



Schweizerische Eidgenossenschaft
Confédération suisse
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Eidgenössisches Departement für
Umwelt, Verkehr, Energie und Kommunikation UVEK

Bundesamt für Verkehr BAV

Sidings & Last Miles: The Swiss Situation

Dr Arnold Berndt, Federal Office of Transport FOT
28 November 2008



Agenda

- 1. Facts & Figures**
- 2. Legal framework**
- 3. Funding programmes**
- 4. Chances & Barriers**



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Close-meshed rail network of Switzerland

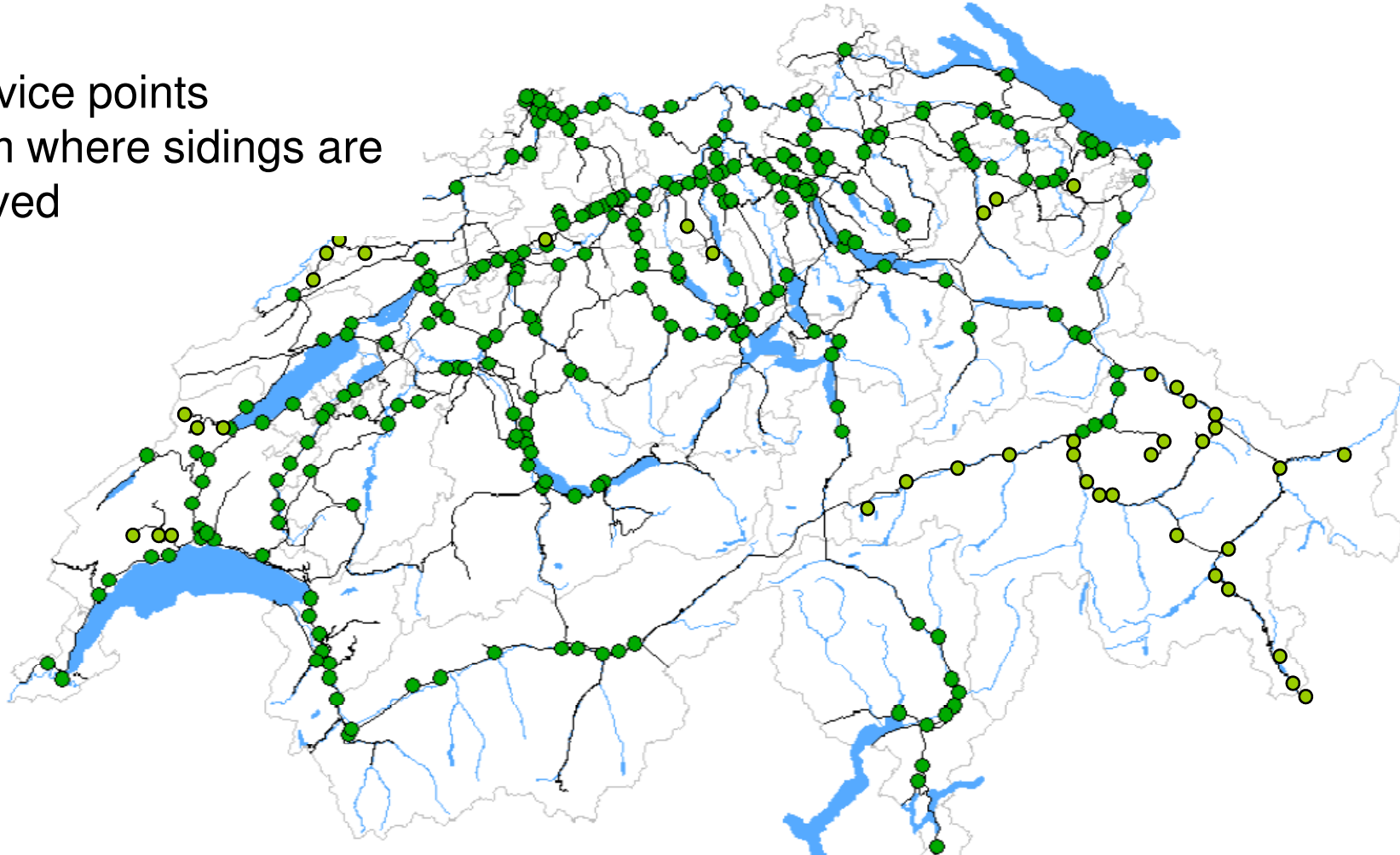
- Standard Gauge SBB
- Standard Gauge of foreign IM
- Standard Gauge of regional IM
- Narrow gauge lines





