



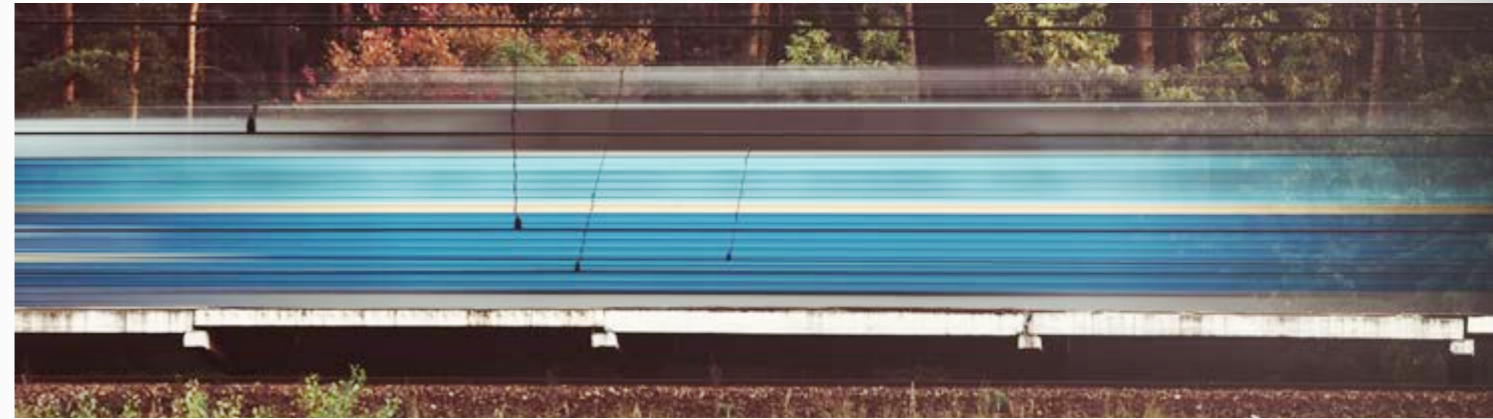
Report on the activities 2022

Rail Transport Commission RailCom



Schweizerische Eidgenossenschaft
Confédération suisse
Confederazione Svizzera
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Kommission für den Eisenbahnverkehr RailCom
Commission des chemins de fer RailCom
Commissione del trasporto ferroviario ComFerr
Rail Transport Commission RailCom



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Contents

Foreword by the Chair	2
Management Summary	3
Legal aspects	3
General	3
Proceedings and legal investigations	5
Bill on the development of the framework conditions for Swiss freight transport	5
Market monitoring	5
General	6
Network access	6
Network access conditions	6
Train path allocation in the 2023 annual timetable	6
Ancillary service 'Route-setting for shunting runs'	6
Ancillary service 'Stabling of railway vehicles'	6
Marshalling yards	7
Traffic Management System (TMS)	7
Capacity planning for construction work and maintenance activities	7
Free-loading facilities	7
Last-mile rail freight services	8
Intermodal freight terminals	8
Slot and capacity management	8
Gateway Basel Nord (GBN) project	9
Superordinate tasks	9
Right of participation in investment planning	9
Market surveillance	9
General	10
Transport capacity in passenger and freight services	10
Survey of freight RUs	10
Selected key topics	10
International affairs	12
Independent Regulators' Group – Rail (IRG-Rail)	12
Rail freight corridors (RFCs)	13
Outlook	13
Infrastructure	13
Intermodal freight terminals	13
Freight services	13
RailCom	14
Commission	14
Specialist secretariat	15
Glossary	16



Foreword by the Chair

Dear reader

Switzerland's rail system is governed by a wide range of legal, technical and economic provisions. Companies operating in the rail sector often find it challenging to fully comply with their legal obligations in good time while also coordinating their day-to-day operations. This is why we place great emphasis on adopting a proactive approach to providing companies with timely support to implement appropriate solutions that comply with the law.

