5124 km railway network

3754 km normal gauge track

1774 cableway installations

1370 km narrow gauge track

11,007 km post bus routes

2258 km by rail for each resident each year

160 passenger ships

2258 km by rail for each resident each year
Public transport in Switzerland is of unique quality. It is a role model for other countries. And this includes the high proportion of rail in freight transport.

The success of the railways and other public transport companies is closely linked to the work of the Federal Office of Transport (FOT). It is our goal to maintain this outstanding system, and to adapt it to the growing mobility needs of both passenger and freight transport in the future. Our commitment to environmentally friendly and efficient public transport can only succeed if passengers can be sure of reaching their destination safely and on time. One of the FOT’s key goals is therefore to deliver a high, yet affordable, standard of safety for our railways, buses, ships and cableways.

As Director of the FOT, I have been mandated by the Federal Council to implement and develop public transport and rail freight policy. Switzerland is only able to fulfil its role as one of the most important transport hubs in Europe in close cooperation with our neighbours and with the rest of the European Union. We are implementing the European Directives and Standards in a pragmatic way typical of our country.

As Director I take responsibility for every decision made by my Office. But I don’t make decisions alone. In accordance with my management philosophy, every senior manager and every one of the 290 or so staff should shoulder responsibility and exercise their decision-making authority. Only together we can do justice to the high expectations of our work.

Peter Füglistaler
Director of the Federal Office of Transport
The Federal Office of Transport (FOT) is involved day to day in the shaping and implementation of Swiss public transport policy. It turns substantial parts of the transport policy, agreed by the Swiss people, Parliament and Federal Council, into reality.
The railways are highly valued in Switzerland.
OUR MANAGEMENT TEAM—the FOT consists of five divisions—Policy, Financing, Safety, Infrastructure, and Business Administration and Organisation.
The Director, Peter Füglistaler, is assisted in the running of the Office and the handling of all transport-policy-related issues by Pierre-André Meyrat, Toni Eder, Pieter Zeilstra, Christine Stoller-Gerber, Petra Breuer and Gregor Saladin, and their respective section heads.

From left to right: Information & IT: Gregor Saladin, Head of Section, Business Administration and Organisation: Christine Stoller-Gerber, Head of Division, Infrastructure: Toni Eder, Vice-Director, Director: Peter Füglistaler Policy: Petra Breuer, Head of Division Financing: Pierre-André Meyrat, Deputy Director, Safety: Pieter Zeilstra, Vice-Director
The Policy Division is headed by Petra Breuer. Her core tasks include management affairs, special projects and the development of strategies and concepts, for which the Management Affairs and Legal Affairs Sections are primarily responsible. Their specialists support political and legal business at the Office, Department, Federal Council and Parliamentary levels. This also includes legal procedures in disputes involving public transport.

The International Affairs Section follows the development of international transport policy and analyses its effects on Switzerland. It advises and supports the Director and the Department in international negotiations and conferences on land transport, and coordinates the Office’s activities on the international stage. The Information & IT Section informs the media and the general public about the Office’s activities, deals with internal communications, and is responsible for the Office’s IT resources. The staff of Safety Risk Management monitor all the Office’s safety-related activities, and supervise risk analyses relating to public transport.
FINANCING — THE FINANCING DIVISION OVERSEES REGIONAL PASSENGER TRANSPORT, FREIGHT TRANSPORT, AND THE FINANCING OF THE RAILWAY NETWORK.

The Financing Division is headed by Pierre-André Meyrat and comprises the Railway Network, Freight Transport and Passenger Transport Sections. Financing railway infrastructure is the focus of the Railway Network Section, which is responsible for the payments that the Confederation makes for the operation, maintenance and improvement of rail transport installations, and financial controlling. The Section’s tasks also include steering and planning the Fund for Large-scale Railway Projects (FinöV Fund), which finances projects such as the New Rail Link through the Alps (NRLA).