Nationwide service of waggon load traffic

Service points
from where sidings are
served





Nationwide system of sidings

- About **1550 sidings** in operation (SBB network: 1400; 150 other rail infrastructure, e.g. RhB)
- Volume wagon load traffic Switzerland:
44 million net-tons (2006)
5.9 billion net-ton-km (2006),
thereof:
3.3 billion net-ton-km import/export/internal traffic
thereof:
more than **80%** via sidings



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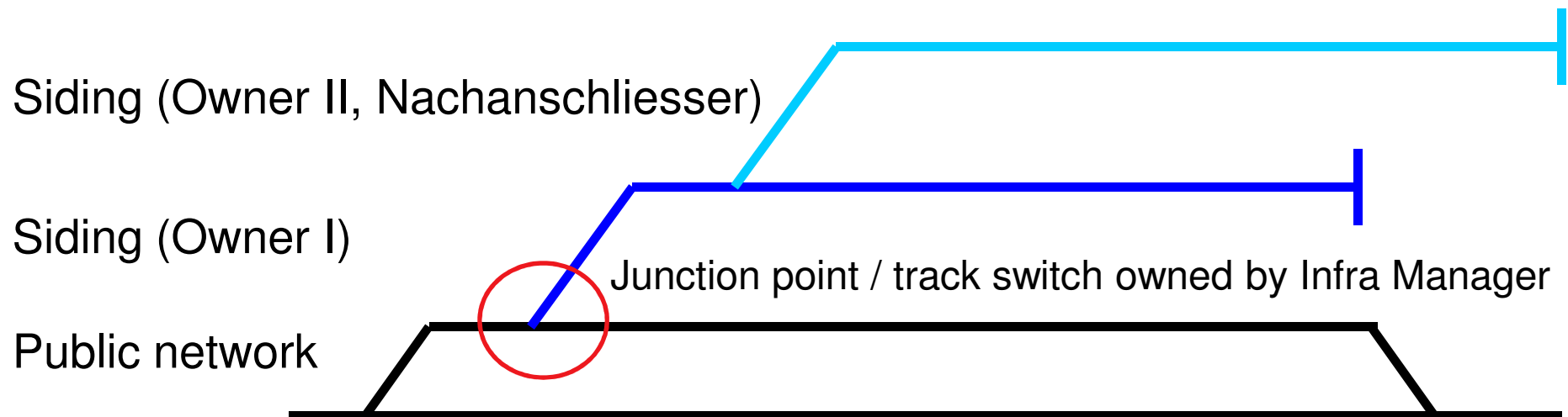
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Legal definition of a „siding“

