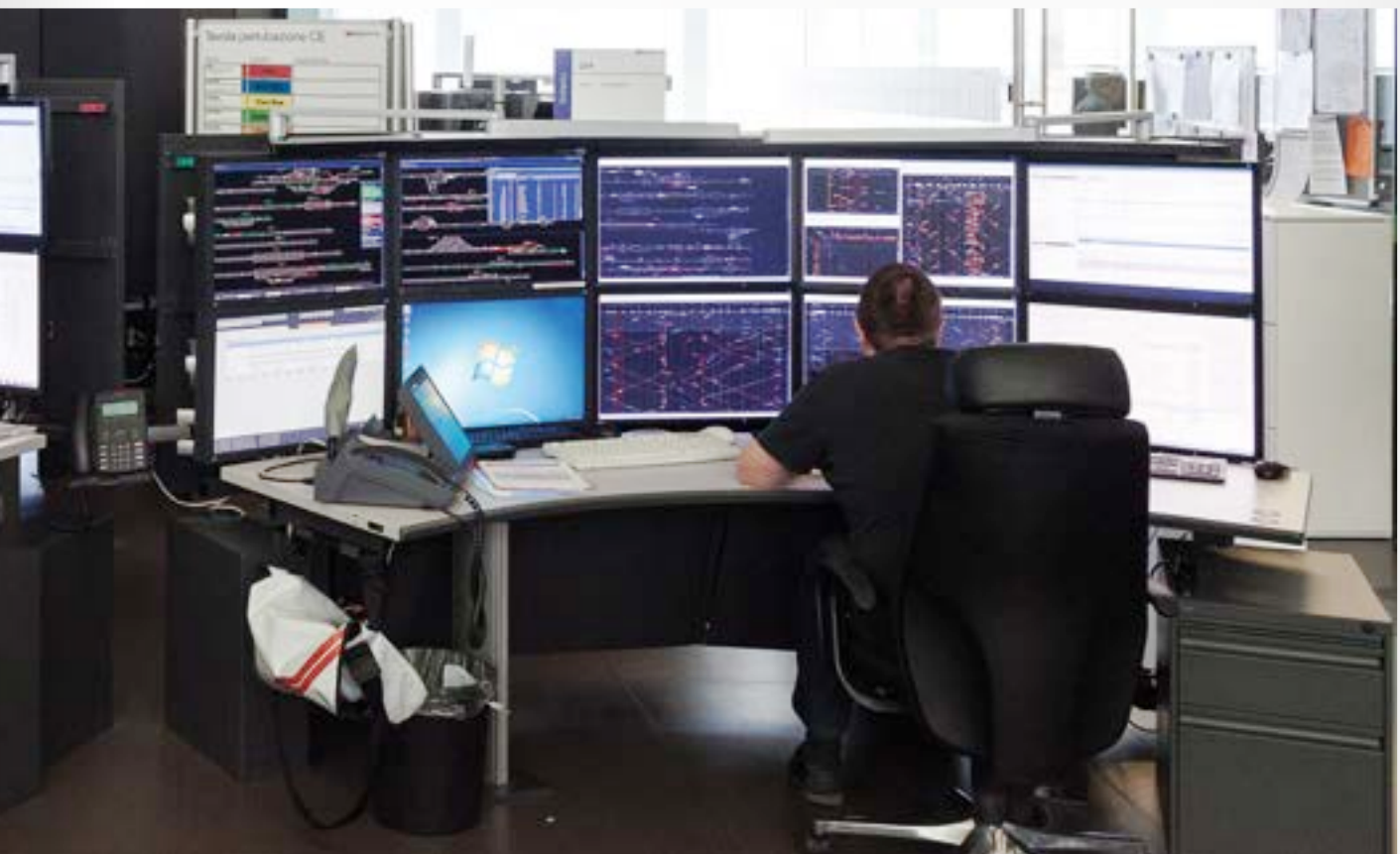


# Report on the activities 2019

## Railways Arbitration Commission (RACO)



Schweizerische Eidgenossenschaft  
Confédération suisse  
Confederazione Svizzera  
Confederaziun svizra

Schiedskommission im Eisenbahnverkehr  
Commission d'arbitrage dans le domaine des chemins de fer  
Commissione d'arbitrato in materia ferroviaria  
Railways Arbitration Commission



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## Foreword from the Chair

Dear reader

20 years ago Switzerland introduced non-discriminatory access to the rail network and created the Railways Arbitration Commission (RACO). Since the railway reform in 1999, it has been a requirement that the transport services and infrastructure management in the railway sector must be managed separately and have separate accounts. This represented the precondition for allowing competition on the rails and pursued the goal of increasing the efficiency of rail traffic. As an independent authority, RACO has since then been responsible for ensuring that all railway undertakings have fair and equal access to the railway network.

