

Intermodal Forum



Transforming intermodal transport: innovations for the future of logistics

Panel discussion
The challenge of capacity

Lugano, 7 June 2024





Schweizerische Eidgenossenschaft
Confédération suisse
Confederazione Svizzera
Confederaziun svizra

Eidgenössisches Departement für Umwelt, Verkehr,
Energie und Kommunikation UVEK
Bundesamt für Verkehr BAV
Abteilung Politik

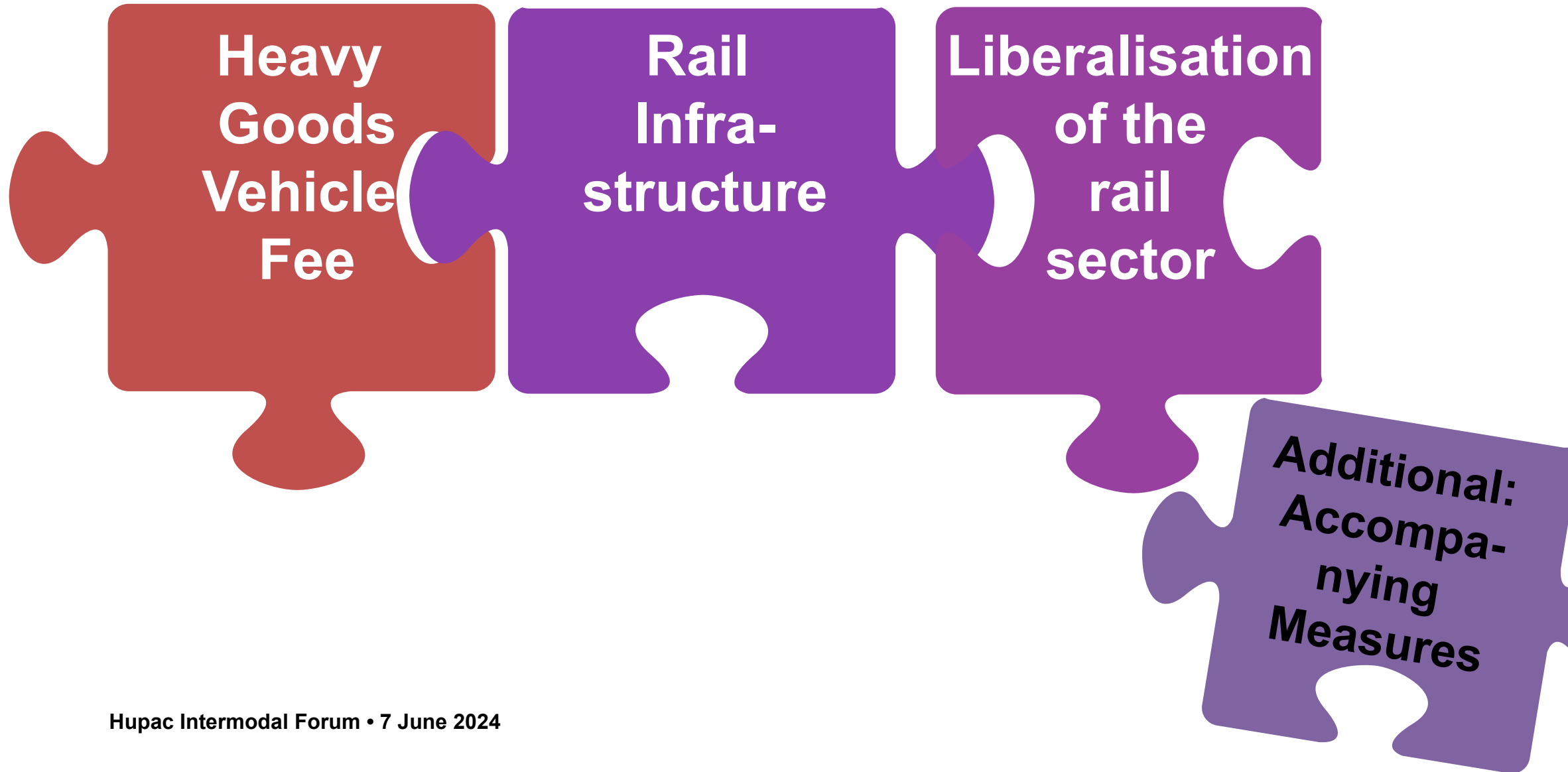
Shifting traffic from road to rail in crisis: Where do we stand and how can the state help?