A **siding** is

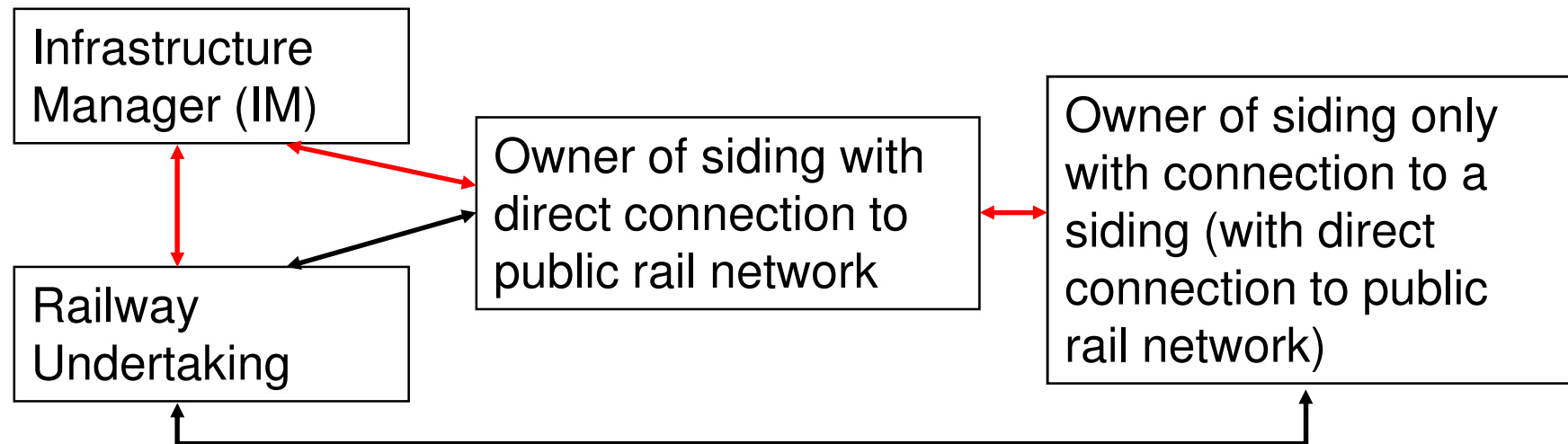
- a railway track owned by a private enterprise (or municipal) and used to dispatch or receive freight,
- with connection to public network or with connection to another siding (with connection to public network)





Necessary contractual relations

↔ The existence of these contracts is legally necessary (but content is not regulated in detail)





Contractual relation between Infrastructure Manager and Siding Owner

Obligation of connection

- IM has obligation to ensure connection to public rail network (if there is no interference in the operation and safety of the railway system)

Connection contract

- IM and Siding owner need to fix their relation with a contract (obligatory content: rules concerning construction, operation and maintenance)
- IM hands over operating and safety regulations



Market Access & Safety Regulations

Market Access

- **Open Access** of Freight Railway Undertakings to the whole Swiss rail network

Operating and Safety regulations for Sidings

- **Siding facility**: Safety of siding (including its safe operation) approved by Swiss Safety Authority (planning approval procedure by Safety Authority)
- User of Siding (**Rolling stock**): Operating approval for rolling stock by safety authority
- **Staff**: proof of necessary education of involved staff (engine drivers, shunter)



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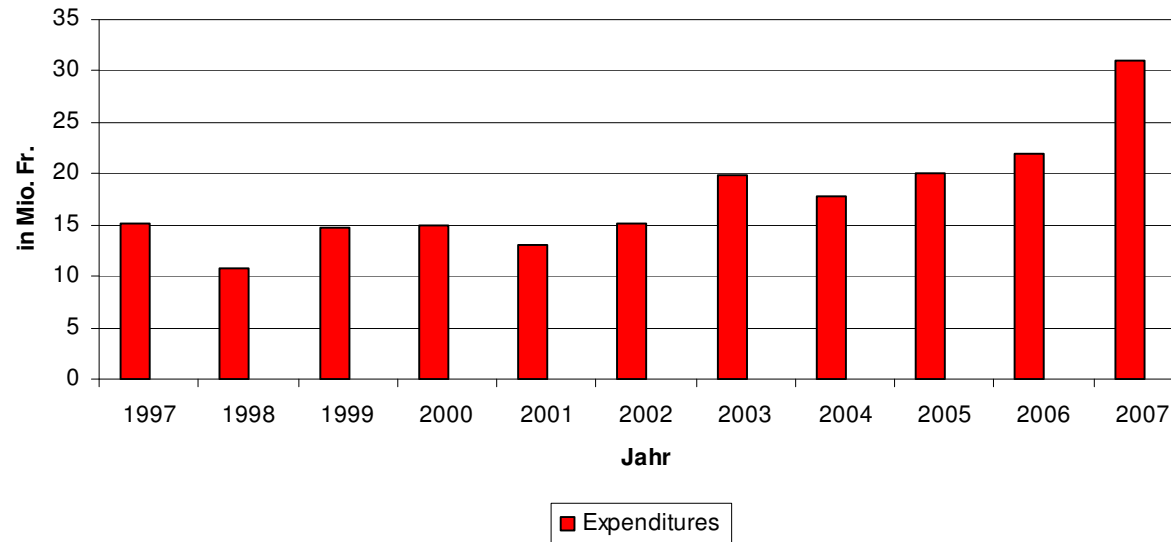
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Funding programme for private sidings