In the reporting year, RACO succeeded in further strengthening its monitoring role, and examined the access conditions, capacity allocation, and the remuneration for the use of the railway infrastructure as well as of the intermodal freight terminals in the context of complaints and ex officio investigations. In particular, RACO investigated the liability arrangements in the event of operational disruption due to a technical fault in the railway infrastructure.

Together with the sector concerned, RACO has implemented the publication obligation with regard to the access conditions relating to the intermodal freight terminals. Accordingly, as at the end of 2019, all the facilities subsidised by the Swiss Confederation had published their access conditions on their websites by means of the specified RACO standards.

RACO pursues a proactive and ongoing monitoring role, in order to detect any potential for discrimination at an early stage, and eliminate this, together with the parties actively involved. For example, RACO accompanies the SBB in the "Traffic Control Center" project, which has the goal of embedding personnel from the SBB Passenger Traffic Division in the operations centres of the SBB Infrastructure Division. To enable this, RACO has agreed with SBB Infrastructure on a package of measures to reduce any potential for discrimination.



A further example of the proactive approach adopted by RACO is the process analysis with regard to the areas of responsibility in network access, in order to analyse the discrimination potential systematically and to work on practice-oriented solutions together with the sector concerned.

At its symposium in November 2019, RACO focused on the challenges which digitalization, and in particular the smartrail 4.0 programme, will entail for non-discriminatory access to the railway network. As early as at the concept phase of this programme, RACO had already initiated an exchange of information, and from the workshops critical action areas became apparent, such as the shifting of functionalities from the infrastructure onto the rolling stock.

I would like to offer my heartfelt thanks to the Commission and the members of the specialist secretariat for their commitment and for their highly competent work.

Patrizia Danioth Halter  
Chair



## Management Summary

As an independent government commission, the Railways Arbitration Commission (RACO) ensures non-discriminatory access to the rail network and to the private intermodal freight terminals and sidings that are subsidised by the Swiss Confederation. In doing so, it supports the functioning of the rail market. It is active in three areas:

- As a specialised tribunal, it rules on claims from railway and other transport undertakings concerning access to the network and terminals.
- As a supervisory authority, it initiates ex officio investigations and takes measures to ensure non-discrimination. To this end it operates market monitoring and market surveillance.
- It co-operates at the international level with other regulators and in particular, initiates close cooperation on the rail freight corridors.

In 2019 RACO dealt in particular with the following complaints and legal actions, which have been settled with force of law:

- The **complaint** from a charter railway undertaking (RU) regarding liability arrangements in the event of operational disruption, and
- the **legal action** by a freight railway undertaking regarding access to a siding subsidised by the Swiss Confederation which is linked to a private facility.

With regard to **market monitoring**, during the reporting year RACO was involved with the following matters:

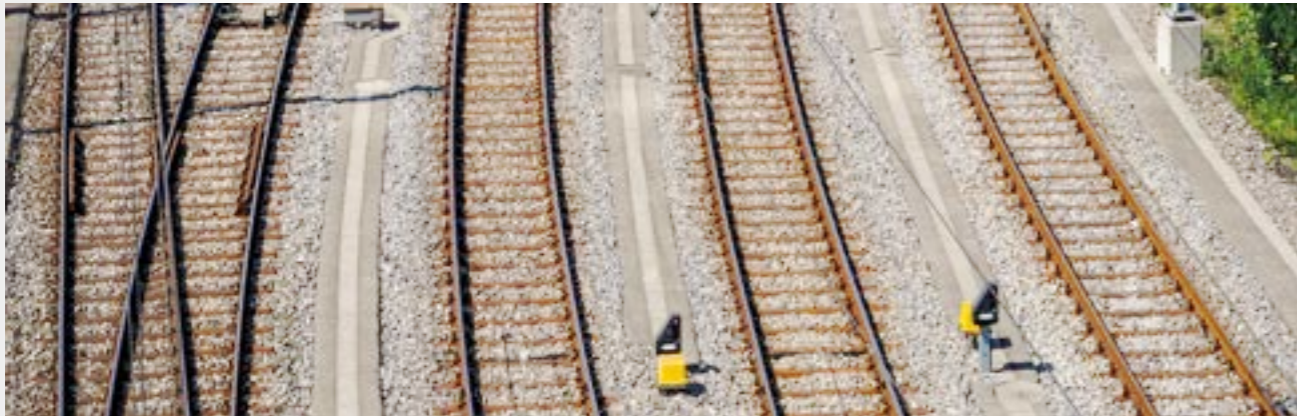
- With regard to intermodal freight terminals which are subsidised by the Swiss Confederation, RACO enforced the obligation to publish access conditions.
- RACO prepared a detailed process analysis with regard to areas of responsibility and potentials for discrimination in network access.
- In the exchange with the SBB, the "Traffic Control Center" project and the move-in of the Building GS2 on the Wankdorf Campus was accompanied. RACO agreed with SBB Infrastructure on a package of measures to reduce the potential for discrimination which was determined.

