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ring peak hours compositions are made up of three trains seating 1,200 passengers. Unlike other such systems, Zürich's S-Bahn does not have its own exclusive rail network (except for the 11-km long new track). The remaining 369 km are used by Eurocity, Intercity and S-Bahn trains, as well as goods and service trains. Although this is attractive in financial terms because the rail network is being used to better effect, it is difficult to run. SBB therefore installed an electronic operations control centre which not only shows the current situation on the network, but also thinks ahead, as it were, making planning easier. Direct radio contact with the driver and passenger information on delays/connections etc. should considerably improve the quality of travel. In principle, the Swiss Confederation guarantees and pays for an hourly train service in all directions from every SBB station. But Canton Zürich wanted a more frequent service for the S-Bahn, and consequently agreed to pay the additional costs. Because the Zürich project is in fact an experiment, SBB and Canton Zürich agreed in a cooper-

ation contract that SBB would pay for the operational costs for three years and the canton would bear the operational losses. The canton's main interest is not, of course, to make financial gains, but to encourage a shift from private to public transport. This is also why Canton Zürich, with popular approval, set up an interconnected transport system regulating the fares of all 35 transport operators in the canton. It also co-ordinates services, such as timetables, and the quality of rolling stock, vehicles and routes. This means that S-Bahn passengers may buy a ticket at their nearest stop and then travel freely using all available modes of transport within a chosen time and zone. The transport system receives all revenue from public transport within the canton and then pays the appropriate sum to individual operators. This simplified fare structure using single and season tickets has already paid off in the city of Zürich. You will meet more people in town now with a monthly or annual season ticket in their pocket than with a set of car keys.

Some 200,000 people currently use the station each day. Over the next ten years the number is expected to rise above 350,000, with the station handling more than 2000 trains daily. An extension to the station is being built over the western track area in conjunction with a private contractor. By the end of the decade the building is expected to house some 430 flats and provide jobs for around 3000 people in offices, schools, hotels and cultural centres. It will be a complex with instant access to superb public transport facilities. It is not surprising, therefore, that concentrated building work around the focal points of public transport in and around Zürich has become the trend. Nor will it come as a surprise to find that users of Zürich's trains, trams and buses not only include your average citizen, but also the city's top bankers and managers, as well as politicians on official and private journeys.

Walter Finkbohner, Management Secretary of SBB's Zürich Region

Aspects of Swiss-EC Transport Policy Relations

With the approach of the Single European Market, Switzerland is facing a number of transport problems that require a speedy solution. The only way to control the expected massive increase in traffic is to consistently improve public transport.

Traffic in Europe has increased enormously over the last 25 years. Between 1965 and the middle of the 1980s, passenger traffic rose from about 1,500 million km per person per year to 3,100 million. In the same period goods traffic increased from around 700 billion to 1200 billion tonkilometres per year. As far as Switzerland is concerned, this is the most important type of traffic. Since 1965 *transalpine traffic* has risen from just under 20 million tons to some 65 million. But almost the entire increase in that period was in road transport, while the railways' share rose only very little. However, this needs to be put into perspective: It is estimated that in 1988 about 1000 million tons of goods were transported within Western Europe (figure based on projections). Today the major part of all goods traffic, almost 45%, is handled within the triangle formed by France, the Benelux states and West Germany.

The Increasing Social Cost of Transport

It is becoming more and more obvious that traffic, particularly on the roads, is not paying for itself and is costing society money. The total cost of road traffic can be broken down as follows:

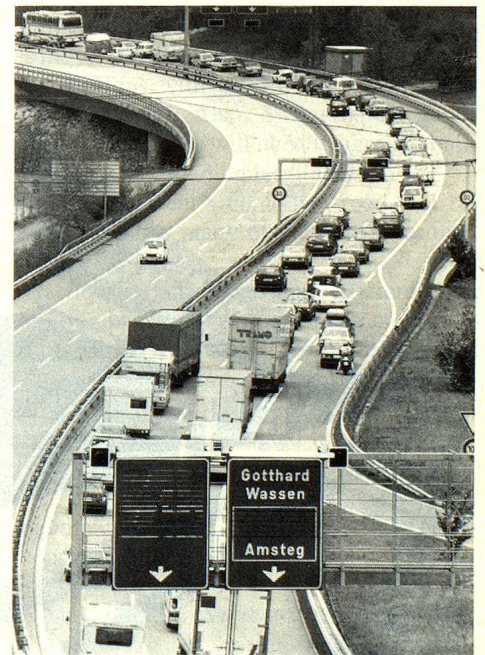
Operating costs for vehicles, which are paid by owners and operators.