One example of our forward-looking support for the sector is our activities concerning the superordinate task of customer information. As part of our support supervision, we proposed targeted ways of optimising system development to ensure compliance with the principles of transparency, participation and equal treatment. More information about this can be found on page 9 of this report. We have also participated in developing the governance of standardised national customer information from an early stage. This process began in 2023 under the leadership of the Federal Office of Transport and the Alliance Swiss Pass with the aim of providing public transport customers throughout Switzerland with more standardised information about timetables, stops, service disruptions and delays.

Slot and capacity management of the intermodal freight terminals subsidised by the Confederation is another area in which we supported the sector in implementing its legal obligations in 2022. This involved implementing the principles of non-discrimination, equal treatment and transparency in relation to the allocation of time slots for the use of these terminals and to addressing any discrepancies and conflicts. We defined consis-



tent standards for slot and capacity allocation and are providing a standard template for the publication of slot allocation rules. The sector had the opportunity to obtain in-depth information about this topic and to discuss their experiences with the companies and authorities concerned at our annual symposium.

I would like to take this opportunity to thank the Commission members and the Specialist Secretariat staff for their outstanding commitment and professionalism.

Patrizia Danioth Halter
Chair



Management Summary

Legal mandate

As an independent executive commission, the Rail Transport Commission RailCom ensures non-discriminatory access to the rail infrastructure and intermodal freight terminals and sidings subsidised by the Confederation. It monitors the non-discriminatory provision of rail freight services between the railway infrastructure and sidings or intermodal freight terminals, i.e. last-mile freight services.

RailCom also monitors whether superordinate tasks are performed in a non-discriminatory manner and the right of participation in the short and medium-term investment planning of infrastructure managers (IMs). It ensures fair framework conditions with regard to infrastructure and supports the efficient performance of the rail market.

RailCom fulfils its statutory mandate:

- a) by acting as a specialist court ruling on complaints by railway undertakings and other transport companies;
- b) by acting as a supervisory authority, conducting ex officio investigations and taking measures to ensure non-discrimination; by carrying out market monitoring and surveillance activities;
- c) by promoting extensive cooperation at international level, in particular on the rail freight corridors.

Activities and challenges

In its official capacity, RailCom regularly monitors the relevant conditions within its area of responsibility to identify any cases of discrimination at an early stage and to ensure prompt action is taken. In 2022, it focused on the following priorities:

Transparency in capacity allocation

RailCom carried out surveillance activities in various areas to ensure capacity is allocated on the basis of fair and transparent principles:

The 24 intermodal freight terminals subsidised by the Confederation have previously adopted very different approaches to slot and capacity management. For example, some stakeholders only had implicit rules and managed the processes on an ad-hoc basis. To ensure transparency and prevent discrimination, RailCom defined uniform standards and provided a publication template for slot and capacity management. RailCom discussed these measures with the sector at its annual symposium.

RailCom also called for an improvement in transparency in relation to free-loading facilities. In consultation with the operators of these facilities, it drew up a set of measures requiring the publication of all usable facilities and their technical/operational characteristics.

The providers of last-mile rail freight services were also requested to publish all required documents.

Superordinate tasks and the right of participation

RailCom monitored and supported the system leader SBB in implementing the superordinate tasks of traction current 16.7Hz, providing customer information and ETCS and, in particular, in drawing up the contracts with the companies concerned. The superordinate task of providing customer information is being restructured to provide standardised national customer information from 2023. RailCom analysed the relevant governance processes and aimed to ensure that the parties concerned can participate fairly in the implementation and development of the superordinate task at an early stage.



Future development of rail freight transport in Switzerland

RailCom also monitored and supported the infrastructure managers (IM) in implementing the right of participation in investment planning and structuring the participation procedure.

Digitalisation

New technologies and digitalisation are creating new scope for discrimination – especially in view of the integrated rail companies in Switzerland. Developments in the Traffic Management System (TMS) require significant human and financial resources. This represents a major challenge for small and medium-sized railway undertakings. RailCom supported the IMs with the definition of governance and use of algorithms to ensure a non-discriminatory TMS.

