Schweizerische Eidgenossenschaft
Confédération suisse
Confederazione Svizzera
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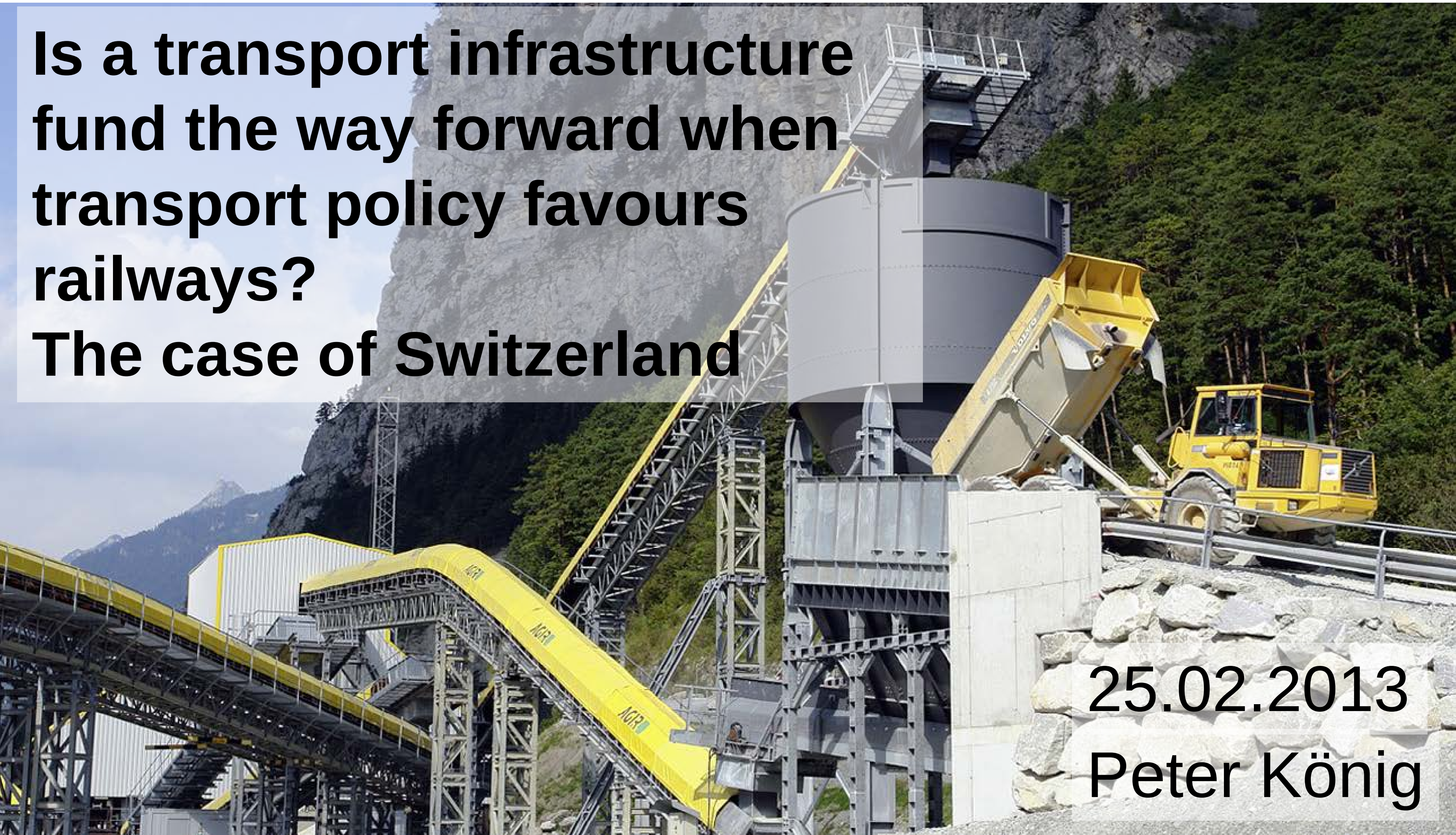
Federal Department of the
Environment, Transport, Energy and Communications