7 June 2024

Dr. Peter Füglistaler

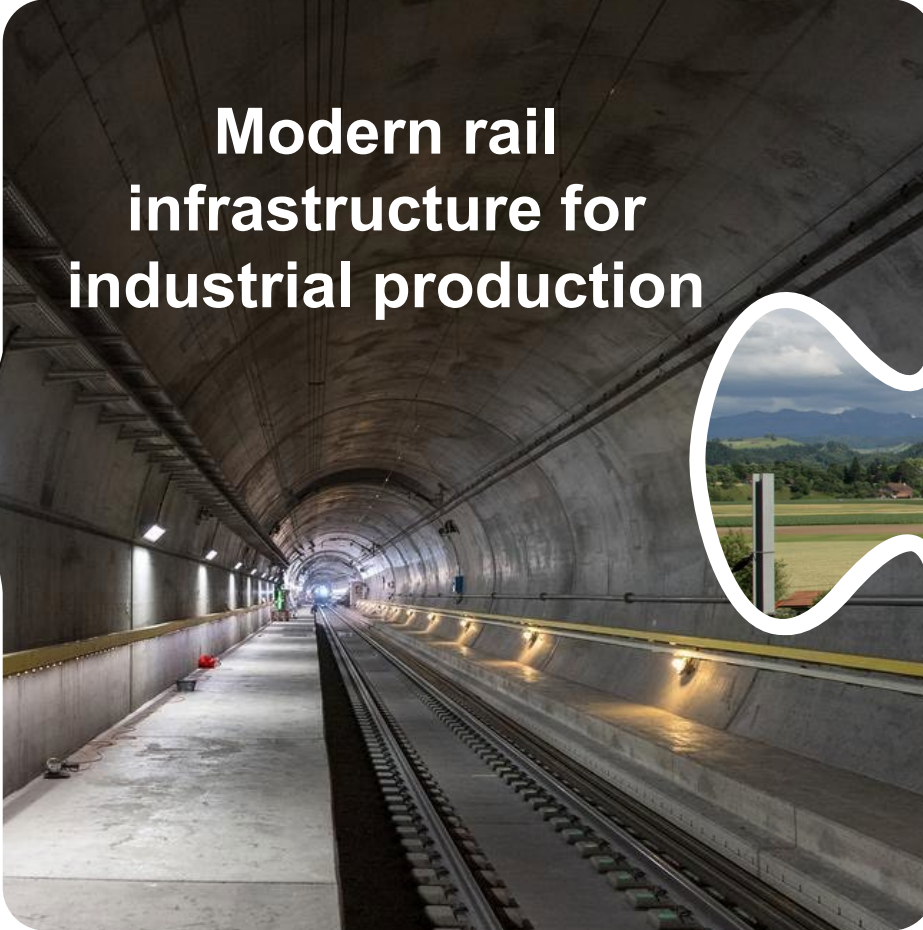


Shift to rail transport: policies



What has the Confederation contributed?

**Modern rail
infrastructure for
industrial production**



**Stable conditions
in an unstable
environment**



What has Switzerland contributed?