Planning of construction work and maintenance activities

The Swiss rail network is one of the most intensively used systems in Europe. This means construction work and maintenance activities have to be reconciled with the provision of reliable transport services. Early and forward-looking planning of construction work intervals and the fair and optimal planning of replacement services are vitally important in this respect. RailCom monitored the planning of intervals and replacement services and agreed non-discrimination measures with SBB Infrastruktur, BLS Netz and SOB Infrastruktur.

Promoting rail freight transport in Switzerland requires coherent and non-discriminatory conditions so that the designated federal funding achieves the desired impact and to avoid distortion of competition – for example, due to cross-subsidisation. Clear separation of economically autonomous and subsidised services is therefore required both legally and financially. RailCom proposed this approach in the 'Development of the framework conditions for Swiss freight transport' bill.

Market surveillance

As part of its market surveillance activities, RailCom analysed the key figures on national transport services. The figures for passenger rail transport services for 2021 did not reach the pre-pandemic level. By contrast, rail freight transport use in 2021 exceeded the pre-pandemic level. For market surveillance purposes, RailCom also conducted a survey amongst freight transport RUs about their cooperation with the IMs – in particular on capacity planning, route usage and network access conditions.



Legal aspects

General

RailCom is an independent commission under Art. 8a para. 3 of the Government and Administration Organisation Ordinance (GAOO¹). It ensures non-discriminatory access to the rail infrastructure, to intermodal freight terminals and sidings subsidised by the Confederation and to last-mile rail freight services. As a market-oriented commission, RailCom supervises and provides support to ensure the efficient performance of the rail market (Art. 8m let. b GAOO). RailCom fulfils its legal mandate under Art. 40a^{ter} Railway Act (RailA²) as follows:

- As a specialist court, it rules on claims and complaints from railway undertakings and other transport companies.
- As a supervisory authority, it conducts ex officio investigations and takes measures to ensure non-discrimination. In this respect, it carries out market monitoring and surveillance activities. RailCom also applies the 'support supervision' instrument to identify potential discrimination at an early stage, consulting and involving the stakeholders concerned. Appropriate measures can then be implemented.
- RailCom works with regulatory authorities abroad, in particular on rail freight corridors.

Proceedings and legal investigations

RailCom regularly monitors the framework conditions within its area of responsibility in an official capacity (see 'General' section above) to identify any cases of discrimination at an early stage and to take proactive measures.

RailCom also carried out legal investigations and other procedures in various areas of market monitoring (see from page 6). For example, it addressed the scope of application of non-discriminatory access to intermodal freight terminals (in accordance with Art. 8 para. 5 Goods Carriage Act GCarA³ in conjunction with Art. 6 Goods Carriage Ordinance GCarO⁴) and determined in a declaratory ruling that the facility operator concerned was not obliged to provide such access.

RailCom also answered queries from various companies. For example, it clarified for an RU whether RUs with safety certificates for freight transport being permitted to transport exceptional consignments and empty freight wagons while RUs with safety certificates for passenger transport were not permitted to do so was compatible with the principle of non-discrimination.

In 2021, RailCom ordered the opening of an ex officio investigation into the pricing and discounts of an intermodal freight terminal operator. The appeal proceedings filed by the facility operator were still pending before the Federal Administrative Court at the end of 2022.

RailCom did not have to adjudicate on any complaints or grievances in the year under review.

¹ SR 172.010.1

² SR 742.101

³ SR 742.41

⁴ SR 742.411



Market monitoring

Bill on the development of the framework conditions for Swiss freight transport

The Federal Council wishes to develop freight transport, taking account of energy and climate policy goals and the importance of rail transport to Switzerland's security of supply. It initiated the consultation procedure on developing the framework conditions for Swiss freight transport on 2 November 2022.