In relation to a **symposium**, RACO provided a discussion platform for an exchange of information regarding the influence of digitalization, and in particular of the smartrail 4.0 innovation programme, on guaranteeing non-discriminatory network access.

In the **market surveillance** field, RACO analysed the key figures with regard to national traffic capacities, and monitored current issues in the railway sector. In order to give the railway sector and the interested public a greater insight into its activities, RACO launched a newsletter in the reporting year. RACO also drew up a concept for data acquisition and evaluation, in order to identify developments at an early stage and to address relevant issues in a targeted manner.

Within the framework of **international co-operation**, RACO was able to present the other European railway regulators with solution concepts for capacity management on the Rail Freight Corridors (RFC), since Switzerland, with its very busy rail network, has a great deal of expertise to offer in this context.





## Legal aspects

### General

RACO is an independent commission within the meaning of Art. 8a Para. 3 of the Government and Administration Organisation Ordinance (GAOO)<sup>1</sup>. In accordance with Art. 40a<sup>bis</sup> of the Railways Act (RailA), it rules on claims by railway undertakings and initiates ex officio investigations if there is suspicion that network access has been prevented or granted in a discriminatory way<sup>2</sup>. It also monitors access to intermodal freight terminals and sidings which are subsidised by the Swiss Confederation. As a market-oriented commission it supervises and provides essential support for the functioning of the rail market (Art. 8m letter b GAOO).

RACO was established on 1 January 2000. Its members are appointed by the Federal Council; the Commission's seat is in Bern. Administratively, RACO comes under the Federal Department of the Environment, Transport, Energy and Communications (DETEC). The commission receives professional support from a specialist secretariat.

### Complaints and legal proceedings

#### *Complaint regarding the liability arrangement in the event of operational disruption due to technical faults in railway infrastructure*

By way of a decision dated 6 December 2019, RACO rejected a complaint by a railway undertaking which offers charter trips with historic rolling stock. A technical fault of the railway infrastructure had prevented a charter train operated by the complainant from proceeding for several hours, and incurred costs for the replacement transport of the passengers, as well as the recovery of the rolling stock. The RU concerned was demanding that the infrastructure manager (IM) should meet these costs.

RACO investigated the rulings regarding the meeting of costs in the event of operational disruption in the track access agree-

ment for concordance with the principle of non-discrimination. Also examined was equality of treatment of licensed and unlicensed railway undertakings.

Licensed RUs are obliged by law to compensate passengers in the event of disruption to a connection. Under the track access agreement, this compensation is in turn to be reimbursed by the IM to the RU. The charter RU making the complaint does not undertake the regular conveyance of persons on a large-scale commercial basis, and does not therefore hold a license. Consequently, in the event of a connection disruption, there is no legal obligation of the RU to compensate passengers either. No claim for reimbursement pertains in respect of the IM.

The track access agreement does not make any provision for the liability of the IM to pay compensation for further damages suffered by the RUs themselves, such as e.g. the recovery of the rolling stock. Both licensed and unlicensed RUs are free, however, to settle the liability with the IM in a separate agreement. This was not done in the present case. RACO came to the conclusion that the contractual liability arrangement is compatible with the principle of non-discrimination, and is therefore lawful. The complaint was therefore rejected.

#### *Legal action regarding access to a siding*

A freight RU, which delivers to a private facility, approached the RACO. The RU claimed that it was being denied access to a siding which links to the facility. The RACO's investigation indicated that the FOT made investment subsidies available for the siding in question, but had not made them conditional on non-discriminatory access being granted. In the case of minor projects, this requirement can be waived. In this case third parties cannot therefore claim non-discriminatory access. As a result, RACO is not competent to take action against the operator or owner of the siding.

<sup>1</sup> GAOO; SR 172.010.1.

<sup>2</sup> RailA; SR 742.101.



## Market monitoring

### General points

In its market monitoring, RACO systematically investigates whether there is any potential for discrimination in its area of responsibility, or whether cases of discrimination are actually taking place. In this context, RACO takes as a basis its statutory powers in accordance with Art. 40a<sup>bis</sup> para. 1 RailA, in particular exercising supervision with regard to:

- Train path allocation in the annual timetable,
- Network access conditions valid for the timetable period,
- Areas of responsibility and operational sequences in marshalling yards, and
- Access to intermodal freight terminals.

RACO also decides on additional key activities for each business year.

#### **Train path allocation in the 2020 annual timetable**

In the course of the reporting year, Swiss train paths Ltd. (trasse.ch) informed RACO about the most important challenges in relation to capacity allocation for the 2020 annual timetable. Overall, trasse.ch took on 16,000 dossiers for processing, and, as in previous years, was required to resolve a large number of conflicts between applications.

