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The Success of the Swiss Freight Transport Management

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Starting Point

- Rapid Growth of Freight Transport
 - Modern Production Methods
 - Single Market
 - Growth happens mainly on roads
- Limits to transport growth
 - Protection of people and environment
 - Lack of Space and financial resources
- Consequence
 - Growing Congestion Problems
 - Need to look for Alternatives

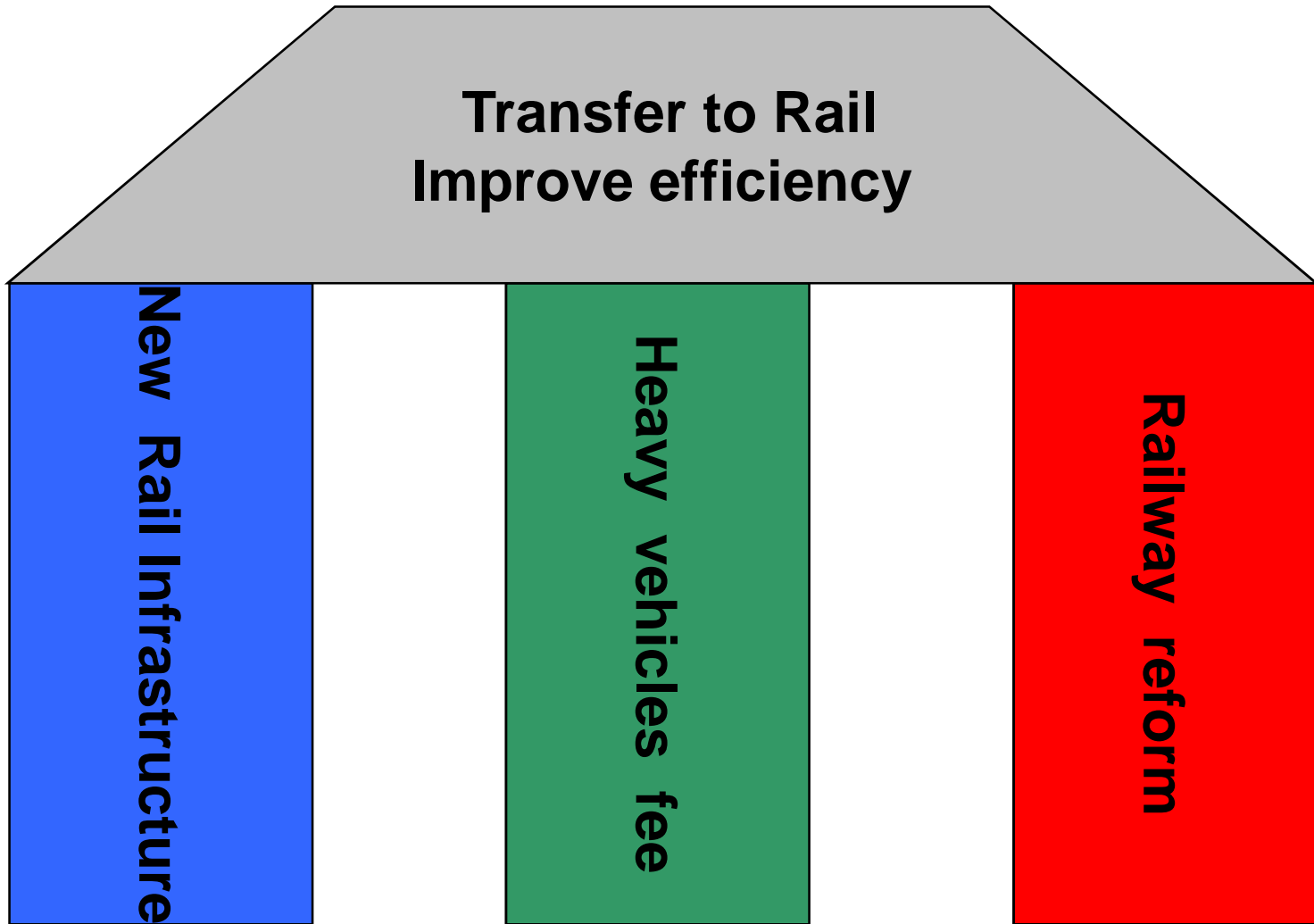


Driver for Rail Freight Policy: Transit Traffic





The Swiss Policy





HVF: Objectives

- Polluter pays Principle
- Environmental Protection
- Transfer to Rail





Design of the Fee

- Vehicles with admissible Weight > 3.5t
- For Use of all Roads
- Performance-related
 - Distance
 - Weight (Vehicle and Trailer)
 - Emissions (Situation since 2008)
 - Euro 0/1/2: 1,8 €Cts/tkm
 - Euro 3: 1,65 €Cts/tkm (from 2009)
 - Euro 4-6: 1.5 €Cts/tkm



Implementation

- 1.1.2001
 - Introduction HVF (Rate 1.0 Ct/tkm)
 - Replacement of flat Fee (similar Eurovignette)
 - Increase Weight Limit from 28 to 34t
- 1.1.2005
 - Raise HVF Rate to 1.5 Ct/tkm
 - Increase Weight Limit to 40t
- 1.1.2008
 - Raise HVF to 1.65 Ct/tkm



Use of Revenue

- Revenue 2006: 800 Mio €
- 1/3: Cantons
- 2/3: Confederation/Public Transport Fund
 - New Rail Links across the Alps
 - Rail 2000
 - Noise reduction
 - High speed links



New Rail Infrastructure





Rail Reform and Supplementary Measures

- Rail Reform: Improve efficiency
 - Debt Relief Federal Rail
 - Free access (increase competitiveness)
- Supplementary Measures: Support Shift
 - Subsidies for
 - Unaccompanied Combined Transport (UCT)
 - Rolling Motorway
 - Strict Control of HGV on the Road