RailCom supports the promotion of wagonload traffic (WT) and the development of multimodal transport chains. However, network services should be structured in a way that does not distort competition and promotes innovation. RailCom recommends that the support measures are based on the following principles:

- Promoting non-discriminatory and fair access to WT-services and to the facilities required, in particular the intermodal freight terminals subsidised by the Confederation, sidings, free-loading facilities, multimodal transshipment facilities and the associated facilities for goods handling and port infrastructure;
- Promoting a market-oriented approach and improving the efficiency of wagonload traffic;
- Preventing distortion of competition (e.g. cross-subsidisation of economically autonomous services by subsidised services), i.e. legal and financial separation of wagonload traffic services provided on an economically autonomous basis from those which are subsidised;
- Governance provisions that ensure a non-discriminatory and competition-oriented overall system.

Applying the principle of non-discrimination to access to port infrastructure for freight transport on the Rhine would help to promote shipping on the Rhine as part of multimodal transport chains.

General

As part of its market monitoring activities, RailCom systematically checks whether there is any potential for discrimination in its area of responsibility. On an annual basis, it monitors in particular:

- the network access conditions that apply to the timetable period,
- train path allocation in the annual timetable,
- areas of responsibility and operational procedures in the marshalling yards and
- access to subsidised intermodal freight terminals.

RailCom also deals with a changing list of key topics.

Network access

Network access conditions

RailCom carried out the annual audit of the three main IMs' publication instruments for the following timetable years and found no evidence of discrimination.

Train path allocation for the 2023 annual timetable

In the train path allocation process for the 2023 annual timetable, the train path allocation body resolved all 276 disputes by mutual agreement without any bidding procedure. RailCom found no indications of discrimination requiring intervention.

Since 2022 the Swiss train path allocation body has used a centrally managed list on its systems where the IMs and RUs can view the current status of all relevant train path disputes. This improves the transparency of conflict resolution.

Ancillary service 'Route-setting for shunting runs'

RailCom reviewed the management process and pricing for the ancillary service 'route-setting for shunting runs' at the IMs SBB, BLS and SOB in 2021. It agreed measures with the IMs on updating the price calculation and adjusting the billing methods. In 2022, RailCom reviewed the implementation of these measures by the IMs:

- The price calculation was updated and already applies to services in 2023, the original plan having been to apply it to services in 2024.
- The process of determining the billing levels for passenger and freight transport was harmonised and simplified.

Ancillary service 'Stabling of railway vehicles'

Based on RailCom's support supervision, SBB Infrastructure, BLS Netz and SOB Infrastruktur documented the available stabling capacity at the stations with the highest demand in 2021/22 and published corresponding information on the website of the Swiss path allocation body. This allows RUs to check in advance their stabling requirements against the capacity available.

Marshalling yards

RailCom is responsible for ensuring non-discriminatory access to the five marshalling yards in Basel, Buchs (SG), Chiasso, Lausanne and Limmattal.

In the marshalling yards in Buchs (SG), Lausanne and Limmattal, the facility owner SBB Infrastructure assigned operational marshalling activities to SBB Cargo several years ago. RailCom regularly monitors this operating model and, in particular, checks that competition-relevant data is treated confidentially. RailCom also monitors the pricing for the services provided at the marshalling yards.

Traffic Management System (TMS)

In cooperation with other stakeholders, SBB Infrastructure is in the process of developing and gradually implementing a uniform Traffic Management System (TMS). RailCom recommended that SBB Infrastructure applies the following principles to ensure non-discriminatory governance of the TMS as far as possible:

- Independence must be ensured over the development, operation and upgrading of the TMS.
- The IMs concerned and the Swiss train path allocation body should be involved in decision-making on the control and management of the TMS.
- The funding of the development, operation and upgrading of the TMS must take account of the interests of all IMs equally.
- Sensitive data must be handled confidentially and in absolute secrecy.

As part of its support monitoring activities, RailCom initiated various measures on the governance of the TMS to comply with the principles set out above at the 'use and development of TMS' working group.

Together with representatives of TMS, RailCom defined scenarios which can be used to simulate whether the algorithms used in capacity planning and management may perform in a discriminatory way. The simulations carried out to date do not provide any indication that the algorithms work in a discriminatory way. RailCom will continue to monitor the algorithms in 2023.