The Passenger Transport Section is primarily concerned with ordering and financing regional public passenger transport. In cooperation with the cantons, the Section orders the necessary transport services from the companies licensed for regional passenger transport. The subsidies needed are stipulated in advance for each transport service ordered.

The Freight Transport Section helps the railway companies, through investment contributions and subsidies, to provide attractive freight transport services. This makes a substantial contribution to shifting transalpine freight transport from road to rail, and to continue developing Swiss rail freight.

The Financing Division also issues licences and authorisations for the companies active in public transport, and licences for freight and passenger transport by road. Its specialists also monitor whether the transport companies are using the funds as agreed and deploying them efficiently.
SAFETY — THE SAFETY DIVISION DEALS WITH ALL SAFETY ISSUES AFFECTING PUBLIC TRANSPORT.

Under the leadership of Pieter Zeilstra, the Environment, Civil Engineering, Safety Engineering, Electrical Installations, Vehicles, Railway Operations, Safety Supervision, Navigation and Cableway Systems Sections support the Director and the other Divisions and Sections of the Federal Office of Transport on all safety-related matters. To ensure the continuing high safety level of public transport, the Safety Division draws up the necessary foundations and adapts them continually to new demands and technological progress. It monitors whether the projects submitted to the FOT comply with safety regulations. It also monitors whether transport companies observe the applicable safety regulations. Should there be a case in which safety can no longer be ensured, the Division imposes conditions and enforces additional safety measures where necessary.

The main tasks of the Environment Section are to minimise risks that may result from the transport of dangerous goods, and to remediate contaminated sites. The Vehicles Section evaluates the safety aspects of railway vehicles and buses. The Cableway Systems Section ensures that the applicable safety and operating requirements for cableways are met. The Civil Engineering, Electrical Installations and Safety Engineering Sections play an important role in FOT decisions concerning train control systems, telematics, high-voltage systems, and collision avoidance systems.

Safety is not reserved to project planning for new installations or the construction of new vehicles: the Safety Supervision Section also supervises the transport companies during the operating phase. It monitors whether the required safety standards are being observed, and whether the companies are using technical products that could endanger public transport safety. The Railway Operations Section deals with operative matters including the operating regulations, which are binding for all railway companies in public transport. The Navigation Section ensures safe transport on water. It is also responsible for most international concerns of Rhine navigation.
The Infrastructure Division, headed by Toni Eder, is made up of the Planning, Large-scale Projects, Authorisations I, Authorisations II, and Approvals and Rules Sections.

The Planning Section is responsible for strategic service and infrastructure planning for the development of the Swiss railway network, and coordinates this with spatial planning and the planning of the road network. The Large-scale Projects Section supervises, coordinates and monitors the implementation of the major railway extension projects, such as the New Rail Link through the Alps (NRLA), the connection to the European high-speed network, the future development of rail infrastructure (ZEB project), and noise abatement along the railways. It represents the Confederation as the purchaser of these large-scale projects, and strives to keep them within deadlines and budgets.

The Authorisations I and II Sections issue planning permission for railway infrastructure, cableways, and landing stages for public navigation. The two Sections also issue operating licences and infrastructure concessions.

The Approvals and Rules Section coordinates network access for the rail transport companies. It issues approvals for rolling stock, installations and personnel entrusted with safety-related tasks. It also keeps the technical and operating regulations up to date and ensures specialist contacts at an international level.
The Business Administration and Organisation Division, headed by Christine Stoller-Gerber, is responsible for the numerous internal services that are necessary to keep the Office running smoothly. These include resource management and human resources, as well as continuing education and training and the supervision of trainees in commercial apprenticeship or mediomatics. The Division is also responsible for budgeting and financial planning, material supplies, safety and organisation within the Office and for translations of texts produced by the Office. The Business Administration and Organisation Division is divided into Human Resources, Accounting & Controlling, Logistics and Language Services.