Federal Office of Transport

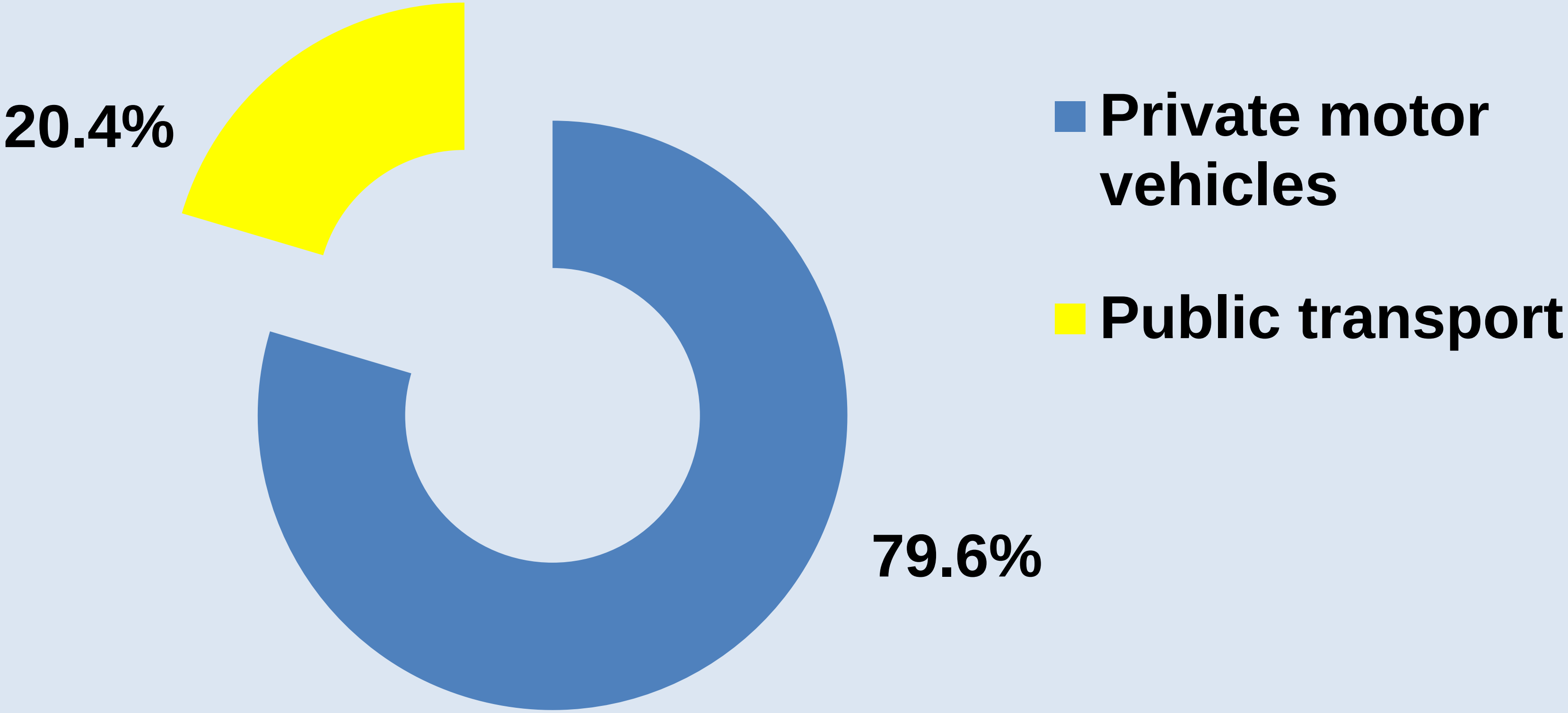
Is a transport infrastructure fund the way forward when transport policy favours railways?
The case of Switzerland