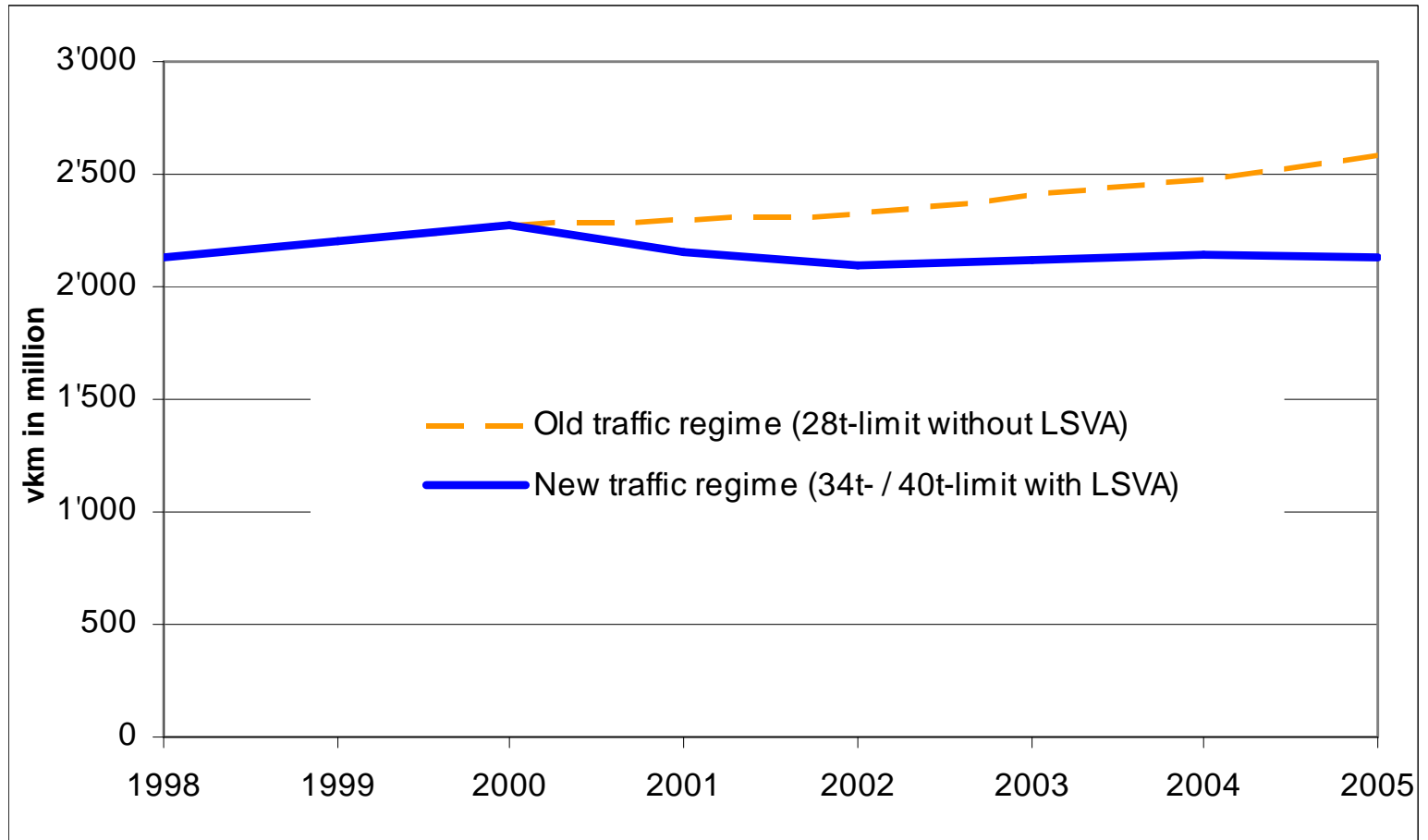
Impacts - Overview

- Impacts on Transport
- Impacts on Costs
- Effects on Transport Industry
- Effects on added value
- Effects on employment
- Regional Impacts
- Effects on Environment