The Auditing Unit reports directly to the Director, and is an independent unit within the Federal Office. Robert Gugger and his team monitor whether the FOT is operating effectively and in full accordance with the law, and whether the available funds are being deployed economically. In the case of subsidised transport companies, the Auditing Unit monitors whether public money is being used properly.

**BUSINESS ADMINISTRATION AND ORGANISATION**

This division deals with human resources, finance, materials, safety and translations.

**AUDITING**

This unit checks whether federal funds are being used properly, internally and externally.
The Federal Office of Transport and its partners have the task of ensuring that the basic public transport service policy is implemented. The Federal Constitution stipulates that the public transport network should be available to all sections of the population and regions of the country according to the same principles and at reasonable prices. Within this mandate, the Confederation, cantons and communes order the necessary services from licensed transport companies. The Confederation also makes a substantial contribution towards the maintenance and extension of Swiss rail infrastructure. In total, the Confederation, cantons and communes spend about CHF 8.2 billion on public transport. Bearing in mind the wide-ranging tasks carried out, these funds are relatively small. It is therefore all the more important to deploy them in a targeted and economical way, and that is what the FOT strives to do.

**MORE THAN 400 COMPANIES**

More than 400 companies, employing around 91,000 people, provide public transport services in Switzerland. Switzerland aims to create even better services in both passenger and rail freight transport, and over the last decade has therefore gradually opened up to foreign transport companies, particularly in rail freight.

**BEYOND NATIONAL BORDERS**

Swiss transport policy must be coordinated at international level, and contractually secured. The FOT is therefore in regular contact with the EU and other countries, and is a member of various international bodies. The implementation and continual updating of the Annexes to the Land Transport Agreement with the EU is one important example here.
The railway is greatly valued in Switzerland. The Swiss travel by rail on average 50 times a year. Current forecasts predict that the trend towards ever greater mobility of people and freight will continue. The possibilities of further growth in road traffic are limited due to our topography and environmental pollution. Switzerland is therefore promoting the modernisation and extension of the railways as the alternative to cars.

THE RAILWAY REFORMS CREATE GOOD FRAMEWORK CONDITIONS FOR THE RAILWAYS
The Railways Act (RailA) revised in 1996 and Railway Reform 1 in 1999 modified the legislative conditions for railway operations. More economic autonomy as well as clear performance agreements made Swiss rail companies more productive and efficient. Rail freight transport was liberalised, and various freight companies have since become active in Switzerland. Railway Reform 2 was divided into packages: The revision of public transport legislation paved the way for the equal treatment from 2010 of all transport companies particularly concerning finances, and railway police legislation was also adapted to current requirements. The second step was to improve the legal provisions for tendering in the rail and bus sector. The third package will improve the organisation of public transport infrastructure, which has evolved over the years.

FURTHER EXTENSION AND FUNDING AS PART OF MODAL SHIFT POLICY
To satisfy the growing demand for transport, services must be extended. Switzerland is investing where the greatest impact can be expected. Large-scale infrastructure projects include the New Rail Link through the Alps (NRLA), the acoustic treatment of rolling stock and track, and Switzerland’s connection to the European high-speed rail network, and the «Zukünftige Entwicklung der Bahninfrastruktur» (ZEB – Future development of railway infrastructure). The Federal Council’s proposal on the financing and expansion of rail infrastructure (FABI) lays the foundation for the financing and expansion of rail infrastructure in the coming decades.

A further objective of Swiss transport policy is to reduce the number of lorry journeys through the Alps and transfer freight transport to the more environmentally friendly railways. The Confederation has taken various measures to provide the railways with the means to do so, including the Distance-Related Heavy Vehicle Fee (HVF).
The St Adrian Bridge at Walchwil on the SBB route Zurich–Arth-Goldau.
Cableways have a long tradition in Switzerland. Without them, various attractive tourist services in mountain regions would be impossible. There are currently about 1800 installations operating in Switzerland. The FOT is responsible for the approximately 650 federally licensed facilities. For draglifts, small cable cars, and cable cars that do not carry passengers commercially, responsibility lies with the cantons.