Capacity planning for construction work and maintenance activities

One of the areas on which RailCom's supervisory activities focused in 2021/22 was capacity management for construction work and maintenance activities. RailCom analysed how SBB Infrastructure produces plans for replacement services and involves RUs in the process. Based on the knowledge gained, RailCom agreed measures with SBB Infrastructure in 2022 to ensure transparency, participation and equal treatment for the RUs concerned in interval and replacement service planning. The measures focus on three key areas:

- Communicating and establishing the planning approaches and basis for interval planning.
- Showing the capacity restrictions which can be planned long term and involvement of RUs.
- Defining the participation of RUs in replacement service planning.

RailCom also addressed the issue with BLS Netz and SOB during the year under review. The measures to be implemented by SBB Infrastructure were largely also applied to BLS Netz and SOB, while taking account of their specific situation.

RailCom will support and monitor implementation at all IMs in 2023.

Free-loading facilities

RailCom addressed the management of free-loading facilities as a market monitoring priority. Freight transport RUs use these facilities for handling specific types of goods, e.g. timber, sugar beet and bulk cargo. RailCom drew up a set of measures to ensure non-discriminatory management of these facilities. This requires the following changes:

- The IMs publish information on their usable facilities and their technical/operational characteristics.
- The Swiss train path allocation body proactively monitors multiple usage of facilities.
- The IMs provide RailCom with reports on the ordering patterns of the RUs on an annual basis.

Last-mile rail freight services

Companies providing last-mile rail freight services must publish details of their services, conditions of service provision, allocation of resources and pricing. RailCom checked that the RUs had met these requirements and ensured they complied with the publication obligations. These publication requirements also apply to sidings operators providing last-mile rail freight services. RailCom notified the sidings operators about these requirements in the newsletter issued by VAP, the Swiss association promoting rail freight transport.

Intermodal freight terminals

Slot and capacity management

RailCom defined consistent standards to ensure fair and transparent slot and capacity management of intermodal freight terminals subsidised by the Confederation. The owners and operators are required to grant non-discriminatory access to their facilities. This principle of non-discrimination also applies to slot and capacity management at these facilities.

RailCom produced a publication template to help owners and operators of the intermodal freight terminals subsidised by the Confederation to comply with the legal requirements. This contains the principles and rules for planning and allocating slots in normal and exceptional cases or in the event of delays. The aim is to ensure that all current and future customers can view the applicable rules and are treated equally.

RailCom discussed the above-mentioned standards and publication template with the sector at its annual symposium held on 4 November 2022. SBB Cargo gave a presentation on implementing the provisions. A representative of the German Federal Network Agency gave a presentation on the regulation of slot and capacity management in Germany. The presentations and a summary of the group discussions were published on RailCom's website.

Gateway Basel Nord (GBN) project

In 2022, RailCom held discussions with GBN about governance and slot and capacity management.

Superordinate tasks

RailCom carried out support monitoring on the customer information superordinate task and issued a statement on the 'standardised national customer information' project. Based on the interviews conducted, review of records and evaluation of other information, RailCom gained an overwhelmingly positive impression.

- Generally, awareness exists about the issue of discrimination in relation to the customer information superordinate task and the steps that need to be taken. However, this level of awareness needs to be constantly raised and depends on the mindset of the persons involved.
- A set of measures ensures compliance with the transparency, participation, equal treatment and most favoured principles. There is still need for improvement in some aspects, e.g. the prior publication of the agenda items for the Management Board meetings.
- Compliance with the principle of 'separation of infrastructure and transport services' is challenging and must be continually monitored: The Digital Solution for Customer Information (DSO-KIS) is managed by an interdisciplinary team made up of representatives from business – i.e. from infrastructure and passenger services, on one hand, and IT on the other. This working method undermines the organisational separation required by Art. 64 RailA, especially since employees from the transport divisions are directly involved in the management of core tasks of the infrastructure division.