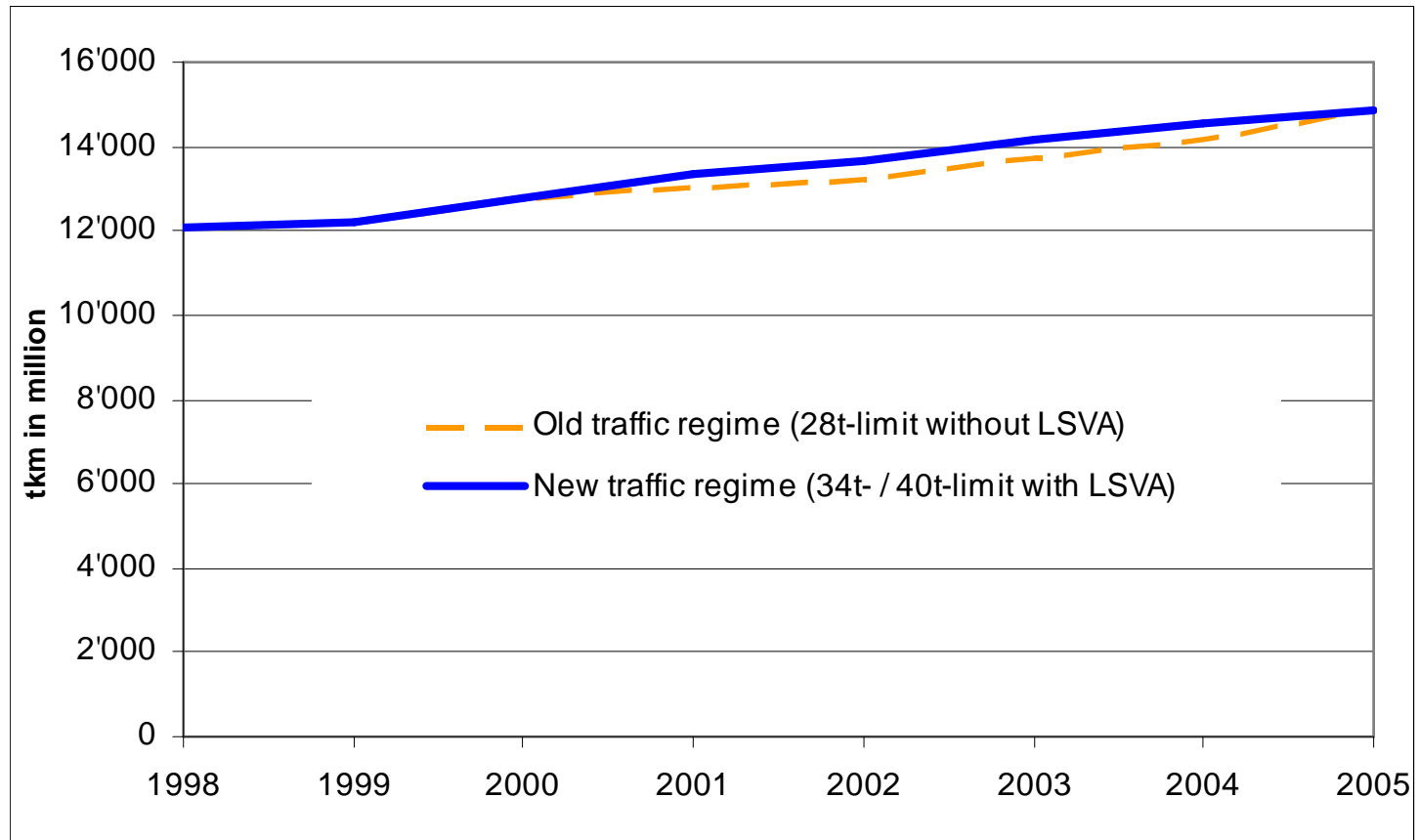
Impacts on Transport

Driving Performance new/old regime



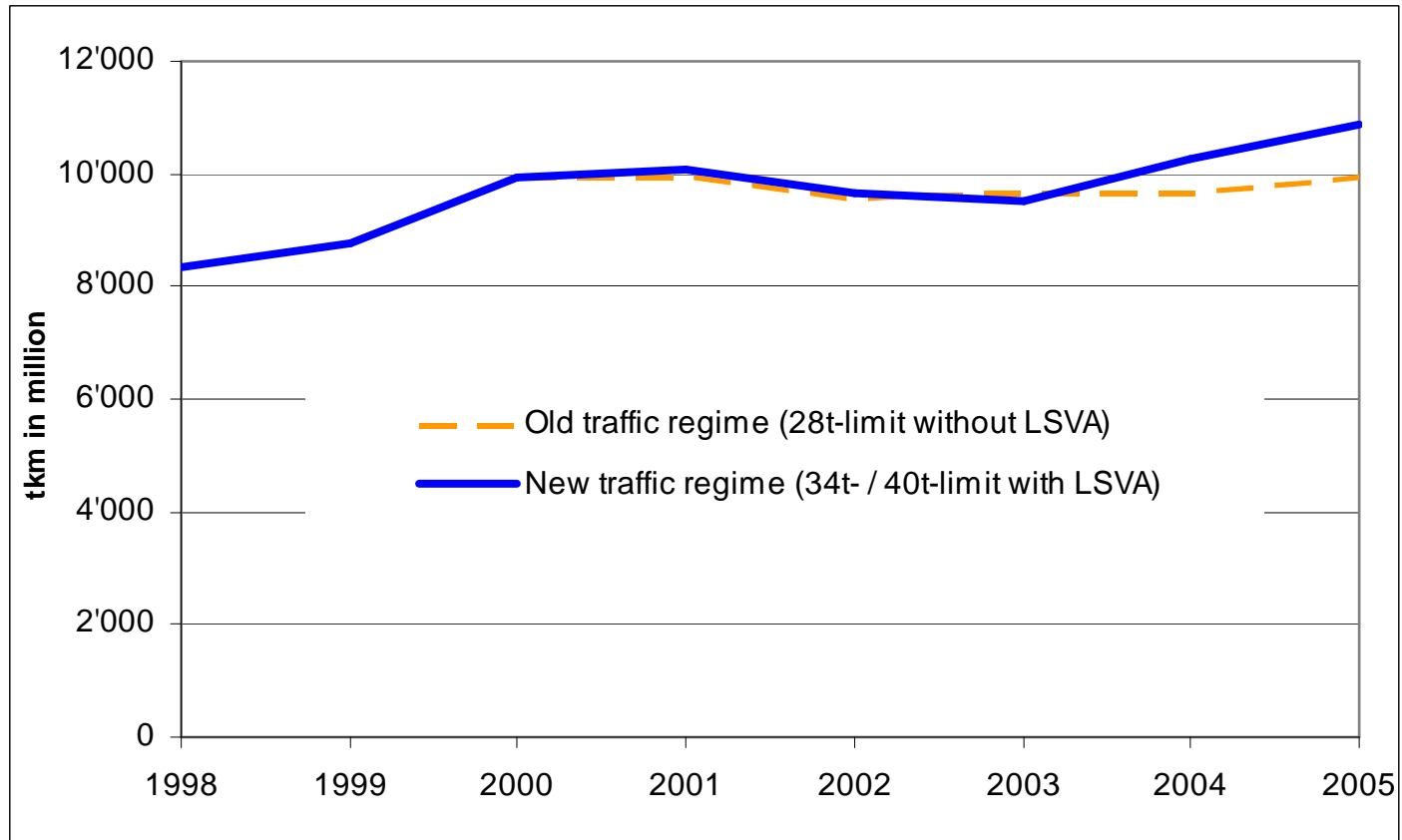


Impacts on Transport Road Tonne Kilometers



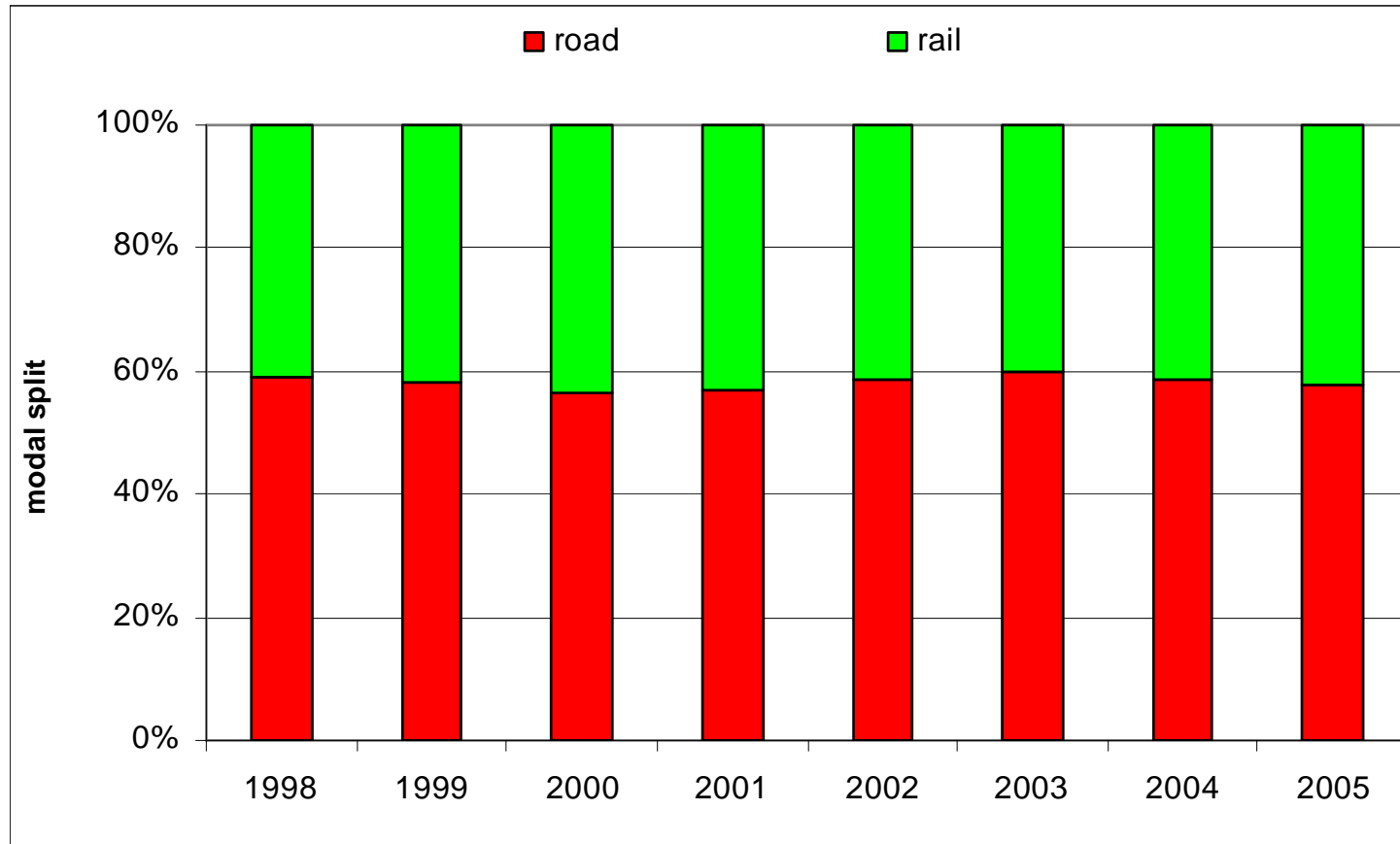


Impact Transport Rail Tonne Kilometers





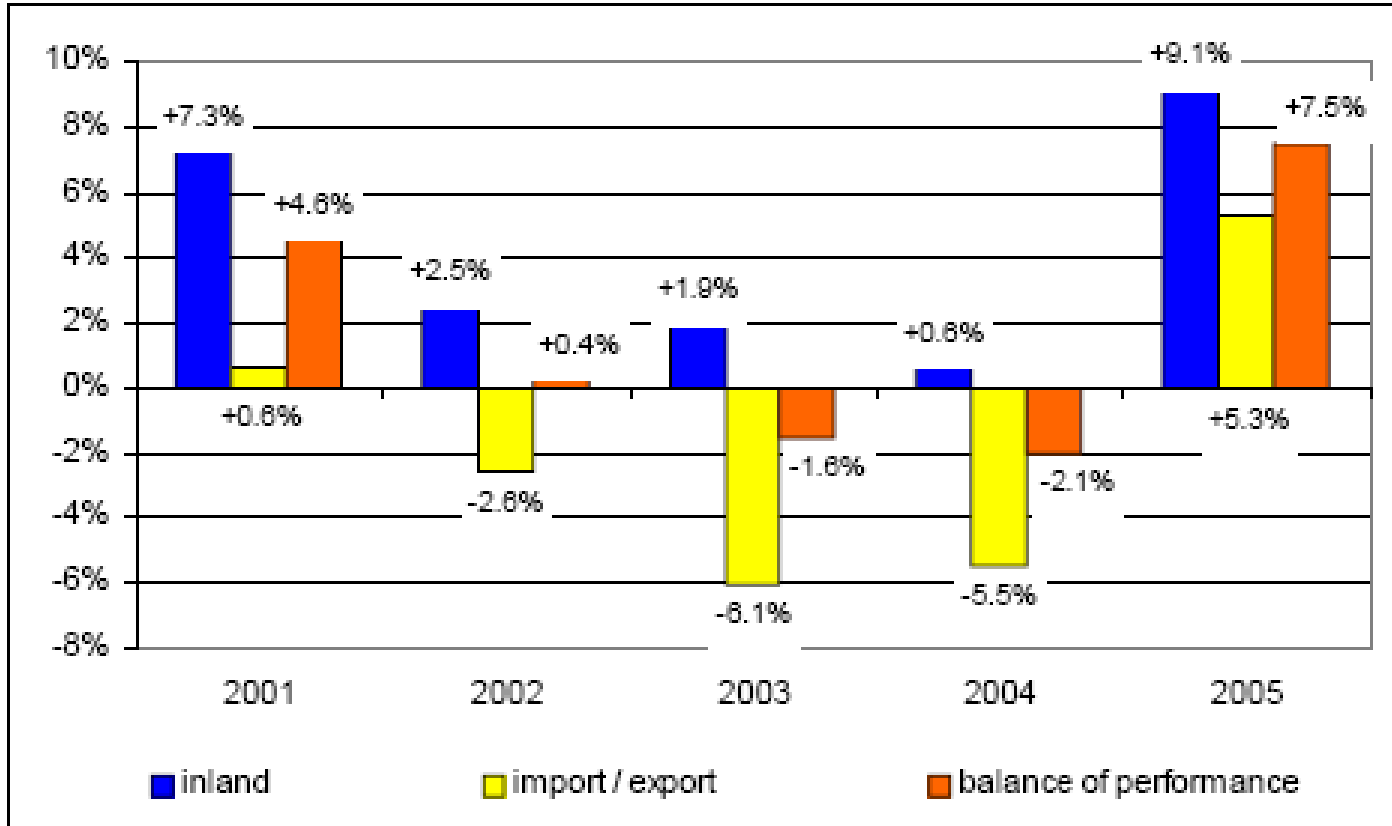
Impacts on Transport Modal Split