To remain competitive in the fiercely contested tourism market, new facilities are continuously being constructed and existing ones modernised. The FOT is responsible for concessions and construction permits, and it also issues operating licences and approves the technical directors of cableways. Throughout the testing procedures, and subsequently in operation, the technical safety and environmental soundness of a cableway are crucial. As for other public transport companies, the FOT also ensures that cableway operators observe the applicable regulations and standards. If the FOT discovers defects, it can require the company to take measures to ensure system safety and the safe operation of its facilities.

THE KEY ROLE OF THE CABLEWAYS — CABLEWAYS PLAY AN IMPORTANT ROLE IN TOURISM. THE FOT ENSURES THAT THEY ARE SAFE AND ENVIRONMENTALLY FRIENDLY.
The approximately 170 ships of the federally licensed passenger ship companies carry around 13 million passengers every year on Swiss lakes and boundary waters. Navigation plays an important role in tourism and excursion traffic. But not just that: about 260 cargo ships carry about 4 million tonnes annually on Swiss waters. Rhine navigation is particularly significant: more than 10% of Swiss exports are carried on the Rhine. The Swiss Rhine ports tranship around 7 million tonnes of freight and about 100,000 containers every year.

At European level, the Rhine has become the most important waterway. This development was favoured by the revised Convention for Rhine Navigation of 17 October 1868 (the Mannheim Convention). This agreement guarantees Switzerland a route to the North Sea under international law. The Central Commission for Navigation on the Rhine (CCNR) is responsible for safeguarding free shipping on the Rhine and promoting Rhine navigation. The CCNR consists of five member states: Switzerland, Germany, France, the Netherlands, and Belgium.

All matters regarding shipbuilding, ship transport, and licensing of maritime personnel are regulated by the FOT in national legislation on shipping. The Office oversees federally licensed shipping companies and checks whether they observe the applicable rules and standards. Other shipping is supervised by cantonal agencies. The FOT is also active in the international shipping committees for Lake Geneva, Lake Constance and the lakes of Ticino, whether adapting existing agreements or drawing up new ones.
Safety is a core task for the Federal Office of Transport. The FOT supervises all federally licensed transport companies active in public transport. These include railway, shipping, cableway and bus companies. The FOT draws up safety-related laws and ordinances and ensures that these transport companies observe these regulations.

Higher speeds, shorter headways and more complex technical systems must not be allowed to compromise safety. On the other hand, the safety standard to which public transport aspires must be affordable and economic.

Responsibility for safety rests primarily with the various transport operators. In exercising its supervisory role here, the FOT makes a key contribution to ensuring that any deficiencies in the operators’ safety management are swiftly identified and immediately rectified where necessary. This safety supervision proceeds in three phases:

1. **PREVENTION**
   Before an installation or vehicle can enter into operation, the FOT’s licensing procedure will include risk-oriented safety testing, and only then will a decision on the issue of an operating licence be taken.

2. **MONITORING**
   Once the installation or vehicle is in operation, the FOT supervises the transport companies to check that they are observing all the relevant regulations – including audits and operational inspections. The FOT’s market surveillance also aims to prevent any technical products coming into circulation that might impair safety in public transport.

3. **ADAPTING THE SAFETY REGULATIONS**
   The FOT uses incident reports, the results of audits and operating inspections, and new technological findings as a basis for improving existing safety standards. It adapts them in a practical way both to growing demands and to developments in technology.

**SAFETY IN PUBLIC TRANSPORT**

PUBLIC TRANSPORT SHOULD NOT JUST BE COMFORTABLE AND RELIABLE; ABOVE ALL IT SHOULD BE SAFE.
The 'Zukünftige Entwicklung der Bahninfrastruktur' project (ZEB – Future development of railway infrastructure), approved by Parliament in 2009, comprises investments of around CHF 5.4 billion, for example in the 3km Eppenberg Tunnel, which is being built as part of the four-track extension to the line between Aarau and Olten. The planned extensions will be made by 2025. They will improve the passenger transport service and increase the productivity of rail freight transport.