25.02.2013

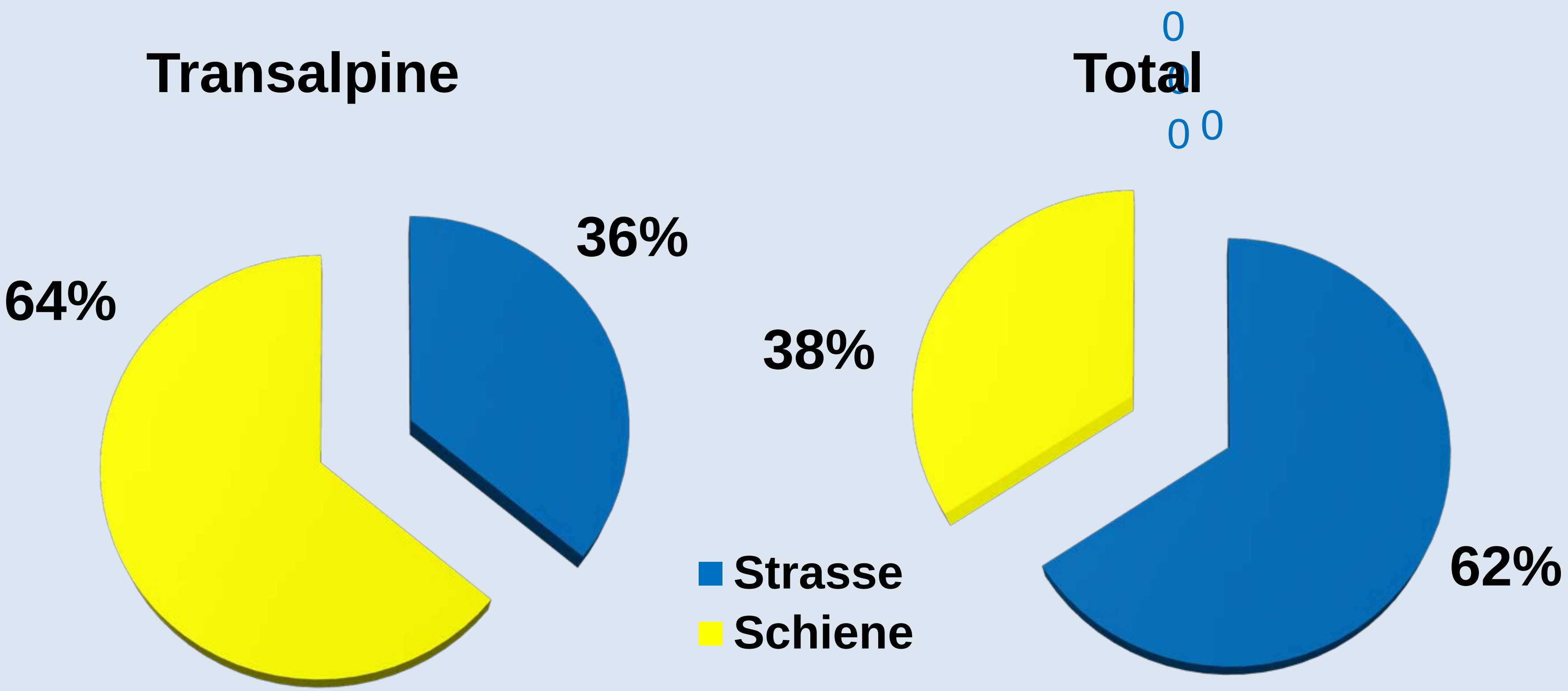
Peter König

Modal split in passenger transport



Passenger kilometres 2010 (Source FSO)