RACO found no evidence of discriminatory behaviour in the allocation of train paths in the 2020 annual timetable.

#### **Network access conditions 2020 and 2021**

In 2019 RACO examined the network access conditions of the most important Swiss IM for the 2020 and 2021 annual timetables. In the examination, RACO concentrated on the changes in relation to the previous year. With regard to the contents and reasons for the changes made, RACO clarified and assessed plausibility in particular with regard to additional capacities.

### Marshalling yards

RACO is responsible for inspecting the services offered in the five marshalling yards of Basel, Buchs SG, Chiasso, Lausanne and Limmattal. In this context, RACO regularly exchanges information with the facility owner and operator, SBB Infrastructure.

In past years SBB Infrastructure has delegated the operation of the Limmattal and Lausanne marshalling yards to the main user SBB Cargo. SBB Cargo is contractually obliged to provide services free of discrimination. RACO has investigated and confirmed compliance with these obligations.

In 2019 RACO exchanged information with SBB Infrastructure with regard to the current changes in the marshalling yards:

- In the Buchs marshalling yard, traffic control and disposition of technical facilities is no longer carried out locally, but from the Zurich operations centre. RACO will be investigating the changes for possible discrimination risks.
- At the Basel and Chiasso border crossing marshalling yards, SBB Infrastructure is testing alternative operator models. Due to the large number of operator railway undertakings involved, and the services in demand, the provision of non-discriminatory services at these border crossing yards imposes high demands on the operator.

RACO will be monitoring these changes and drawing attention to any risks of discrimination.





### Intermodal freight terminals

In 2019 RACO, together with selected intermodal freight terminals, reviewed their conditions for access and use in relation to the principle of non-discrimination. In addition, RACO also exchanged information with clients of intermodal freight terminals.

In the reporting year, one focus was the obligation to publish the conditions for accessing intermodal freight terminals (technical, operational, and economic conditions). The transparent presentation of access conditions is a key element in non-discriminatory access. RACO made arrangements for the terminal operators to publish the access conditions according to a uniform format on their website.

RACO also maintained the exchange of information with Gateway Basel Nord, in order to incorporate the requirements for non-discrimination at an early stage of this project. In this context, on the one hand RACO explained the requirements with regard to equal treatment in the allocation of capacity, the provision of services, and prices between and within the traffic providers of Rail, Rhine, and Road. On the other hand, RACO also drew attention to the requirements regarding the confidentiality of third-party data. With the decision by the Federal Administrative Court of 8 October 2019, the appeal was upheld against the subsidy provision allowed in 2018 for Gateway Basel Nord. As a result, the FOT will have to reopen the procedure for subsidies. RACO will in the meantime continue to maintain the exchange between the FOT and Gateway Basel Nord.