In 2012 the Federal Council submitted its proposal on the financing and expansion of rail infrastructure to Parliament. FABI contains the strategic development programme for rail infrastructure (STEP), which continues the planning of railway infrastructure up to the middle of the century. The first expansion of STEP has the same time horizon as the ZEB investments – 2025. Its primary focus is to expand the Lausanne, Basel and Bern rail hubs. The Confederation is investing a total of around CHF 10 billion up to 2025 in the expansion of rail infrastructure.

FABI is also intended to ensure the funding of rail infrastructure in the long term, setting up a new Rail infrastructure fund (BIF) to replace the FinöV Fund, which has been used so far only to finance large-scale projects such as the NRLA.

ZEB AND FABI __ THE ZEB AND FABI PROGRAMMES WILL FURTHER EXTEND RAIL INFRASTRUCTURE OVER THE COMING YEARS AND DECADES.
The transfer of freight transport from road to rail is an important cornerstone of Swiss transport policy. Thanks to the distance-related heavy vehicle fee (HVF) for lorries and the promotion of rail freight, about 600,000 transalpine lorry journeys have been avoided every year. Nevertheless, in 2011 the number of transalpine lorry journeys remained significantly above the interim target of 1 million. Current predictions show that the target of 650,000 transalpine lorry journeys in 2018 will not be achieved. The Federal Council is therefore planning further measures to advance its modal shift policy. For example, the Gotthard route will be adapted to be able to carry semitrailers with a corner height of 4 metres on trains. In addition, new terminal capacities for combined transport will be created south of the Alps.

The New Rail Link through the Alps (NRLA) is crucial for implementing the modal shift policy. Both nationally and internationally, the NRLA is seen as a pioneering project for freight and passenger transport. The three new Alpine tunnels through the Lötschberg, the Gotthard and Monte Ceneri are among the largest building projects in the world. While the Lötschberg base tunnel has been in operation since 2007, the Gotthard base tunnel will only come into operation at the end of 2016. At 57 km it will be the longest railway tunnel in the world. The NRLA is conceived as a level-track route through three base tunnels. Together with the Ceneri base tunnel, which is planned to come into operation in 2019, the Gotthard base tunnel will shorten the route from Basel to Chiasso by 40 km. The NRLA will thus increase the competitiveness of rail compared to roads, in terms of both transport capacities and journey times. The NRLA enables both higher speeds and the use of heavier goods trains, with fewer locomotives.
An intercity train at the Lötschberg base tunnel.
As part of the high-speed rail connection project, various stretches of track in Switzerland are being expanded, and new stretches supported abroad. The aim is to provide faster connections between Switzerland and neighbouring countries. One example is the eastern axis of the Rhine–Rhône TGV route, which Switzerland has co-financed to the tune of CHF 10 million. Since coming into operation at the end of 2011 it has shortened journey times from Zurich and Basel to Paris by half an hour. In addition to Paris, other destinations such as Munich, Ulm, Stuttgart, Lyon and the South of France will be made more rapidly accessible by rail once the programme is complete. These high-speed connections will strengthen Switzerland economically and also in terms of tourism. In addition, they help ensure the greatest possible proportion of international traffic goes by rail.
In 1998 Switzerland introduced a comprehensive programme to protect its residents from the noise of railway traffic. The principal elements are the modernisation of rolling stock – for example by fitting quieter brake blocks – as well as sound insulating walls and windows. The original noise abatement programme is already well advanced and will be completed in 2015, by which time the entire Swiss rolling stock will have been modernised. In 2012 the Federal Council proposed a follow-up programme that would focus on setting threshold values; so by 2020 foreign goods wagons with the old grey cast iron brake blocks may no longer travel through Switzerland. The Federal Council has also taken up noise abatement measures for tracks, further noise protection walls, and the remediation of steel bridges in the follow-up programme.