Maintenance costs for roads and parking facilities, which are covered by public funds.

So-called external costs, such as damage caused by noise or exhaust fumes.

It is estimated that these external costs are in fact considerable, and we may conclude that, on the whole, transport charges are too low.

At times this distortion has led to grotesque planning in the transport sector: The story goes, for example, that potatoes have been carried from West Germany to Italy to be washed there, only to be sent back to West Germany afterwards for processing. There



At peak travelling times our motorways are often overcrowded. (Photo: Keystone)



are similar stories about the passenger transport sector.

But we have to consider that public transport services are also offered too cheaply. The Swiss federal government, the cantons and the communes assist public transport operators to the tune of almost SFr 2000 million a year. These are either payments for public services or to cover losses.

Conclusion: We live in a society with very high, but too cheap, mobility.

Traffic Trends – Without EC 92

Economic and social conditions are unlikely to change radically, so that developments in the immediate future are likely to follow recent trends:

Railways: absolute share of transport volume increasing slightly, but relative share continuing to drop; inland navigation: dropping or stagnating; roads: increasing sharply in absolute and relative terms; air traffic: continuing strong increase; high-seas navigation (within Europe): tending to stagnate; pipelines: stagnating.

Three other important factors, however, are also likely to influence future developments: environmental consciousness, inadequate infrastructures, and technical developments.

As mentioned above, traffic has increased steadily, at an annual rate of between 3 and 4%. The last few decades have also seen the expansion of infrastructures, especially in the European motorway network. Recently,

however, this expansion has accelerated. Road transport of goods in Europe has risen sharply by around 12% over the last two years, and passenger traffic on the roads has gone up by some 5%. This means that we are increasingly reaching capacity limits. It is also becoming more and more difficult to implement new transport projects because of tight restrictions imposed by the increasing density of population, the scarcity of land, and the requirements of environmental compatibility. This not only applies to roads, with the whole of Europe already suffering a great deal of annoying congestion, but also to the railways, which are basically more environment-friendly. Switzerland – take the RAIL 2000 project as an example – is not the only country facing popular opposition to new constructions. The conclusion is that infrastructure, especially in the road system, will prove to be seriously inadequate over the next 5 to 10 years, if not earlier. Even if investment is increased massively in the next few years, it will be impossible to provide new capacities in time to cope with the problem.

EC Traffic Policy Trends for 1992

It is with these tendencies in mind that the European Community will need to work out its transport policy for the Single Market, which comes into effect in 1992. EC policy is currently concerned mainly with goods traffic, where the main priorities are liberalisation and harmonisation.

Liberalising transport essentially means the following: For road freight transport:

Reducing border controls (leaving more time for driving; lifting the “cabotage ban”, that is the ban on vehicles registered in a particular country transporting goods between points in two other countries (a West German vehicle, for example, is not allowed to carry goods from Milan to Marseilles); Lifting the ban on transport-for-money in works traffic;

These measures should help reduce the large number of empty runs and improve capacity usage.

The EC is discussing a truly revolutionary ruling for rail traffic which could be described as carrier freedom. It would allow any railway company to transport goods on the entire European rail network. A national railway would provide traction and network only, and would charge firms the appropriate fee for transporting their goods waggons.

Air traffic is another area where liberalisation will be increased.