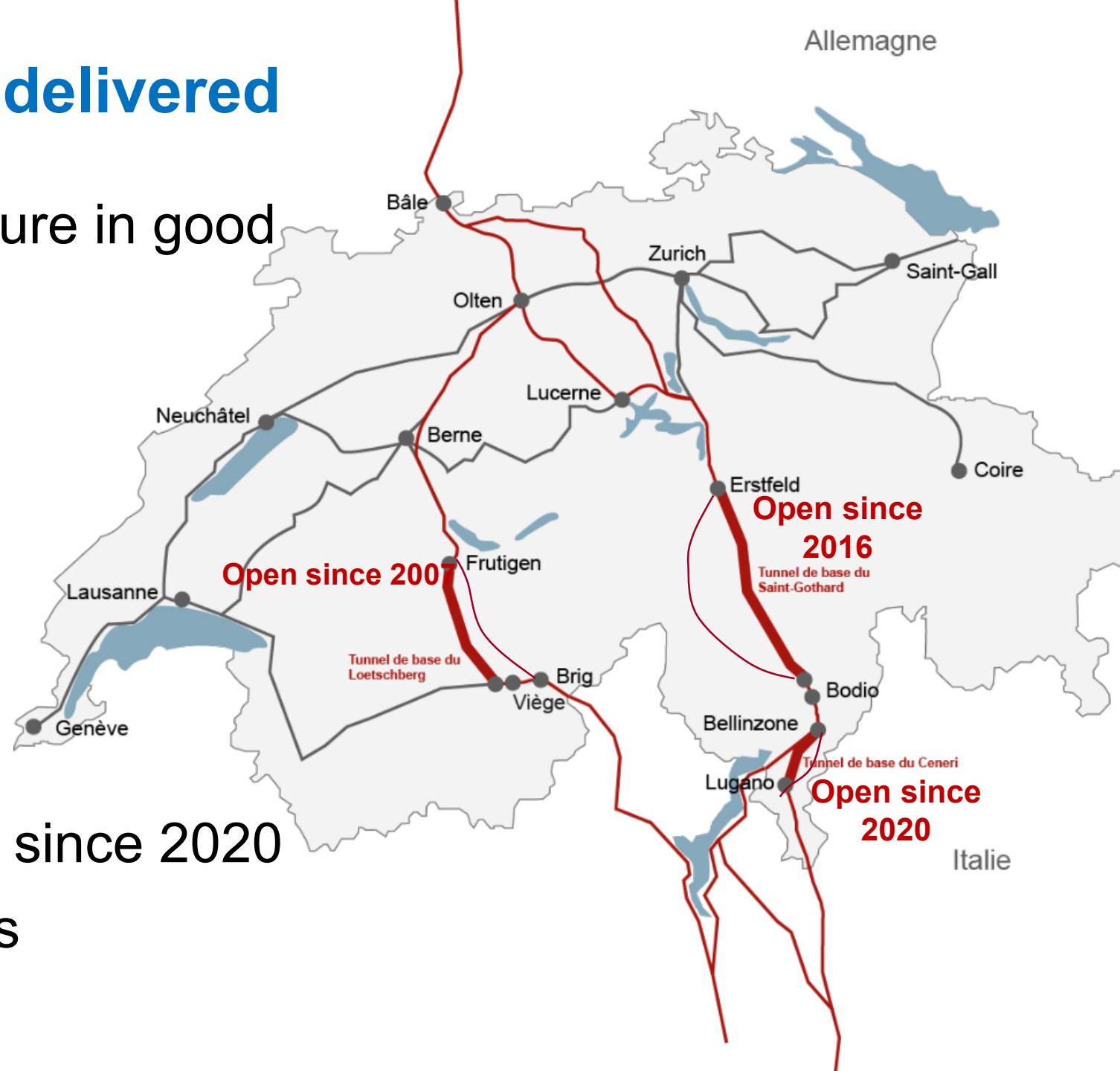
Switzerland provides modern rail infrastructure for industrial production

- New rail link through the Alps**
- 4-metre corridor on the Gotthard axis**
- Redundancies on north-south axes**
- Terminals in economic centres**



Switzerland has delivered

- Existing railway infrastructure in good condition
- Lötschberg Base Tunnel: in operation since 2007
- Gotthard Base Tunnel: since 2016
- Ceneri Base Tunnel: since 2020
- 4-metre Gotthard corridor: since 2020
- Modern terminal capacities



What has Switzerland contributed?

Stable conditions in an unstable environment

- **Financing railway infrastructure and development**
- **Financing freight transport facilities**
- **Ensuring long-term capacity for rail freight (network usage concept and plans)**
- **Subsidies in combined transport**



Switzerland is the benchmark

- Rail share in transalpine freight transport: at a consistently high level (72% in 2023)
- Number of transalpine road freight journeys: significantly reduced (-34.7% compared to 2000)
- Securing infrastructure development with Italy: capacities, structure gauge



What did not go well?

- Continuous market development affected by crises (COVID, Ukraine, energy, Gotthard Base Tunnel derailment)
- The EU is slow to promote rail freight transport
- Capacity on the access routes is not keeping pace with demand
- Neighbouring countries are slow to recognise the role and importance of modern rail freight transport



What did not go well?