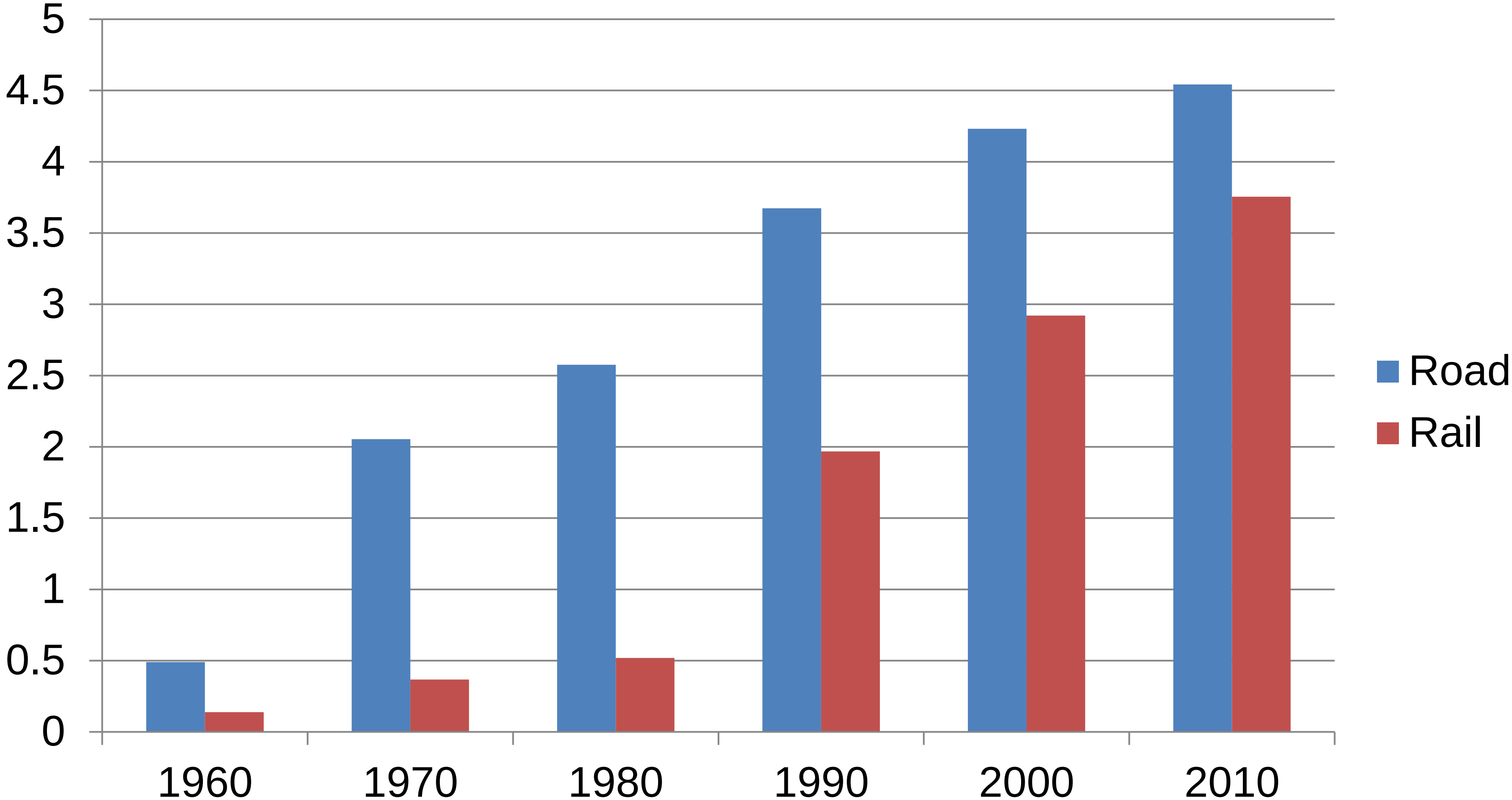
Modal split in freight transport



In tonnes/2011 (Source: FOT)

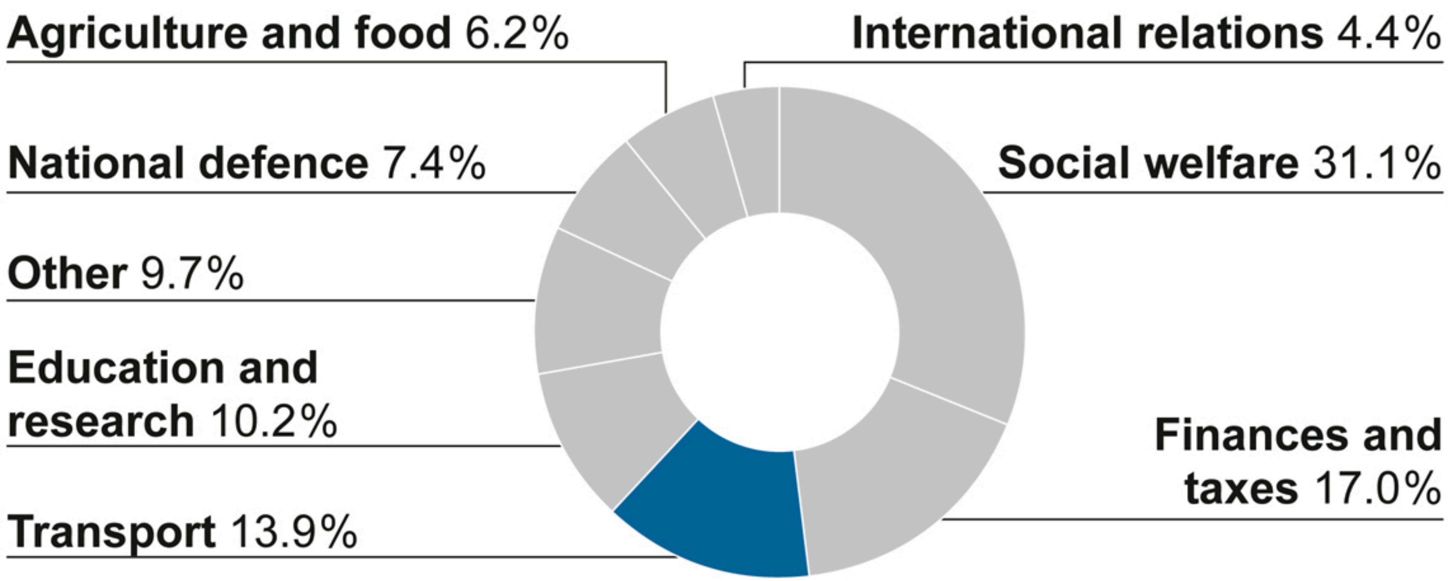
In tonne-kilometres/2010 (Source: FSO)