In addition to support monitoring for the customer information superordinate task, RailCom also assisted the system leader SBB on the superordinate tasks of current 16.7 Hz, customer information and ETCS with drawing up standard contracts, in accordance with Art. 37 para. 5 RailA, which govern the consultation of the companies concerned, their involvement in future system development and any cost distribution.

Market surveillance

Right of participation in investment planning

The RUs and sidings owners concerned have had a right of participation in the short and medium-term investment planning of the IMs since the beginning of 2021 (Art. 37a RailA). To allow them to exercise this right, the IMs are obliged to publish the details of the investment projects planned for their rail network in an investment plan. To support the IMs with implementing the right of participation, the Swiss Association of Public Transport set up a working group in 2021 to provide recommendations on the participation process. To review progress on implementing the legal provisions, RailCom conducted interviews with SBB Infrastructure and SOB Infrastruktur during the year under review. The state of progress by the end of 2022 is outlined below:

- The investment plans have not yet been published. The Federal Office of Transport plans to provide RUs and sidings owners with access to the investment plans via an online platform in early 2023.
- A draft version of the Association of Public Transport's recommendations on the right of participation is available, but has not yet been published.
- If a RU or sidings owner submits a query to an IM about a project or investment, the IM's responses were previously only sent to the enquiring party – but not to all RUs and sidings owners concerned. All RUs and sidings owners must be informed at the same time to ensure equal treatment and transparency. The responses of the IMs to queries submitted in written form will now be sent to all RUs and sidings owners concerned.

General

As part of its market surveillance activities, RailCom analyses developments in competition and non-discriminatory access on the Swiss rail network. It provides the railway sector and the general public with an insight into its activities on its website and in a newsletter.

Transport capacity in passenger and freight services

Figure 1 shows developments in regional and long-distance rail traffic of passenger services from 2017 to 2021. In 2020, transport use fell by 38.7% to 13.3 billion passenger kilometres due to the political measures imposed to contain COVID-19 and the change in the public's travel behaviour. This figure shows the level of transport use in 2001. There was a recovery in 2021 (+7.3%), but the figure of 14.3 billion passenger kilometres was still well below the record level in 2019 of 21.7 billion passenger kilometres (-34.2%).

Development of transport capacity in rail passenger services

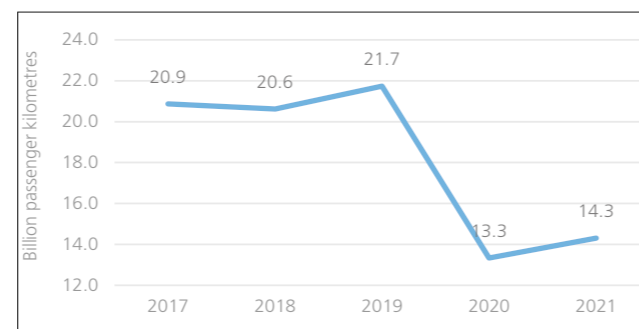


Figure 1: Rail passenger transport use (regional and long-distance) 2017–21. Source: FSO.

The consequences of the pandemic impacted on the development of transport use in 2022. There were further increases in demand for passenger services compared with the previous year, but a complete recovery to the level of 2019 was still not in sight. Compared with the same periods in 2021, passenger kilometres rose by +46.2% during the first quarter of 2022, by +53% in the second quarter and by +28.2% in the third quarter (provisional data from FSO, as at 12 December 2022).

Figure 2 shows rail freight transport use (domestic, import/export and transit traffic) from 2017 to 2021. After a slump in transport use in 2020 (-5.2%), it rose again in 2021 both compared with the previous year (+8.7%) and with 2019 (+3.1%), the year of the COVID-19 pandemic. With the exception of import traffic, all traffic types recorded a slight increase in transport use in 2021.