Switzerland is also not prepared:

- **Austerity programmes**
- **Special interests**
- **Passenger transport demands that do not consider freight transport**

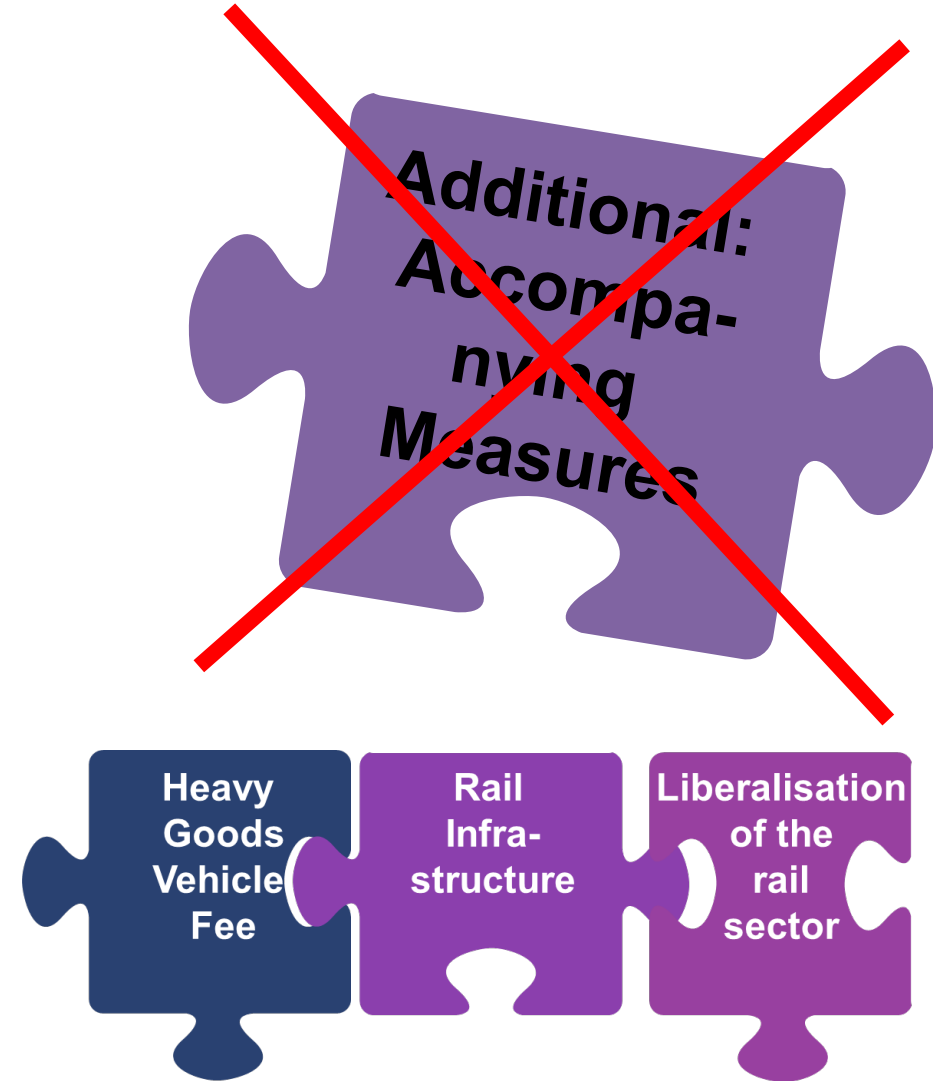
Unrealistic programmes by the sector, which are based on wishful thinking, are counterproductive

→ Money is no panacea



Where do political efforts need to be made?

- Create and secure capacity for freight transport (not very popular...)
- Ensure rail freight capacity in the event of roadworks and disruption
- Keep administered prices stable (track access charges, traction current)
- Promote implementation of Digital Automatic Coupling
- Give rail freight transport the chance to become sustainably profitable



Where does the sector need to make an effort?

- The sector needs to solve its own problems (not point fingers)
- Remain private rather than become quasi-government owned
- International production instead of a return to national production
- Raise public awareness of the importance of rail freight transport

