



Ref.: BAV-052.1-00006/00006

## Background information

As of 31.05.2016

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### Zurich Process

**Since 2001, the transport ministers of the Alpine countries have been meeting regularly to discuss issues of safety, traffic control systems and modal shift policy. The first meeting was instigated by Switzerland following a series of major accidents in Alpine road tunnels.**

The trigger for the first meeting was a fire in the Gotthard road tunnel caused by an accident involving a heavy goods vehicle. To improve road safety, the 'Declaration of Zurich' was adopted at the meeting. This led to better coordination and the harmonisation of technical standards. Issues discussed at the meetings now cover traffic management systems and the transfer of goods from road to rail. Public information about accidents and other disruptions to transit traffic has also improved – and safety in the tunnels has been heightened. Since 2012 a working group has also been analysing the environmental effects of road haulage.

The Zurich Process is a suitable platform for Switzerland to drive forward its modal shift policy together with the other Alpine countries.

Alongside Switzerland, the members of the Zurich Process are Germany, France, Italy, Liechtenstein, Austria and Slovenia. A representative of the European Commission is included as a permanent observer, and a representative of the Alpine Convention attends as a guest. The presidency rotates every two to three years: this year it will pass from Slovenia to Italy.

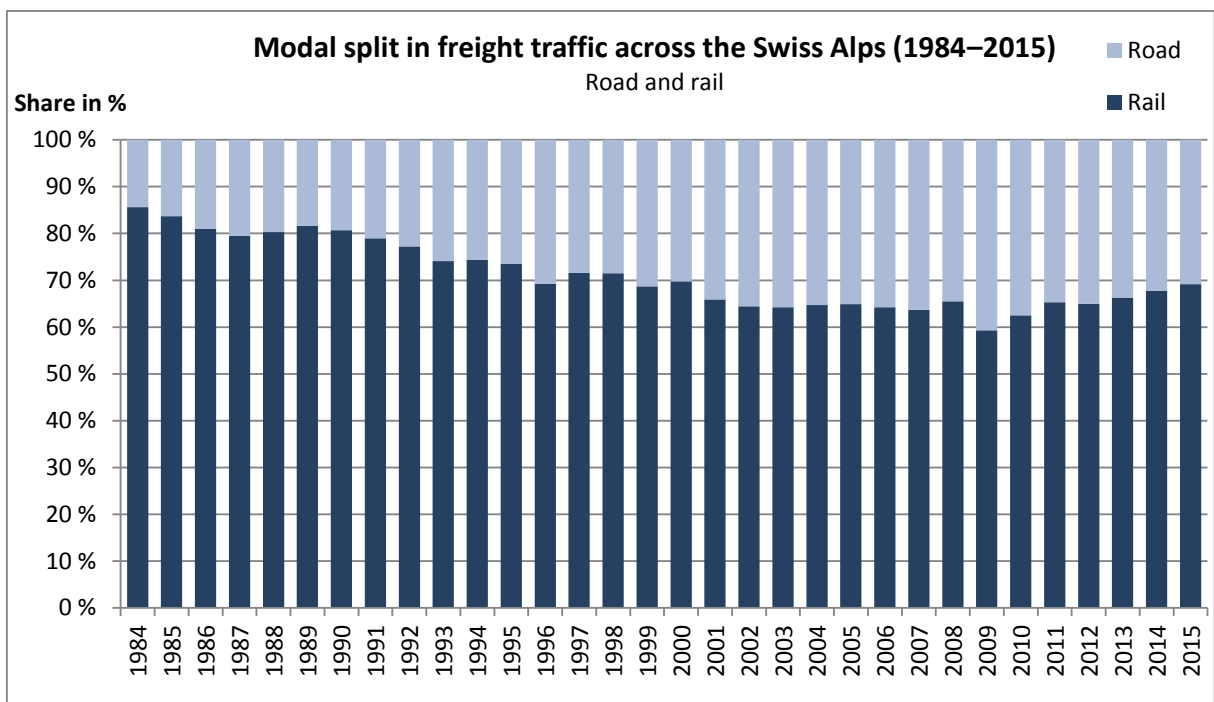
Since introducing the mileage-related heavy vehicle charge (HVC) in 2001, Switzerland has made the following significant progress:

- The number of HGV journeys through the Swiss Alps has fallen from over 1.4 million to around 1 million (2015). This is a reduction of approx. 28%.
- The market share of rail in transalpine freight transport in Switzerland has risen to 69% (as of 2015). By way of comparison, the figure for France is 9.1% and for Austria 31.4% (as of 2014).



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- There has been a significant increase in the use of cleaner engines and a reduction in hazardous emissions from heavy goods traffic thanks to incentives resulting from the mileage-related heavy vehicle charge (HVC): nitrogen oxide levels have fallen by about 40% since 2003, and fine particulates by more than 50%.



Further information:

Zurich Process platform:

[www.zuerich-prozess.org](http://www.zuerich-prozess.org)

Incident management:

[www.acrossthealps.eu](http://www.acrossthealps.eu)

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