Impacts on Costs

Balance HVF/Productivity Gain





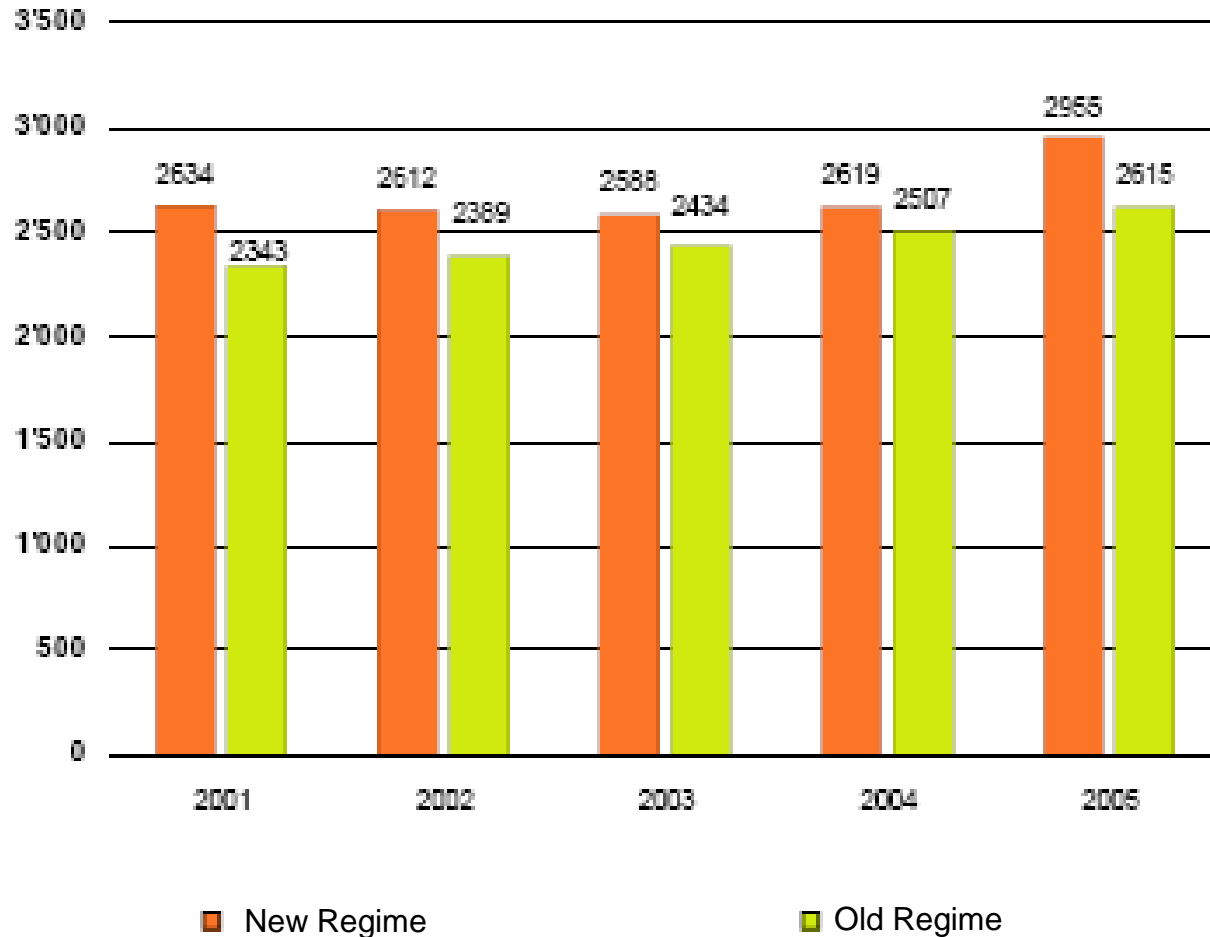
Effects on Transport Industry

- Vehicle Fleet: modernisation
 - Heavier trucks mainly in bulk transportation (cement, gravel)
 - No shift to light vehicles <3,5tonnes
 - Euro 3-5 vehicles (38% of the fleet) perform 56% of mileage
- Additional costs: low
 - Over all 0,11%
 - In sectors with intensive transport activities generally minor
 - High productivity gains in bulk transportation
 - Higher cost increase for building site and retail business
 - 40-100% of cost increase could be transferred
- Rail: Situation slightly better
 - Advantages in transportation of light goods
 - Disadvantage in bulk transportation