Total investment in road and rail (in CHF bn)



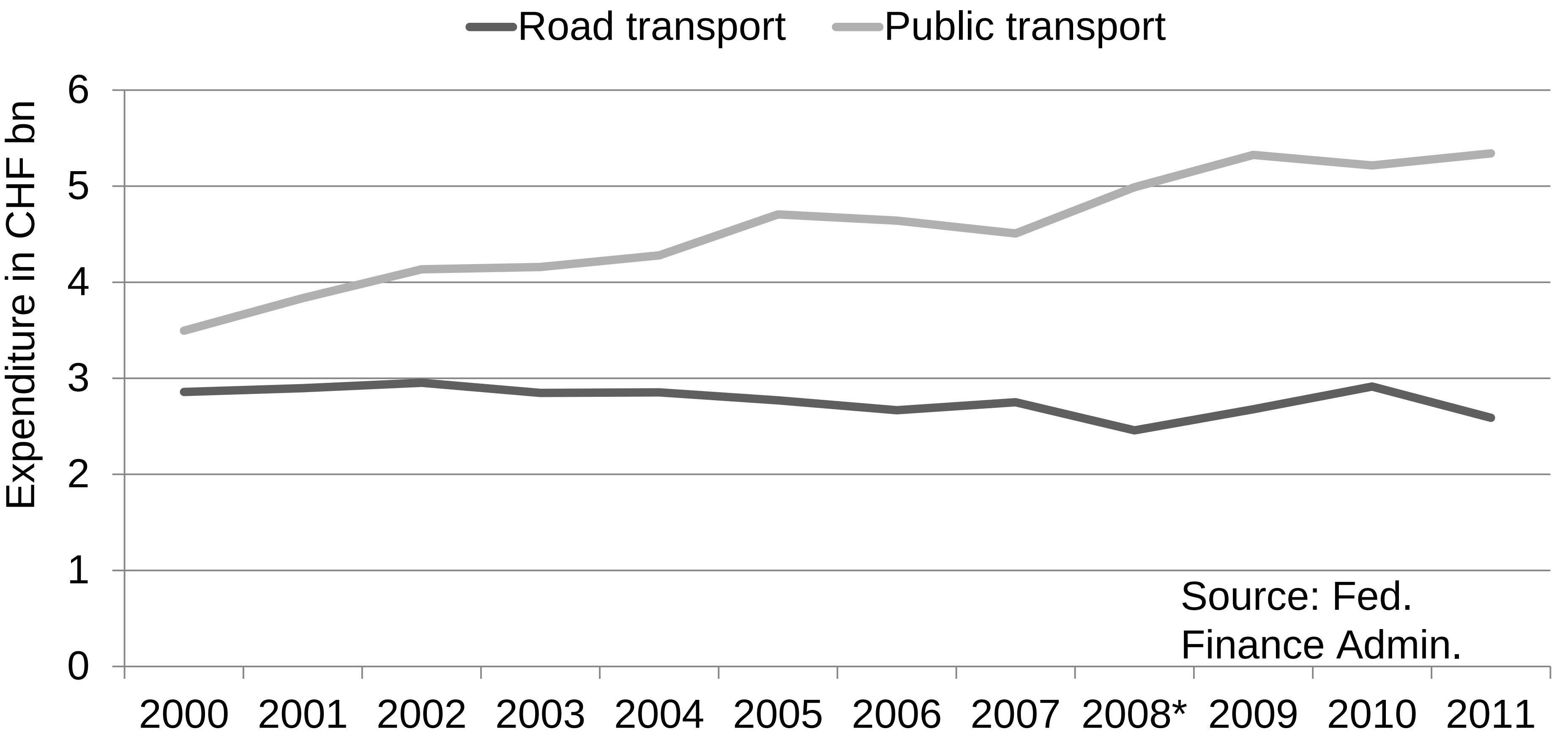
Source: LITRA traffic figures 2012

Transport is also a major expense in the federal budget



Source: FFA/Ordinary expenditure 2010

Federal expenditure on road and public transport

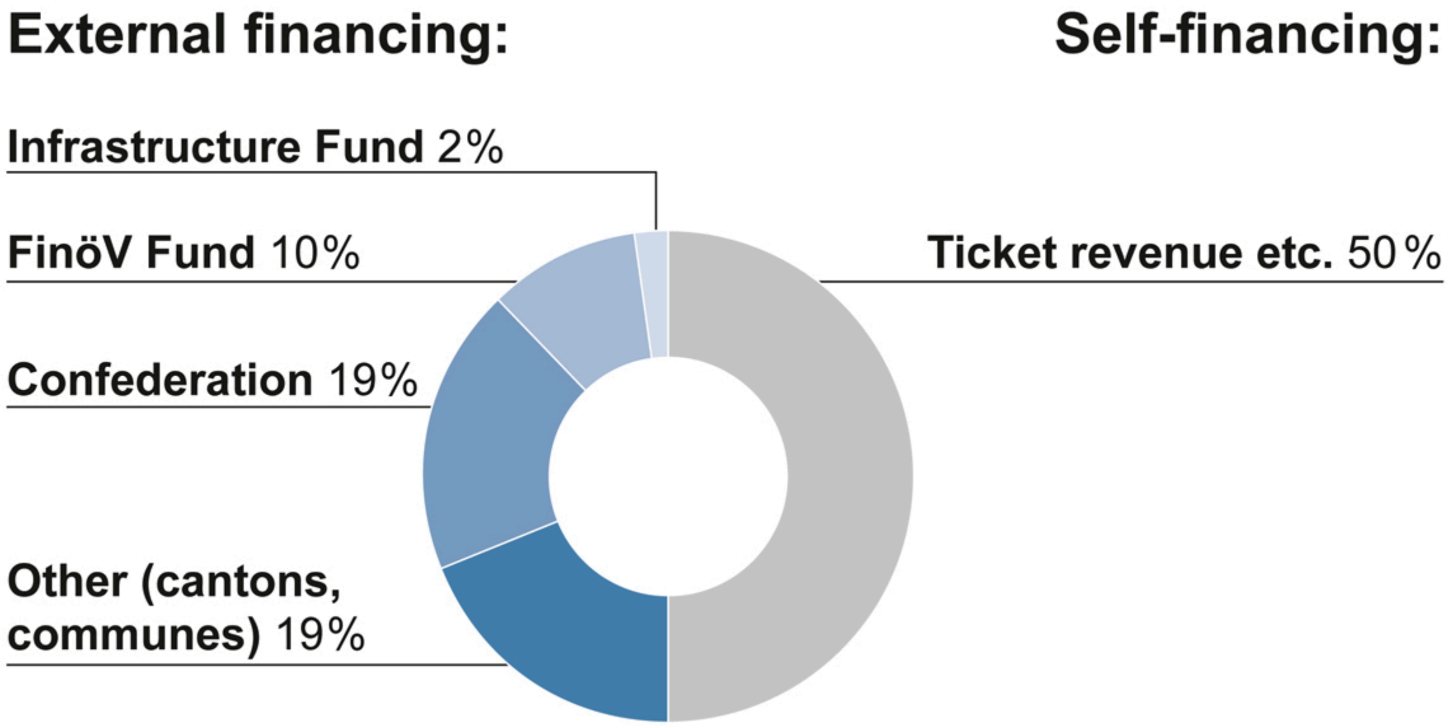


*from 2008 NFA and incl. agglomeration transport

Politically desired cross-financing from road to rail

- **Total of around CHF 1.7bn per year, incl.:**
- ~1bn from HVC to FinöV fund
- ~350m from mineral oil tax to FinöV fund
- ~220m from special financing, road transport to combined transport

How rail infrastructure, passenger and freight transport are financed



Source: LITRA/figures for 2009

Role of federal government and cantons in rail financing

Federal government:
- SBB infrastructure (SLA)
- Large-scale projects (FinöV)
- Agglomeration projects (IF)
- Regional transport (half)
- Freight transport

Cantons:
- Private rail infrastructure (future public spaces)
- Regional transport (half)
- Local transport