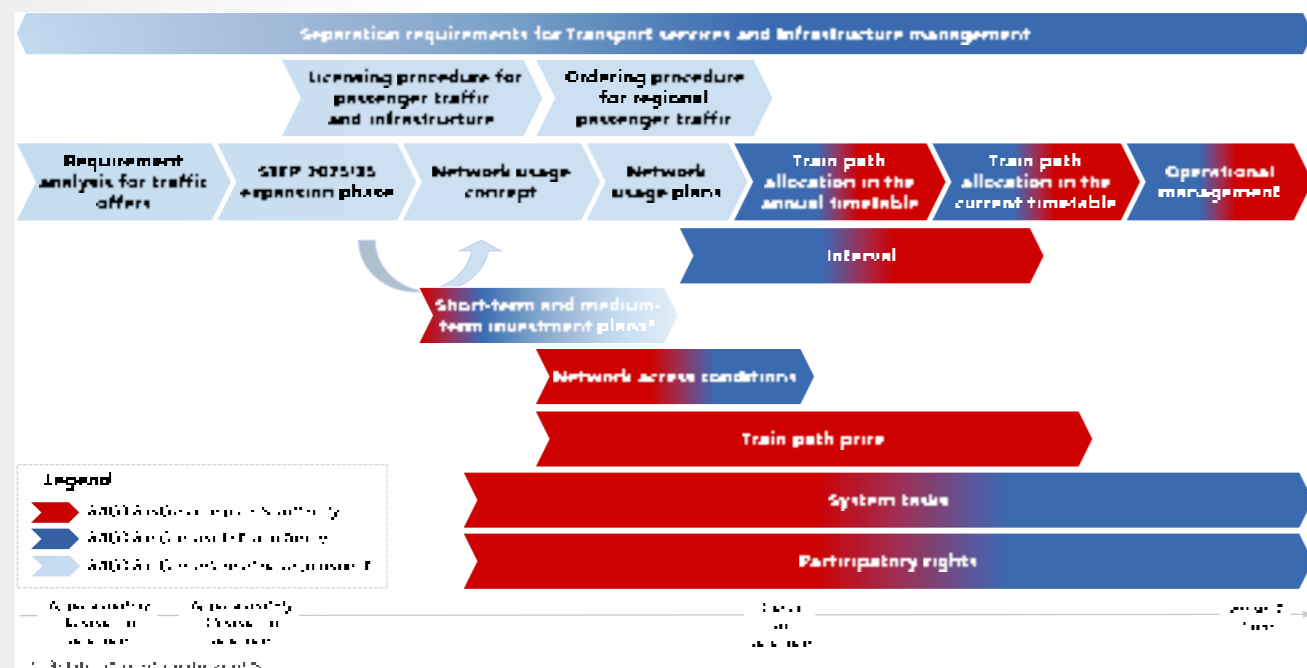


Figure 1: Process analysis regarding RACO areas of responsibility in relation to network access (Source: RACO)

### Network access analysis

In the reporting year, RACO carried out an analysis of the main processes and issues in network access, in order to strengthen its supervisory competencies. Figure 1 shows where RACO is active as complaints authority and supervisory authority, and where it obtains information regarding the procedures involved in network access.

The most important areas of responsibility for RACO in relation to network access include:

- Monitoring train path allocation in the annual timetable and during the year,
- Monitoring the interval planning, the current timetables, and re-routing during the year,
- Monitoring operations management,
- Checking on the track access conditions in relation to cases of discrimination, and
- Receiving complaints from railway undertakings<sup>3</sup>.

With regard to these applicable areas of authority, and with the entry into force of the package of legislation "Organization of the railway infrastructure (ORI)", RACO will be receiving further areas of responsibility in relation to system tasks and system leadership, as well as participatory rights.<sup>4</sup>

### Strengthening SBB's integrated railway production

Since Railway Reform 1, there are separation requirements with regard to the provision of transport services and the operation of infrastructure. These two activities must be managed separately and have separate accounts. Nowadays, "SBB Infrastructure" controls transport services on its network from the operations centres. For this purpose it maintains a close exchange of information with the railway undertakings. Communication is maintained by way of IT systems and by telephone.

With the "Traffic Control Center" project, "SBB Passenger Traffic" plans to centralise still further the often decentralised units of customer information, and transfer them to the locations of the operations centres. At a number of operation centre locations, in particular Lausanne and Pollegio, staff are today already working from the operational guidance and customer information units of the "SBB Passenger Traffic". The SBB is hoping, by way of this organizational development, to achieve faster reaction times in resolving faults and an improvement in customer relations and understanding. SBB Infrastructure intends to enable all interested RUs to take a seat in the command room of an operations centre.

Due to the forthcoming proximity of staff from "SBB Passenger Traffic" and "SBB Infrastructure", there may be potential for discrimination. RACO has analysed and assessed this. Within the framework of ongoing supervision, RACO has agreed with "SBB Infrastructure" on a package of measures to reduce the risk of discrimination.

<sup>3</sup> The basic issues of train path prices are set by the FOT, and cannot be appealed before RACO. RACO is only competent if the RUs impose an unequal or incorrect application of the provisions set by the FOT with regard to the train path price.

<sup>4</sup> Art. 40a<sup>ter</sup> para. 1, letters e and f RailA-ORI, BBl 2018 6051, 6064



### Building GS2 on the SBB Wankdorf Campus

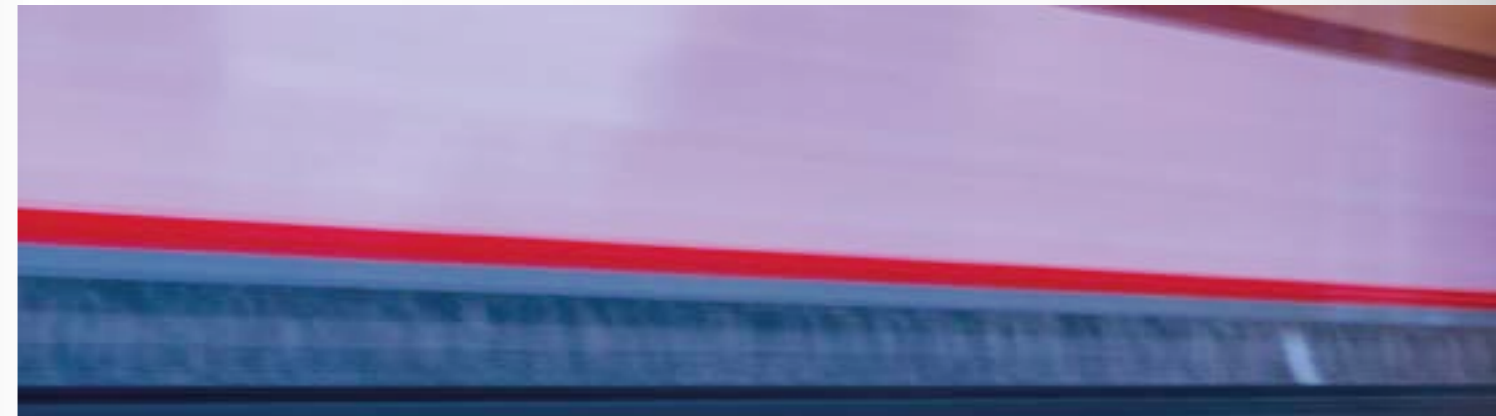
In 2019, SBB extended the Bern Wankdorf location in the form of the Building GS2. This will accordingly enable SBB to press ahead in 2020 with the process-oriented merging of personnel from its Divisions, and SBB will keep RACO updated in this context. RACO maintains that, irrespective of this, "SBB Infrastructure" must ensure non-discriminatory network access. Measures on the part of RACO are not currently necessary.