Added Value Road Transport

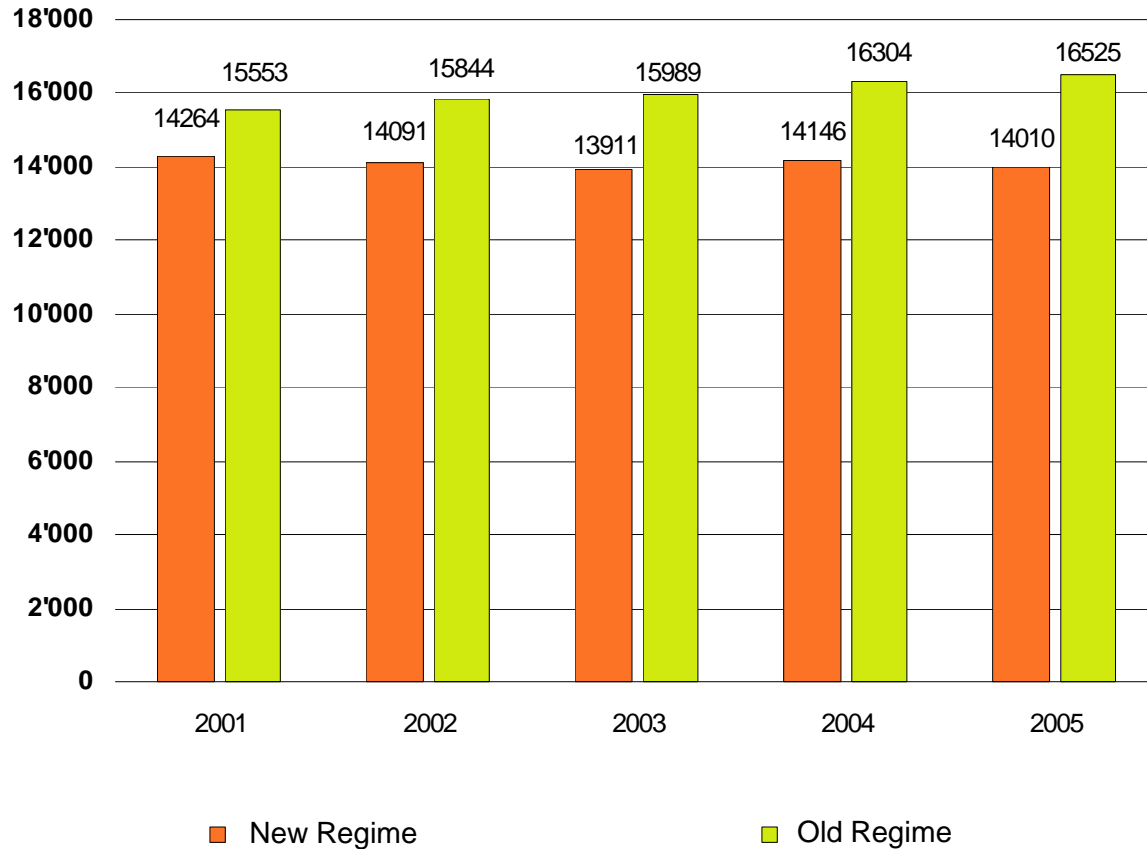
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Employment Road Transport Comparison new/old regime