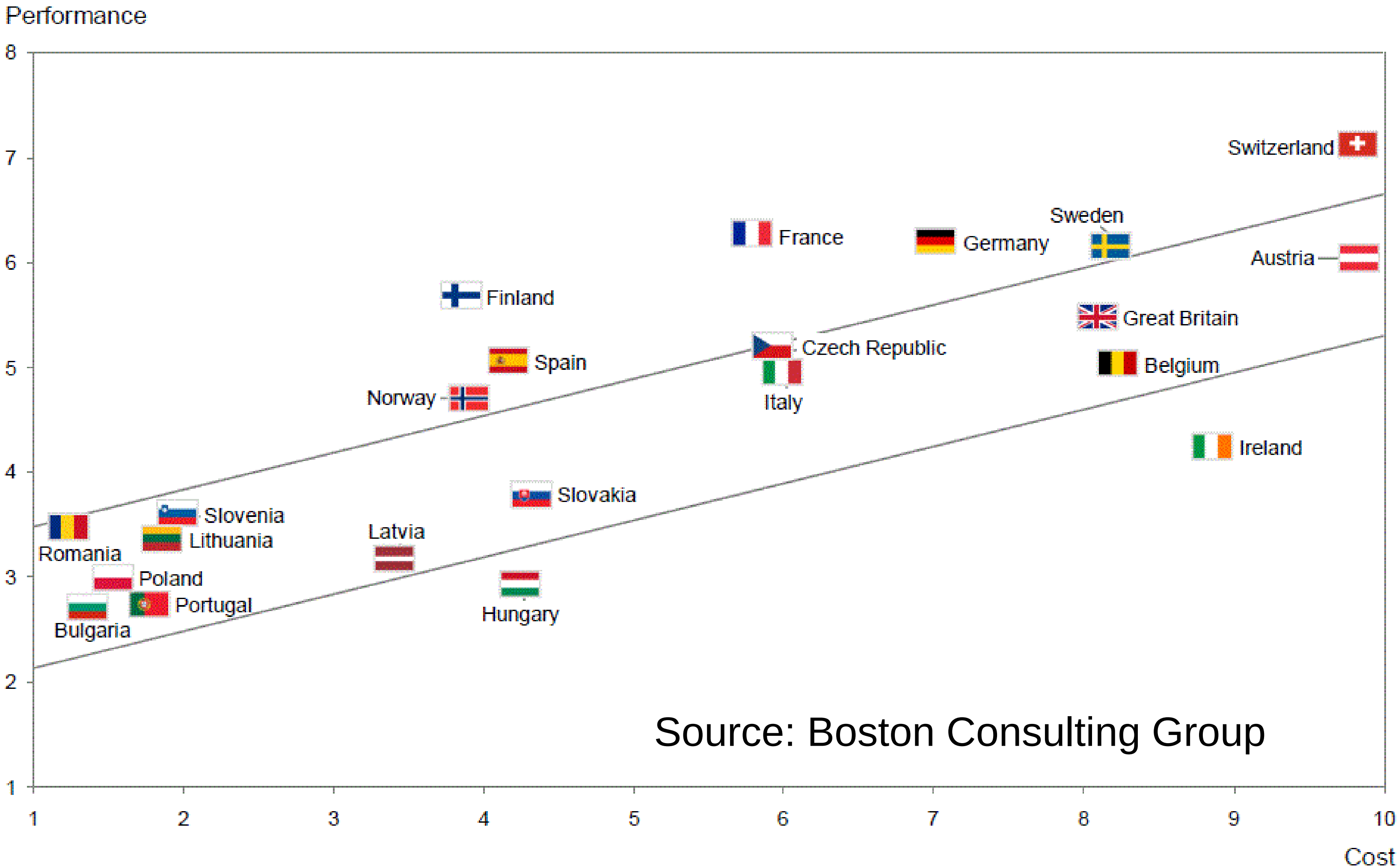
Rail infrastructure: regular and special financing

- Regular financing (via service level agreements): operation and maintenance of existing infrastructure and small extensions
- Special financing (FinöV fund): large-scale projects NRLA, Rail 2000/ZEB, noise abatement, high-speed connections

2012 European Railway Performance Index (Boston Consulting Group)

- “We found that performance does correlate with public cost, but does not correlate with either the degree of market liberalization or the governance model.”
- “Switzerland, Sweden, Germany, and France get better value in return for their public investments in their railway systems than other European countries.”
- “Among the five Tier 1 countries, Switzerland, France, Germany, and Sweden outperform relative to the average ratio of performance to cost for all countries - that is, they achieve high performance at a lower cost per capita (…). Switzerland is notable for its very high public cost per capita, but has achieved the highest overall performance due to its intensity of use.”