### Symposium

On 22 November 2019 RACO hosted a symposium on the topic of the effects of increasing digitalization, and in particular of the smartrail 4.0 programme, on network access. The smartrail 4.0 innovation programme, commissioned by the FOT, is intended to achieve optimum utilization of digitalization and of the new technologies in the service of rail traffic. At the RACO symposium, which was organized in co-operation with key representatives of smartrail 4.0, the participants had the opportunity to exchange information in workshops. At these, main potential for discrimination risks was detected and discussed, such as an increasing knowhow shortfall between small companies with a right to consultation and the system leader with regard to complex technical issues, or potentially rising costs among the RUs due to the shifting of infrastructure functions onto the rolling stock.

### Outlook

In 2020 RACO will continue with its supervisory activity in relation to network access conditions, marshalling yards, timetable construction and train path allocation, and ongoing supervision with regard to the SBB's integrated railway production. In addition, RACO will be working on further selected key topics, such as smartrail 4.0 or the rebate system of intermodal freight terminals.



## Market surveillance

Within the framework of its market surveillance activities, RACO analyses the development of competition and non-discrimination on the Swiss railway network. In order to give the railway sector and the interested public an enhanced insight into its activities, in 2019 RACO launched a newsletter.

### Transport capacity on the Swiss rail network

Transport capacities in rail passenger traffic have shown a slight decline (-1.3%) from 2017 to 2018, though at an overall high level (Figure 2). This decline relates to long-distance traffic, and is primarily methodological in nature. Accordingly, in this period a survey parameter regarding passenger numbers in long-distance traffic has been adjusted, which led to a reduction in passenger kilometres.

Figure 3 shows rail freight traffic (sum total of internal traffic, import/export traffic, and transit traffic). The marked decline in tonne-kilometres in 2017 by about 6% was primarily due to the interruption in the German Rhine Valley stretch at Rastatt. In 2018 though there was a slight rise (+0.1%), traffic capacity was still below the pre-2017 level.

### Development of transport capacity in regional and long-distance traffic

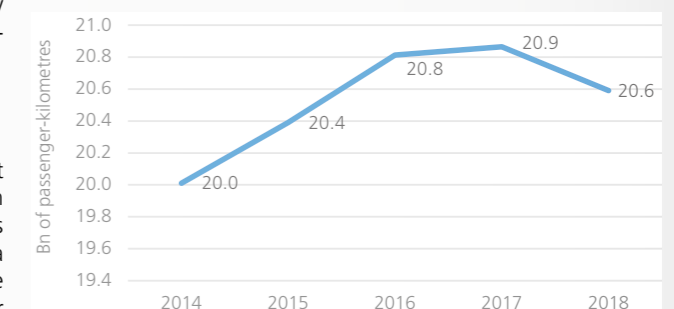


Figure 2: Transport capacity in regional and long-distance transport 2014-18 (source: FSO)

### Development of transport capacity in rail freight traffic

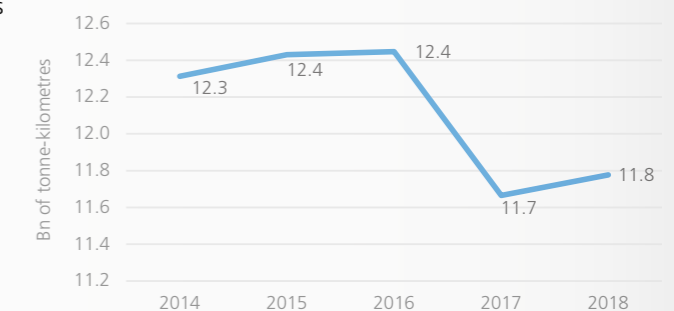


Figure 3: Transport capacity in rail freight traffic (domestic, import/export and transit traffic) 2014-18 (source: FSO)





## Looking back

In 2019 Switzerland celebrated “20 years of Railway Reform” and this presented an opportunity to take a look back. Among other things the first stage of the reform in 1999 brought about non-discriminatory network access. While previously each railway was active exclusively on its own network<sup>5</sup>, in principle since then any railway undertaking has been able to use the rail network against payment of a train path price. Access to the network must be free of discrimination; that is to say, the IM must apply the same rules for setting the train path allocation and price to third parties as for itself. Moreover, it must publish the conditions for network access. Non-discriminatory network access is an important basis for competition in freight traffic, as well as for the further development of passenger traffic. The main goal here is enhancing the railway as a mode of transport and shifting more traffic onto rail.