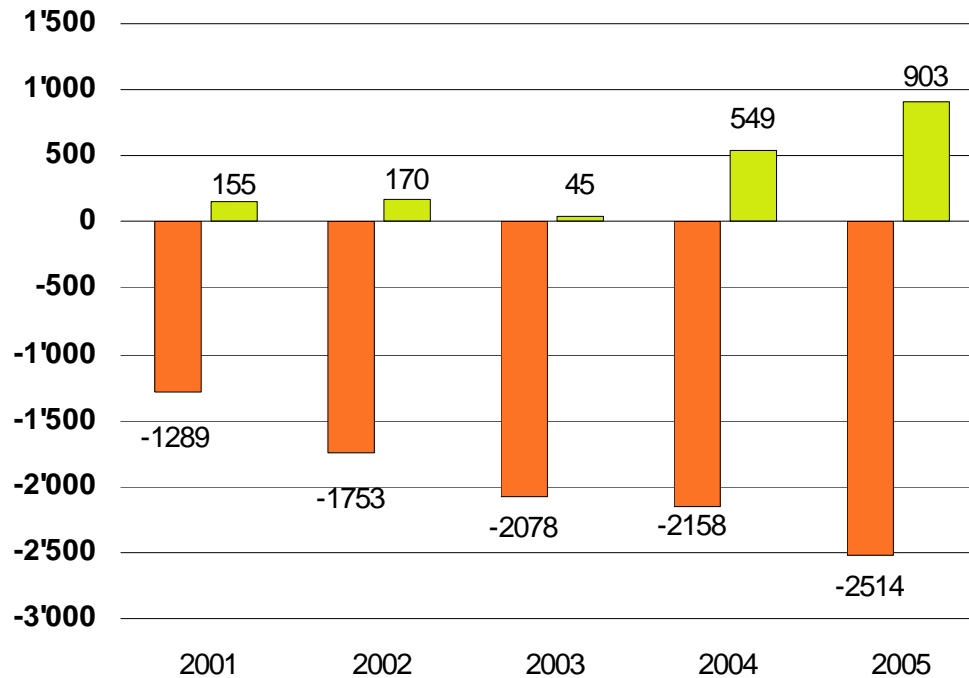
Employment





Changes in Employment Road/Rail Compared to old regime

Employment



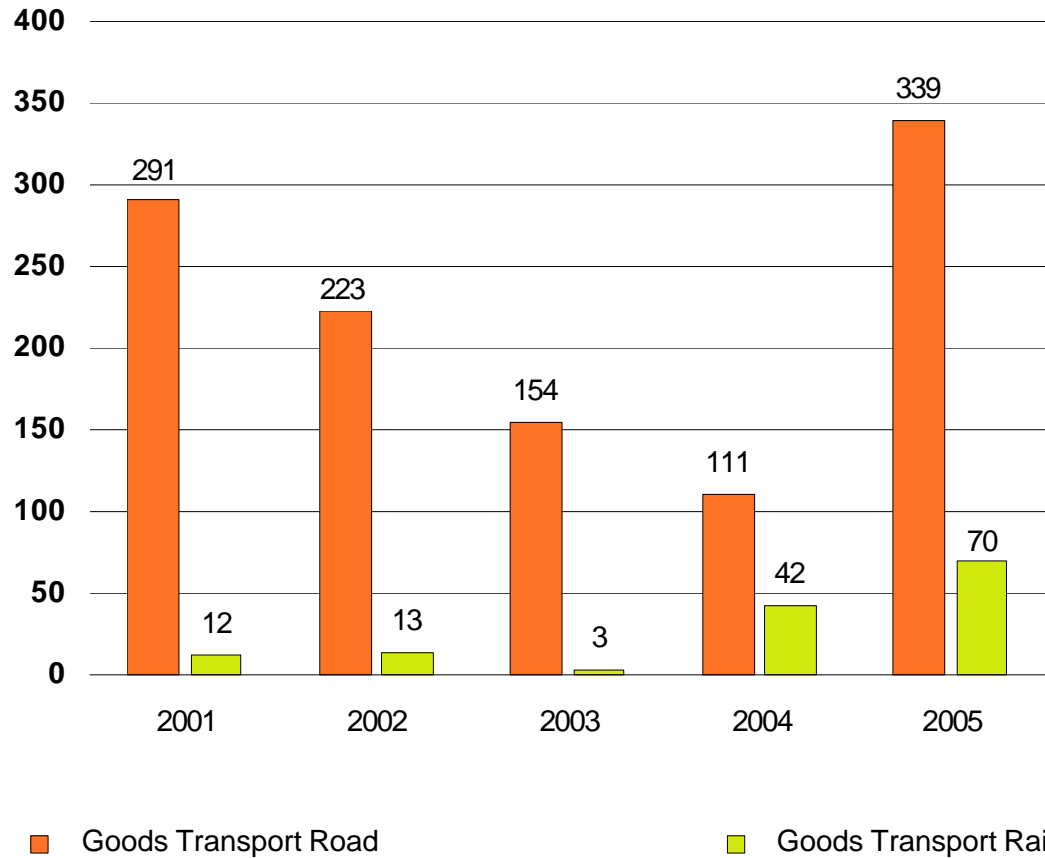
■ Goods Transport Road

■ Goods Transport Rail



Comparison Added Value Road Rail

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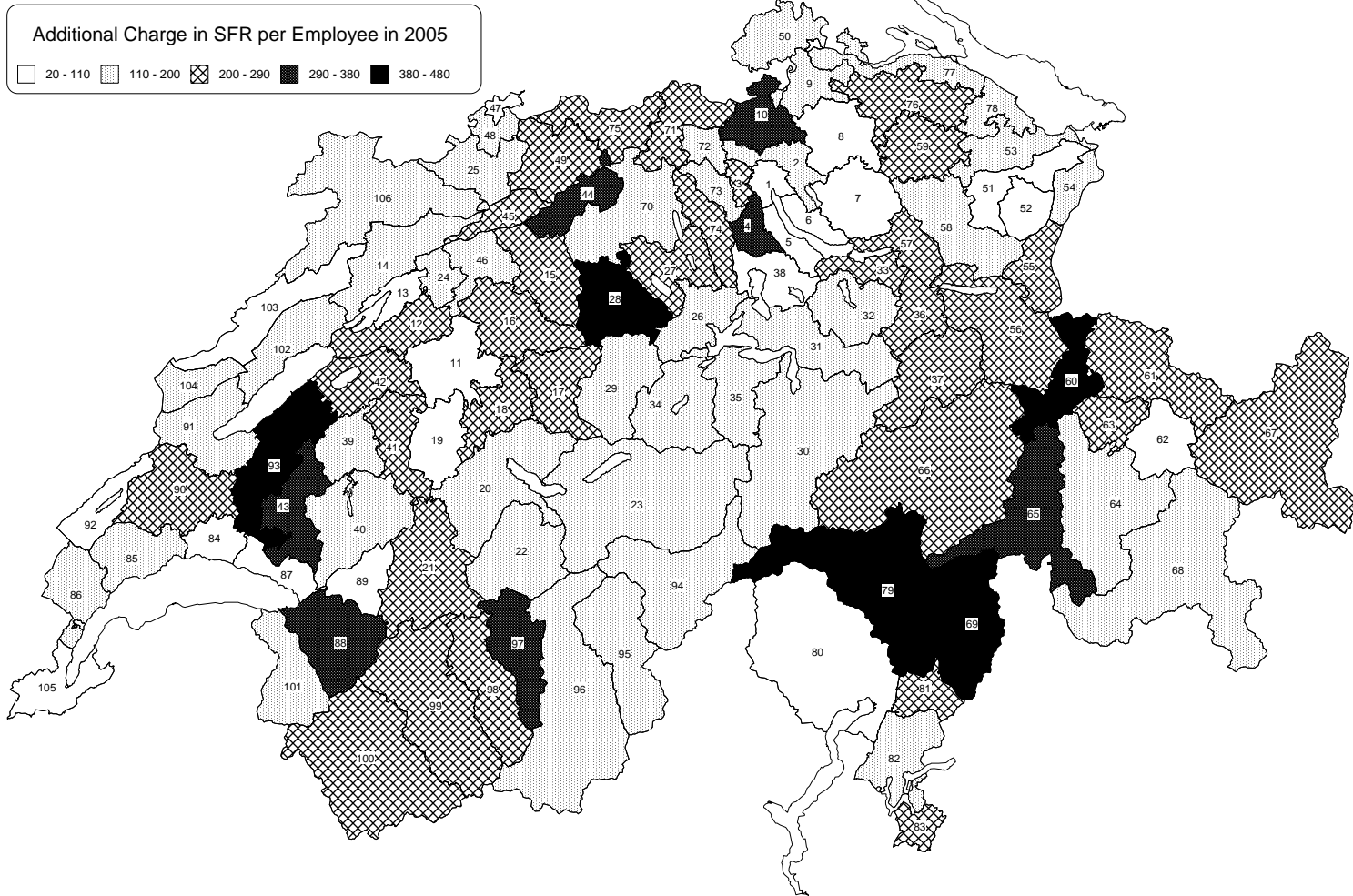