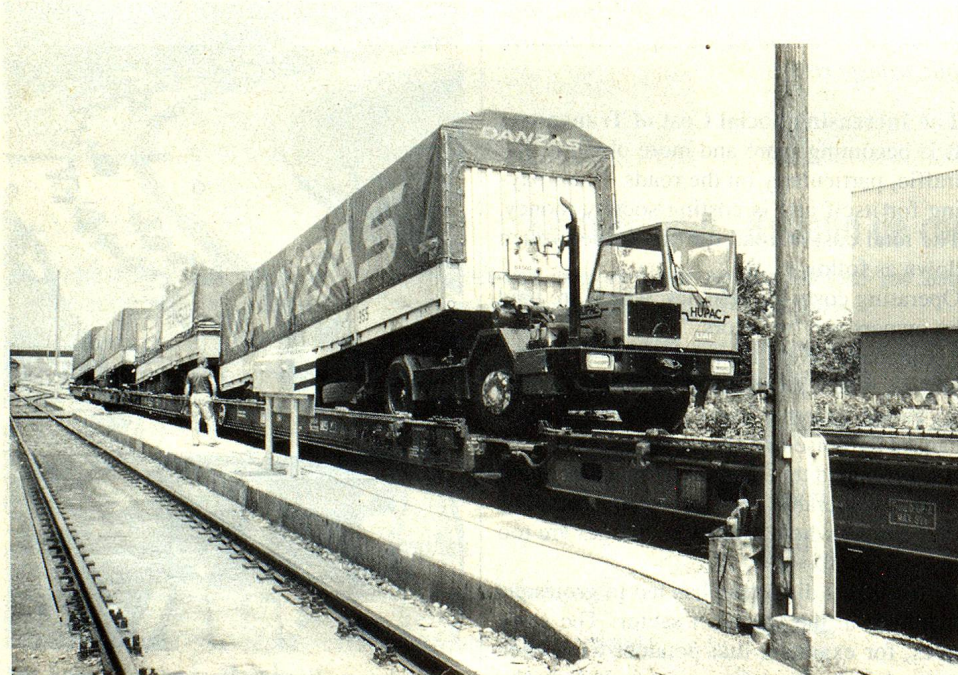
The EC Commission, acting on a mandate from the Council of Ministers, has presented Switzerland with a number of demands in view of the Single Market and on the basis of a transport policy focusing mainly on road traffic. The main demand is that Switzerland accept its proper share of transalpine goods traffic, which is currently forced onto longer routes through Austria and France. The other demands are the following:

The EC would like Switzerland (and Austria) to accept its standard rulings on measures and weights for lorries and road tractors. This means that Switzerland would have to raise its upper limit to 40 and 44 tons respectively. The minimum concession the EC wants from Switzerland is the introduction of a road transit corridor for EC vehicles weighing up to 40 tons.

Switzerland should lift its nighttime and Sunday ban on road freight transport in order to increase capacities. Switzerland, too, should reduce administrative barriers at its frontiers; traffic should be allowed to circulate with maximum time-saving and without restrictions. Above all, any special charges should be abolished. These demands are creating serious problems for Switzerland.

How Switzerland Plans To Solve Its Transport Problems

At the beginning of 1989 the Swiss government redefined its transport policy. A review had become necessary after June 12 1988, when voters rejected a proposal for a constitutional article on coordinating transport



Heavy vehicles under fire: In transit traffic, there are calls for freight transport to be switched to the railways. (Photo: Keystone)



policy. The government agreed on the following aims:

Switzerland's transport system shall contribute as much as possible to enhancing the quality of life and stimulating qualitative growth. This shall be achieved by satisfying basic transport needs, but without artificially increasing mobility.

In essence this means: The increase in traffic must be limited; different transportation methods should be extended in coordination with each other; the negative effects of traffic should be reduced, international traffic, especially transit traffic, should be handled with the greatest possible consideration for protecting the environment, saving energy and space, and efficiency; traffic should become more self-supporting, and direct and indirect traffic subsidies should be cut.

The Swiss Government's International Transport Concept

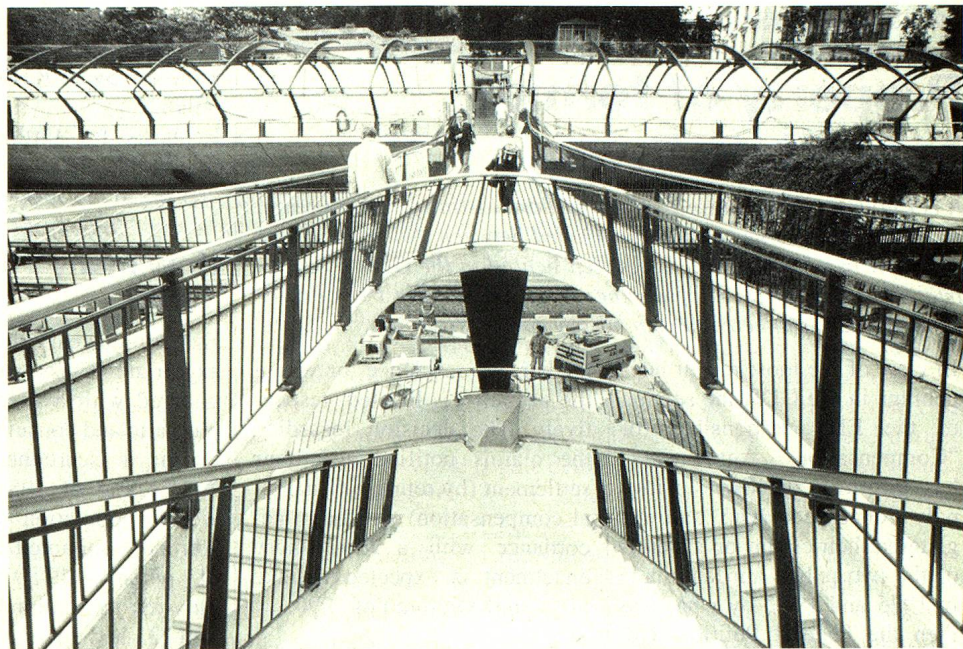
Switzerland cannot accept the EC's demands for abandoning weight limits or creating a 40-ton corridor, because this would run contrary to Swiss transport policy.