It is also interesting to take a look back at the example of the train path price system: In 1999 the tariff for the basic services in accordance with the Track Access Ordinance essentially comprised a section-dependent and a weight-dependent component. In specific terms, it consisted of the minimum price (train running, maintenance, small or large nodes), the price for the use of electricity, and the contribution margin for passenger trains or for freight services. In 1999 this tariff covered one single sheet of A4. By way of comparison, in the 2019 IM’s List of Infrastructure Services of BLS, Hafentbahn Schweiz, SBB, Südostbahn, Sensetalbahn and Thurbo the tariff for basic services ran to a total of 18 pages. It has become substantially more complex, and consists of the minimum price, the surcharges and discounts, the cancellation payment, the contribution margin, and the price for use of electricity ex catenary.

## Outlook

Market surveillance analyses not only the developments to date, but also looks to the future. Here is a selection of topics which are on RACO’s radar.

- **Judgment by the Federal Administrative Court regarding the half-hourly service on rail line S3**  
By way of a judgment on 21 May 2019, the Federal Administrative Court decided that on the stretch between Zurich Hardbrücke and Bülach, the interests of passenger traffic outweigh those of freight traffic. The court ordered the FOT to ensure that at peak times passenger traffic is provided with a sufficient number of train paths required for the S3 to operate a half-hourly service. The judgment was referred to the Federal Supreme Court and does not have force of law. For RACO the matter is of interest since it touches on an important goal of the network usage concept and the network usage plans, namely of securing sufficient train paths in the long term both for freight traffic as well as for passenger traffic.
- **Granting of long-distance traffic licences**  
With regard to long-distance traffic, the SBB and BLS are in agreement on a joint solution. Since December 2019, BLS has been operating a number of different lines under SBB’s long-distance traffic licences, but entirely on its own responsibility and with its own rolling stock and train personnel. BLS is waiving its own long-distance traffic licence and the SBB has withdrawn its appeal in this respect before the Federal Administrative Court. This is of interest to RACO, since this will bring about a new development in long-distance traffic.

Furthermore, RACO’s market surveillance is involved in implementing a comprehensive concept for data acquisition and evaluation. This will serve as a basis for identifying developments at an early stage and for addressing particular topics in a specific manner.

<sup>5</sup> Except for co-operation activities



# International engagement

## Independent Regulators’ Group – Rail (IRG-Rail)

IRG-Rail is the organization of European rail regulators, which promotes the harmonisation of the European railway market. RACO safeguards its interests at the full meetings of IRG-Rail, is engaged in the Working Group Access, and provides data for the annual market monitoring report from IRG-Rail.

In 2019 the Working Group Access principally addressed the following main topics: Monitoring the rail freight corridors, re-configuring the international timetable process and dealing with congested lines. RACO provided experiences and practice-related concepts for capacity management on the heavily congested Swiss rail network. Particularly noteworthy in this respect are the medium- and long-term instruments for timetable planning in Switzerland (network usage concept and network usage plan), which are unique in Europe. In addition to this, in the Member States of the European Union (EU), as distinct from Switzerland, in the event of an unsolved order conflict, no train paths are assigned to applicants by means of a bidding process. Various regulators asked RACO to explain the Swiss approach.

## Rail Freight Corridors (RFC)

The aim of the RFC is to promote international rail freight traffic. Switzerland is a part of the RFC 1 (Rhine-Alpine) and RFC 2 (North Sea-Mediterranean).

A number of projects are attempting to win more traffic for the RFC. For example, the Rail Net Europe (RNE) and the so-called Corridor One-Stop-Shops (C-OSS) are working on a project to make the capacity offers more attractive. In addition, the EU is driving ahead with a review of the “Contingency Handbook”. In 2017 RACO took the initiative in this context and prepared a comparative study with regard to incident management.