Impacts on peripheral regions



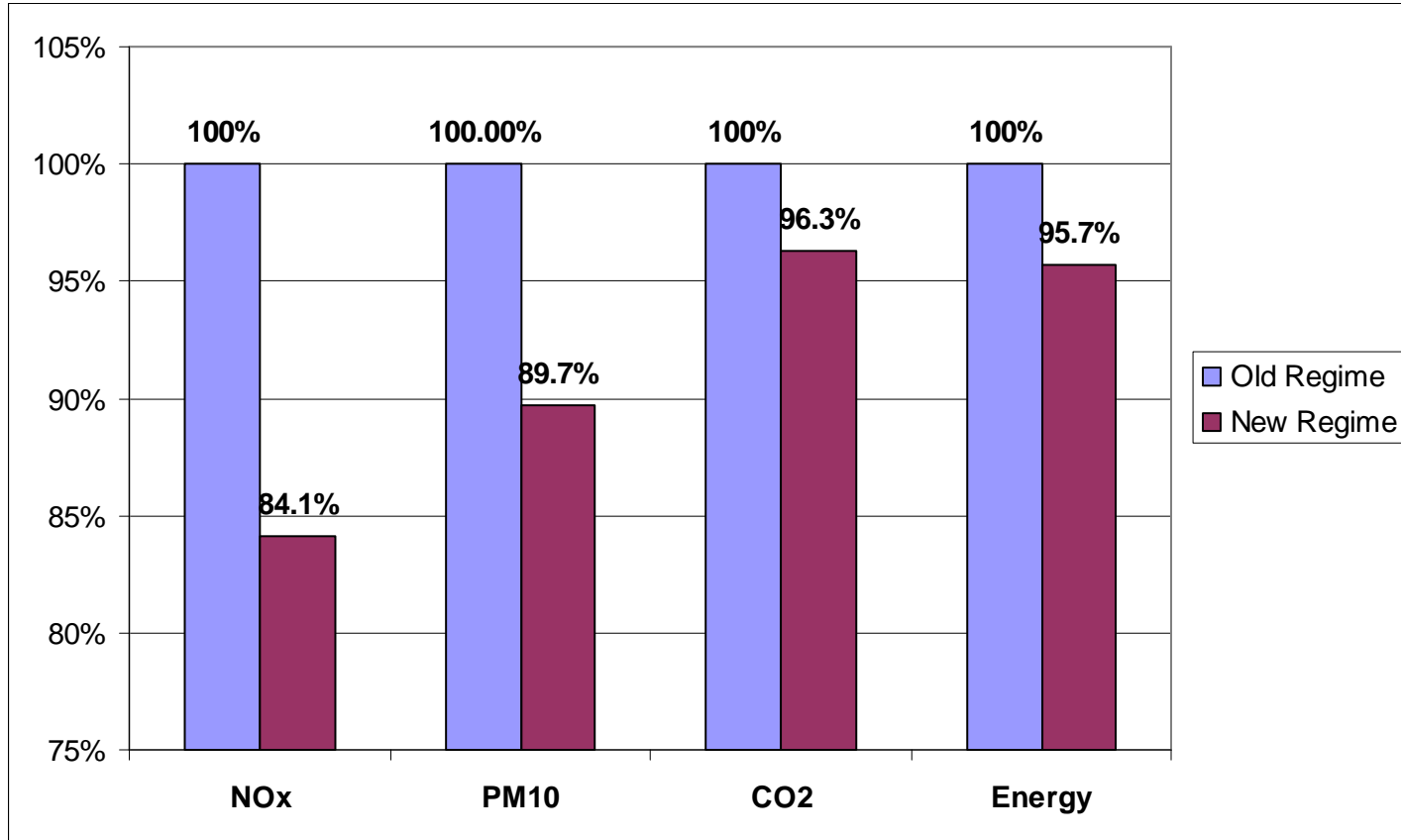


Additional costs for peripheral regions 25€/Employee (in comparison to others)





Impacts on Environment (Aggregation effects Road/Rail)





Conclusions

- Road Transport
 - Efficiency Gains (less vkm, more tkm)
 - Employment stable (instead of growth)
 - Cost effect partly balanced out by higher weight limit
 - Cost increase could mainly be transferred
- Rail transport
 - Situation slightly better than with old regime
 - Share maintained (ca. 40%)
 - Employment: positive (ca. 900 more than with old regime)
- Effect on inflation: marginal (0,11%)
- Effect on Environment: Positive Balance



Final Remarks

- For more information see:

<http://www.are.admin.ch/themen/verkehr/00250/00461/index.html?lang=en>

Thanks for your attention