- **Grants** for private sidings are part of the national budget (funded by small part of petroleum tax revenues)
- Budget: approx. **20 million CHF** per year (13 million €)

State expenditures for private sidings





Funding programme for private sidings

Kind of funding	Grants (a-fonds-perdu), no loans
Share of funding	40 - 60% of chargeable cost
Criteria for defining the level of share	Cost per ton / waggon resp. cost per track-meter; planned transport volume
Expansion	Yes (40 – 60%)
Modernization	Yes (but only 20 – 30%, only half of the costs are chargeable)



Funding programme for private sidings

Types of chargeable costs	Project planning, construction (incl. preparation), expenditures for track-side equipment (incl. part of the costs of junction point) Not chargeable are: <ul style="list-style-type: none">- Costs for traction (engines ...)- Shipment facilities, weighing machines- Administrative compensations, financing cost (interest)
Conditions of funding	Minimum transport volume: 12 000 net-tons or 720 wagons per year (checked for first 5 years of operation)
Claim for return (full/partial)	Minimum transport volume not reached; siding no more in use (within 20 years)



Funding programme for private sidings

Number of applications for grants





Funding programme for private sidings

Amount of administrative ensured grants and expected grants





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Chances and Barriers for waggon load traffic and sidings

Barriers

- Number and complexity of contracts
 - standardization as possible solution
- Network effect: A siding only gives a good return if there is a dense network of sidings national/international
(at origin/destination of transports)



Chances and Barriers for waggon load traffic and sidings

Chances

- **Dense network** - High market share of waggon load traffic:
 - 21% of national freight traffic
 - (92% of national rail freight traffic)
 - 16% of Import/Export traffic
 - (42% of Import/Export rail freight traffic)



Chances and Barriers for waggon load traffic and sidings

Chances

- Sidings and waggon load network as part of the **national policy of modal shift:**
 - High investments in new rail infrastructure
 - LSVA – Mileage related heavy vehicle fee
 - Night driving ban for heavy vehicles
 - Consequent liberalization of rail sector
 - Complementary funding programme



Funding programme for terminal investments and shunting yards

Funding programme for **terminals** road/rail and waterway/rail

- Start-up financing, private co-financing (risk sharing)
- Non-discriminatory third party access obligatory

Financing of **shunting yards** as part of the public rail infrastructure

- Maintenance and operation of shunting yards are part of the Performance Agreement between the Swiss Federation and SBB
- Grants allow a reduction of prices for shunting in shunting yards and a cheaper production of wagon load traffic
- Non-discriminatory access to shunting yards, shunting is offered by Infrastructure Manager



Swiss policy of modal shift road/rail

Constitutional mandate to shift transalpine freight traffic from road to rail (Art. 84)

**Mileage-related
Heavy Vehicle
Fee
(LSVA)**

**Railway Reform
(Improved Rail
Efficiency)**

**Modern
Rail Infrastructure**

**Funding programmes:
Sidings, terminals, combined transport**



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Thank you for your attention!

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