## European Network of Rail Regulatory Bodies (ENRRB)

The EU Commission has been exchanging information with the national rail regulatory bodies on a number of different topics within the framework of ENRRB. RACO has observer status with the ENRRB and uses this platform to provide information about the results of its ex officio investigations and complaint procedures, as well as with regard to general developments in Swiss transport policy, and to safeguard interests in relation to the EU Commission and the regulatory authorities. RACO can also take advantage of the experiences of the EU countries with regard to specific issues such as train path prices or the uses of service facilities. For example, at a meeting of the ENRRB in 2019 information was provided with regard to a new Web portal on which, Europe-wide, information can be called up with regard to service facilities (<https://railfacilitiesportal.eu>). These also include, among other things, the intermodal freight terminals and marshalling yards of Switzerland.



## RACO

### Commission

The Railways Arbitration Commission was established on 1 January 2000. Its members are appointed by the Federal Council; the Commission's seat is in Bern. Administratively, RACO comes under the Federal Department of the Environment, Transport, Energy and Communications (DETEC). In 2019 RACO was made up as follows:



RACO (left to right): Werner Grossen, Peter Bösch, Prof. Dr. Markus Kern, Patrizia Danioth Halter, Giuliano Montanaro, Christof Böhler.

Function	Name	Background
Chair	Patrizia Danioth Halter	lic. iur., lawyer and notary, LL.M., Altdorf
Vice-Chair	Markus Kern	Prof. Dr. iur., LL.M., Assistant Professor of Constitutional and Administrative Law, Institute of Public Law, University of Bern, Bern
Member	Peter Bösch	Logistics expert, Binningen
Member	Werner Grossen	Business economist NDS HF, head of waste management and recycling Berne, Thierachern
Member	Giuliano Montanaro	Ing. civil dipl. EPF/SIA, CEO of alius consulting GmbH, Zurich

An additional member from the beginning of January 2020 is Anna Ciaranfi Zanetta, lic. iur., lawyer, Dalpe.

### Specialist secretariat

The specialist secretariat supports the Commission with the tasks of the specialist tribunal, carries out supervisory activity – consisting of market monitoring and market surveillance – and represents RACO internationally in working groups. The personnel composition of the specialist secretariat is as follows:

Function	Name	Background
Manager	Christof Böhler	Master in International Affairs HSG
Deputy	Andreas Oppliger	lic. phil. nat.
Staff member	Ursula Erb	Dr. oec. publ.
Staff member	Fabia Portmann	lic. iur., lawyer
Staff member	Katrin Suter-Burri	Dr. sc. nat. ETH (as from 15.10.2019)





## Outlook

### Legislation package for the Organization of the Railway Infrastructure (ORI)

ORI will enter into force in the summer of 2020. RACO will be renamed RailCom and will receive new competencies in monitoring and system tasks and participatory rights. As the appeals authority, RailCom will rule on:

- Complaints in relation to discriminatory appraisal of system tasks by the system leaders appointed by the FOT. The FOT may delegate system tasks in railway traffic to IMs or third parties by means of a public contract. These parties in turn can conclude an agreement with the companies concerned with regard to the system task.
- Complaints in relation to infringement of the participatory rights of the RUs in the short-term and medium-term investment planning of the IM. The IM must now grant the RU concerned a new right of participation in relation to investment projects on its network.

With regard to processes and tasks of operational management, the future RailCom will be accorded new monitoring tasks.

### Intermodal freight terminals

With regard to intermodal freight terminals which are subsidised by the Swiss Confederation, a number of different rebate systems are in use. RACO will analyse these in 2020 and check that they are non-discriminatory, in particular with regard to the equal treatment of all users.

### Ancillary service, “Stabling of train compositions”

The ancillary service “Stabling of train compositions” is regulated by law and scarcity prices apply (Art. 22 RailNAO<sup>6</sup>). RACO will examine the setting of the price, the categorising of railway stations and the capacity allocation by the IM.

### Digitalization

The increasing digitalization in railway traffic has resulted in a wide range of effects with regard to the guaranteeing of non-discriminatory network access. RACO will take these new challenges into account in its work, and, in particular, will continue to monitor the progress of the smartrail 4.0 innovation programme.

<sup>6</sup> SR 742.122



## Glossary

Abbreviation	Meaning
BLS	Bern-Lötschberg-Simplon Railway
CHF	Swiss Franc
C-OSS	Corridor One-Stop-Shop
DETEC	Federal Department of the Environment, Transport, Energy and Communications
ENRRB	European Network of Rail Regulatory Bodies
FOT	Federal Office of Transport
FSO	Federal Statistical Office
GAOO	Government and Administration Organisation Ordinance
IM	Infrastructure Manager
IRG-Rail	Independent Regulators' Group-Rail
ORI	Federal Act on Organisation of Railway Infrastructure [OBI]
RACO	Railways Arbitration Commission
RailA	Railways Act
RailNAO	Rail network access Ordinance
RFC	Rail Freight Corridors
RNE	Rail Net Europe



<b>Abbreviation</b>	<b>Meaning</b>
RU	Railway Undertaking
SBB	Swiss Federal Railways
SR	Classified compilation of Swiss Federal law

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