The ban on nighttime and Sunday freight transport should also remain in force, in order to protect the environment and maintain an acceptable level of quality of life.

However, Switzerland is part of Europe and a traditional transit country. It cannot ignore the wishes of the rest of Europe and must show some solidarity. Switzerland is prepared to take up this challenge by showing viable solutions and suggesting alternatives. The government has therefore decided to continue modernising the railway system and to adopt a policy of combining road and rail transport of goods through the Alps. This policy is based on extensive consultations at home and abroad. It is also in line with its Rail 2000 project, approved by voters in 1987, which will upgrade Switzerland's national transport system and make rail travel more attractive thanks to a sensible timetable concept. This package of long-term and temporary solutions essentially consists of the following:

The New Trans-Alpine Rail Links

Two new trans-alpine rail links are planned, in order to cope with future passenger and goods traffic through Switzerland: the "Neue Eisenbahnpentaversale" (NEAT), a tunnel through the Gotthard massif, will be the main route, and there will be a shorter tunnel through the Lötschberg. On the one hand this will cut travelling time for rail passengers between Basle and Milan



The Swiss federal government, the cantons and the communes assist public transport operators to the tune of almost SFr. 2000 millions a year. Photo: The Zürich-Stadelhofen S-Station bears the personal stamp of engineer-architect Santiago Calatrava. (Photo: Keystone)

from more than 5 to just over 3 hours. On the other hand it will create capacities to handle 620 transit goods trains instead of the current 420. This concept will also considerably uprate the Berne-Lötschberg-Simplon-Italy and France-Geneva-Simplon-Italy routes.

The idea is to promote the combined road and rail system for transit goods.

Because the new tunnels, which will considerably increase capacity, will not be completed before 2005 or 2010, short-term solutions are needed to satisfy the EC countries' transport requirements.

The government has agreed to invest about SFr. 1400 million which will treble transport capacities from around 160 000 consignments a year to 465 000 by 1994. And this is how it should work:

On the Gotthard line, the capacity for unaccompanied "piggy-back" transport and for transport of vehicles by rail (maximum height 3.8 metres) will be increased to around 360 000 consignments a year. The government has already commissioned this expansion. It includes investments in permanent installations on the Basle-Gotthard-Chiasso route, and it will therefore also benefit the NEAT. The main objectives are increasing the route's efficiency, installing facilities to handle the long "piggy-back" transport trains, building operational control centres, and ensuring energy supplies. In addition, 90 four-axle locomotives

and 840 special waggons will be bought for the "piggy-back" transport system.

On the Lötschberg line, Switzerland plans to transport vehicles with a maximum height of 4 metres by train. The insertion of an additional track between the two existing ones will allow more efficient use of space in the tunnel. This could mean handling 105 000 consignments per year. However, this temporary improvement of the Lötschberg line will be carried out only if Switzerland's negotiations with the EC on transit traffic are successful. Also, Switzerland's neighbouring countries will need to agree to build the necessary loading terminals.

The government's combined road and rail concept meets many of the objectives mentioned earlier:

Traffic can be handled more efficiently; the environment will be protected; energy, especially fossil fuel, can be saved; limited road capacity, particularly in the alpine valleys, can be freed for essential traffic; national routes can be incorporated into the international transport network; the principles of free circulation and market economy can be maintained, albeit under slightly different conditions.

F. Mühlemann, Secretary-General of the Swiss Ministry of Transport and Communications, Berne

H.U. Berger, lic.oec, deputy head of the Office for Comprehensive Transport Matters