The 2012 European Railway Performance Index



New financing system

Today

3.2 bn
General budget
Rail infrastructure; Regional passenger and freight transport

1.6 bn
FinöV Fund
Large-scale projects

320 mn
Infrastructure Fund
Public transport projects in conurbations

In future

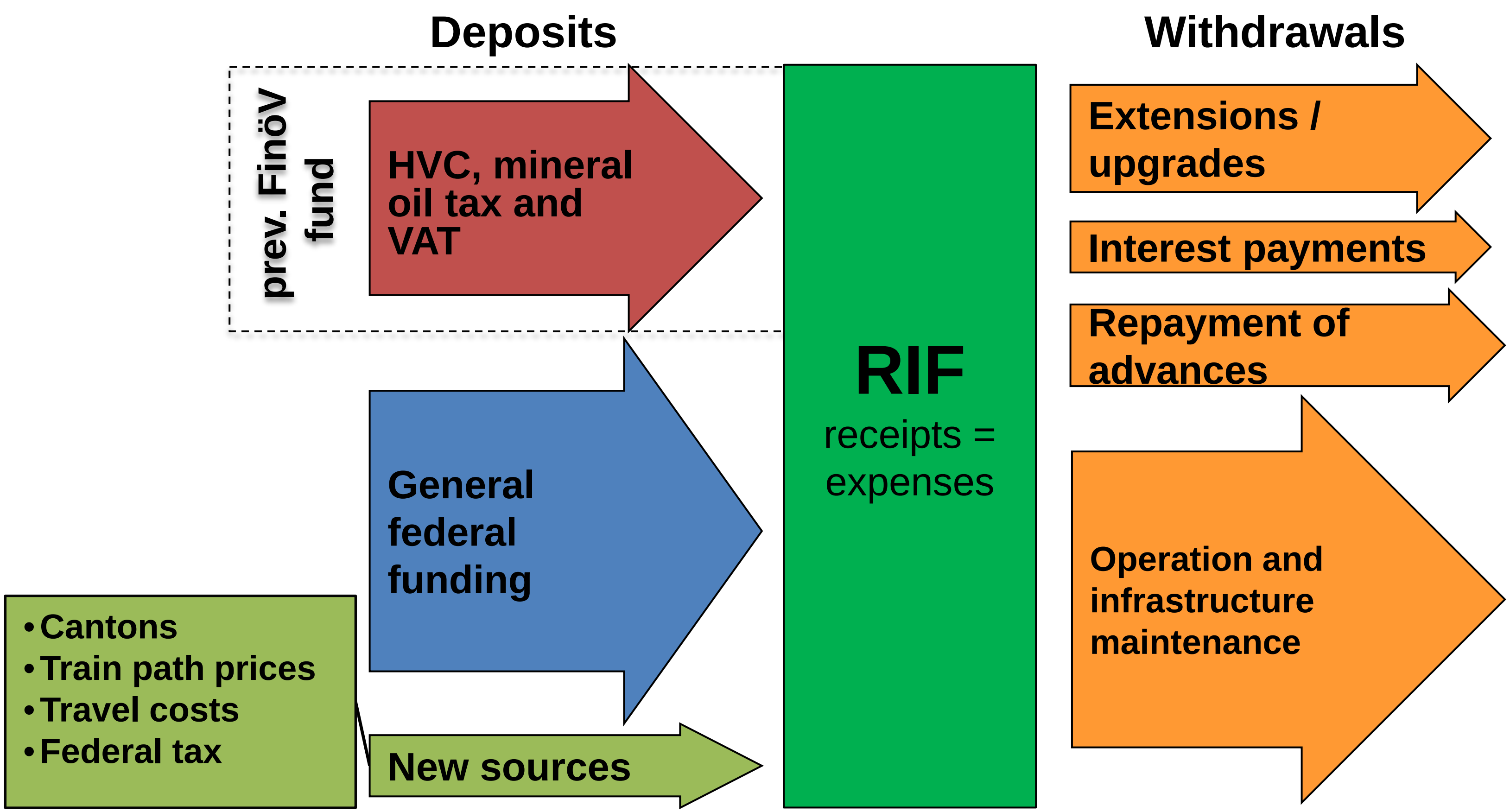
~4.6 bn
Rail Infrastructure Fund
Operation, maintenance of substance and extension of rail infrastructure

~1 bn
General budget
Regional passenger and freight transport

??
Infrastructure Fund

Source: FOT/ figures in CHF for 2010

FERI: Financing via permanent fund



Simulation of 6.4bn RIF variant
with additional, limited VAT