Development of transport capacity in rail freight transport

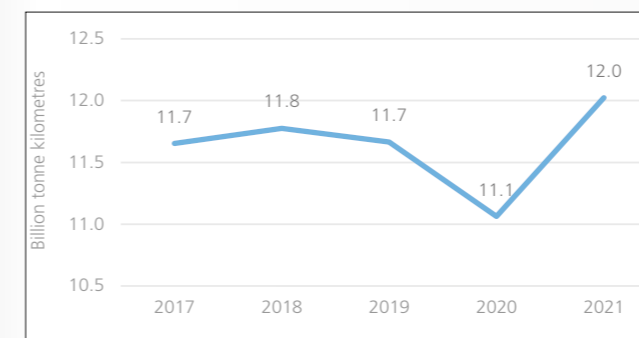


Figure 2: Rail freight transport use (domestic, import/export and transit traffic) from 2017 to 2021. Source: FSO.

Overall, freight transport services were less severely affected by the pandemic than passenger services. Looking back 10 years, freight tonne kilometres in 2021 at 12 billion were slightly above the 2011 level (11.5 billion tonne kilometres).

The provisional figures provided by the FSO (as at 12 December 2022) show mixed development in terms of transport use in freight services for 2022. Compared with the same periods in the previous year, the figure for the first quarter stood at +3.6%, at -2.5% for the second quarter and at -1.4% in the third quarter. Demand for rail freight services remained at a high level overall in the first three quarters of 2022 and above the level of 2019.



Survey of freight transport RUs

In the year under review, RailCom carried out a survey for the first time amongst freight transport RUs using the Swiss standard gauge network with access rights. This aimed to obtain relevant, first-hand data on the assessment of discrimination risks, to canvass the views of RUs and to gain a better insight into topics of practical relevance. Eighteen out of a total of 20 RUs contacted took part in the survey. The many comments showed that the RUs appreciated the opportunity to participate through the survey. The following key findings emerged:

- The RUs surveyed are generally satisfied with the IMs and cooperation with them. However, there is still room for improvement in several areas in their view. Emergency planning was generally viewed more negatively than other issues. Some of the RUs indicated they had no knowledge of the IMs' emergency plans and/or were not involved in producing them.
- In the open comments, many RUs clearly believed that the IMs prioritise passenger services over freight transport.
- The survey explored the topic of last-mile rail freight services in depth. It revealed that the providers of these services usually indicate a lack of resources as the reason when rejecting requests. Some RUs believe they are disadvantaged in relation to last-mile rail freight services and that different tariffs are being used.
- Overall, the vast majority of the RUs surveyed indicated that access to the Swiss rail network is non-discriminatory and fair.

Selected key topics

Federal Act on Mobility Data Infrastructure

The Federal Council began the consultation procedure on the Federal Act on Mobility Data Infrastructure in February 2022. The law proposes developing a state mobility data infrastructure to make it easier for the various stakeholders to connect with one another and provide and exchange data. In the next stage, the bill will be prepared for debate in Parliament.

Coronavirus support package for public transport services and rail freight traffic

To mitigate the impact of the loss of income as a result of the COVID-19 pandemic, the Federal Council and Parliament approved two support packages for public transport services and rail freight traffic in 2020 and 2021. In total, public transport and freight rail companies received support of around CHF 935 million between 2020 and 2022. Most of this has been used to fund the rail infrastructure, i.e. the operation and maintenance of the railway network. CHF 330 million was granted to regional passenger services, which meet universal service obligations for public transport, and CHF 93 million to rail freight transport.



International affairs

Independent Regulators' Group – Rail (IRG-Rail)

RailCom provided data for Switzerland for IRG-Rail's 2022 market monitoring report and attended the meetings of the 'Access' working group.

Rail Freight Corridors (RFCs)

The aim of rail freight corridors is to promote international rail freight transport. Switzerland is part of RFC 1 (Rhine–Alpine) and RFC 2 (North Sea–Mediterranean) and took part in the regular discussions between the national regulators and the C-OSS on the RFC 2. RailCom also took the initiative to strengthen and harmonise cooperation between the regulators on the RFCs.

