments (installations, rolling stock, systems, etc.)	<p>The Confederation may offer contributions to cover expenditure for:</p> <ul style="list-style-type: none"> <li>• Construction, procurement, renovation or extension of works, installations and equipment for trans-shipment between modes of transport</li> <li>• Development of railway installations for combined transport</li> <li>• Connecting railway lines</li> </ul> <p>Contributions to cover such expenditure are to be paid only if the applicants share in the investment with their own resources. Under the law, which only provides for financial support for projects, the Confederation is not planning a terminal. Applicants (terminal owners or operators) receive, if their project has been deemed worthy, seed money on condition that each of them provide 40–60% equity. The contribution in support of the projects depends on their significance as regards transport policy, profitability and cost-effectiveness. The available budget is SwF 250 million for the period 2016–2019. This allocation also includes contributions to investments in connecting railway lines.</p>
6.2 Financial support for operations (specific, initial operations, etc.)	<p>Under the Ordinance on the Promotion of Goods Transport by Rail, the Confederation 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. Such allowances are calculated per train and according to the consignments carried. In 2018, the Confederation allocated SwF 112 million for unaccompanied transalpine combined transport and SwF 30 million for rolling road. The payment of SwF 9 million in allowances were made in 2018 for consignments in complete wagon loads not crossing the Alps and SwF 6 million for narrow-gauge rail freight. These additional allowances are expected to enable non-accompanied combined transport operators to offer their clients competitive prices in comparison to road transport.</p>
6.3 Fiscal support measures (vehicle tax, road user fee exemptions, etc.)	<p>In accordance with the ordinance on the heavy goods vehicle charge, owners of road vehicles undertaking journeys in non-accompanied combined transport receive a lump-sum reimbursement of the charge amounting to SwF 22 per loading unit or semi-trailer between 18 and 20 feet in length and SwF 33 for loading units or semi-trailers over 20 feet in length. Road transport operators receive approximately SwF 20 million to SwF 25 million in reimbursements per year under this measure.</p>
<b>7. Regulatory support measures</b>	
7.1 Exemption from restrictions and traffic bans	<p>In accordance with the ordinance on drivers, the time spent by a driver of a heavy goods vehicle on a train in combined transport may be counted as periods of availability or may be added, under certain conditions, to the daily rest period.</p>

<i>Objectives and issues</i>	<i>Explanations</i>
7.2 Liberalization of initial and terminal hauls	No remarks.
7.3 Higher weight limits for road vehicles transporting intermodal loading units	While the maximum weight of motor vehicles with more than four axles, road trains and articulated vehicles is limited to 40 tonnes, the maximum permissible weight of these vehicles may be increased to 44 tonnes for non-accompanied combined transport (containers, swap-bodies, semi-trailers) from or to 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	Increasing heavy vehicle inspections is a standby measure for the transfer of goods transport from road to rail. It aims to create a level playing field between rail and road and to further ensure road traffic safety, especially on transit routes, by enhancing law enforcement (closing traffic to non-compliant vehicles). Additional controls have been introduced in new competence centres. Heavy vehicle inspections focus on the following: weight, dimensions and technical condition of the vehicle (brakes, steering, general condition), driving licence and compliance with driving times and rest periods. The police also carry out alcohol and drug tests. In 2018, SwF 27 million was allocated to stepping up heavy vehicle inspections.
7.7 Other regulatory support measures	No remarks.
<b>8. Transport operations</b>	
8.1 Liberalize access to the rail networks	No remarks.
8.2 Liberalize access to inland water transport	No remarks.
<b>9. Market monitoring</b>	
9.1 Ensure availability of coherent and reliable data	The Swiss Federal Office of Transport has statistics on the development of net tonnage carried in rolling road and non-accompanied combined transport. As part of monitoring support measures, the Swiss Federal Office of Transport has also developed criteria for qualitative analysis, such as a database on changes in delays in the arrival of combined transport trains.
9.2 Establish inventories of bottlenecks	No remarks.
9.3 Establish short-sea shipping information offices	No remarks.

<i>Objectives and issues</i>	<i>Explanations</i>
10. <b>Foster innovations covering all components of the transport chain</b>	The Swiss Federal Office of Transport has carried out several studies on combined transport during the past years. These have focused in particular on the effects of base tunnels on freight traffic.
11. <b>Operators in intermodal transport chains</b>	
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.
11.4 Promote operation of rail block trains between terminals	Virtually all services provided by Hupac SA are shuttle trains between main terminals.
11.5 Promote use of effective and compatible EDI systems (e.g. tracking and tracing, etc.)	Hupac has also introduced electronic services for booking seats, tracing trains and providing information to clients in cases of delays.