Outlook

Infrastructure

RailCom will agree with the IMs concerned specific steps to implement the measures drawn up in 2022 to ensure non-discriminatory management of the free-loading facilities. The IMs have to document and publish information on their free-loading facilities transparently so that all parties can view the capacity available for the handling of goods and stabling services. In addition, the IMs have to ensure open access to the network when converting formerly public free-loading facilities.

As part of its market monitoring activities, RailCom will assess whether SBB Infrastructure's processes for producing train path studies (timetable studies) meet the principle of non-discrimination.

In relation to a query from a RU, RailCom will analyse the planning standards and processes for determining extra train services with particular emphasis on any potential unequal treatment regarding train path services for special journeys.

Intermodal freight terminals

RailCom drew up uniform standards to ensure fair and transparent slot and capacity management of the intermodal freight terminals subsidised by the Confederation. In 2023 it will review the implementation, formulation and publication of these standards.

Freight services

In the legislative process concerning the bill on the 'Development of the framework conditions for Swiss freight transport', RailCom is still calling for network services to be structured in a way that is market-oriented, does not distort competition and promotes innovation. Clear legislative provisions on preventing cross-subsidisation of economically autonomous and subsidised services of wagonload traffic providers is of fundamental importance.



RailCom

Commission

RailCom was established on 1 January 2000. Its members are appointed by the Federal Council and the Commission's head office is in Bern. RailCom is attached administratively to the Federal Department of the Environment, Transport, Energy and Communications. In 2022, RailCom was made up of the following members:



RailCom (from left to right): Anna Ciaranfi Zanetta, Werner Grossen, Peter Bösch, Giuliano Montanaro, Patrizia Danioth Halter, Christof Böhler and Prof. Dr. Markus Kern.

Position	Name	Background
Chair	Patrizia Danioth Halter	lic. iur., Attorney-at-law and notary, LL.M., Altdorf
Vice-Chair	Markus Kern	Professor in Law, LL.M., Professor of Constitutional, Administrative and European Law at the University of Bern, Bern
Member	Peter Bösch	Logistics expert, Binningen
Member	Anna Ciaranfi Zanetta	lic. iur., Attorney-at-law, Finance and Economics Department, Canton of Ticino, Dalpe
Member	Werner Grossen	Certified economist, Head of Bern Waste Disposal and Recycling Centre, Thierachern
Member	Giuliano Montanaro	Certified civil engineer EPF/SIA, CEO, alius consulting GmbH, Zurich

Specialist secretariat

The specialist secretariat supports the Commission in its adjudicatory tasks, carries out supervisory activities and represents RailCom internationally in working groups. During the year under review, the secretariat staff were as follows:

Position	Name	Background
Manager	Christof Böhler	Master in International Affairs HSG
Staff member (since September)	Ana Dettwiler	Attorney-at-law
Staff member	Ursula Erb	Dr. oec. publ.
Staff member	Andreas Oppliger	lic. phil. nat.
Staff member (until July)	Fabia Portmann	lic. iur., Attorney-at-law
Staff member	Katrin Suter-Burri	Dr. sc. nat. ETH
Staff member (until October)	Ken Ziegler	B.A. in Economics, University of St Gallen



Glossary

Abbreviation	Meaning
BLS	Bern-Lötschberg-Simplon-Bahn
C-OSS	Corridor One-Stop-Shop
DETEC	Federal Department of the Environment, Transport, Energy and Communications
FSO	Federal Statistical Office
GAOO	Government and Administration Organisation Ordinance
GBN	Gateway Basel Nord project
GCarA	Goods Carriage Act
GCarO	Goods Carriage Ordinance
IM	Infrastructure manager
IRG-Rail	Independent Regulators' Group-Rail
RailA	Railways Act
RFC	Rail Freight Corridor
RNE	Rail Net Europe
RU	Railway undertaking
SBB	Swiss Federal Railways
SR	Classified compilation of Swiss Federal Law
TMS	Traffic Management System
VAP	Swiss association promoting rail freight transport
WT	Wagonload traffic

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