



## **Report on the activities 2023**

### **Rail Transport Commission RailCom**



Schweizerische Eidgenossenschaft  
Confédération suisse  
Confederazione Svizzera  
Confederaziun svizra

**Kommission für den Eisenbahnverkehr RailCom**  
**Commission des chemins de fer RailCom**  
**Commissione del trasporto ferroviario ComFerr**  
**Rail Transport Commission RailCom**



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## Foreword by the Chair

Dear reader

The year 2023 has been all about dialogue at RailCom. It is essential for us in our role as regulator to be in ongoing dialogue with the industry so that we can monitor and help shape new developments at an early stage. In November our specialist secretariat invited all railway undertakings (RUs) in the freight transport sector to a round table. Almost all companies in the standard gauge sector took part and used the opportunity to discuss specific issues and outline possible solutions. RailCom was thus able to hear the concerns of the individual companies and strengthen its links to the industry.

Currently, major changes are occurring in freight transport; the Federal Council wants to further develop rail freight transport and submitted a bill on this topic to Parliament in January 2024. In June 2023 SBB announced that it would reintegrate SBB Cargo into the Group as a wholly-owned SBB subsidiary, meaning that it could prepare, as a network provider, for possible state funding for single wagonload transport. We pointed out some critical aspects, committed as we are to creating competition-neutral framework conditions for state funding of single wagonload transport that encourage innovation.

Loading facilities are also undergoing radical change. Traffic flows have altered in recent years and these facilities are increasingly being used as intermodal freight terminals. Here, too, we sought direct dialogue with the companies concerned in order to ensure that the principle of non-discrimination is applied in the repurposing process.



At our annual symposium, we launched a debate on the topic of open data in the railway sector, which met with very broad interest. Around 70 participants engaged in a lively discussion about the opportunities and risks of open data and the ways in which it can be used. The debate centred on how open data in the railway sector can promote transparency and non-discrimination as well as economic efficiency and innovation.

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 co-financed 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 rail freight services. RailCom also monitors whether system tasks are performed in a non-discriminatory manner and whether participatory rights are respected by infrastructure managers (IMs) in short and medium-term investment planning. It ensures fair framework conditions with regard to rail 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 conducting in its role as regulator ex officio investigations and taking measures to ensure non-discrimination. This involves market monitoring and surveillance activities;
- c) by promoting extensive cooperation at international level, in particular on rail freight corridors.

### Activities and challenges

One of RailCom's ex officio tasks is to regularly monitor the conditions in the rail industry to identify any cases of discrimination at an early stage and to ensure prompt action is taken. In 2023 it focused on the following priorities:

### Network access

RailCom exercised its supervision in various areas of network access, with a particular focus on increasing transparency, as this is an essential aspect of non-discrimination.

- **Train path studies:** In its market monitoring activities, RailCom analysed how train path studies are conducted. It agreed several measures with the Swiss capacity allocation body (TVS) and SBB Infrastructure on the basis of its analysis. One of these measures requires SBB Infrastructure to publish an overview of all available categories of train path studies.
- **Train paths for special train services:** RailCom analysed the processes used by SBB Infrastructure to determine paths for special train services. This resulted in two measures to increase transparency: firstly, the principles and standards for determining paths for special train services should be documented and published; and secondly, SBB Infrastructure is now required to record its planning considerations and agreements with customers in a consistent and standardised manner in the IT system provided for this purpose.
- **Loading facilities:** In 2023 RailCom supported SBB Infrastructure in implementing a package of measures agreed in the previous year, including the publication of a list of all usable facilities and their technical and operational characteristics.
- **Additional service 'Route-setting for shunting runs':** Network access also includes access to and payment of additional services. In 2023, RailCom agreed various measures with SBB Infrastructure for standardised and user-oriented invoicing of the additional service 'route-setting for shunting runs'. The new methods have been in use since the start of the 2024 timetable.



### Non-discrimination in data handling

Data exchange is essential in the transport sector. Data on mobility are the third system-relevant infrastructure besides road and rail infrastructure. In its regulatory activities, RailCom focuses on the following two aspects with regard to data:

- Data on access to railway infrastructure and last-mile rail freight services must be transparently available to all users.
- Confidential third-party data must be protected and data security ensured.

In 2023, RailCom defined requirements to adequately protect sensitive and competition-relevant data from potential misuse. SBB Infrastructure and other integrated railway companies must comply with these requirements.

Data was one of the key issues discussed at the RailCom symposium held on 17 November, at which around 70 participants exchanged views on use cases, opportunities and risks of open data in the railway sector. RailCom showed how open data can prevent discrimination by enabling easier access to information, creating transparency and promoting participation, thereby increasing equal treatment, competition and innovation.

### System tasks and participatory rights

RailCom's accompanying supervision activities revealed that the Customer Information system task (SKI) in its new organisational form at the end of 2023 can guarantee non-discriminatory governance processes and ensure that the criteria of transparency, participation and equal treatment are met for all companies concerned. RailCom also supported the system manager SBB in the ETCS (European Train Control System) and train communication system tasks. Together they determined the companies concerned by the system tasks and how the contracts between SBB and these companies should be structured.

RailCom also pressed ahead with the implementation of participatory rights. The aim is to create a process in which RUs and owners of private sidings can effectively exercise their right to participation.

### Last-mile rail freight services

Under Article 6a of the Goods Carriage Ordinance (GCarO<sup>1</sup>), companies that provide last-mile rail freight services are required to publish the general conditions for the provision of services, making clear how resources are planned and allocated, how prices are allocated and the details of any discounts granted. RailCom ensured that the companies met this requirement.

### Future development of rail freight transport in Switzerland

RailCom supports the Federal Council's efforts to strengthen and expand single wagonload transport as a network service and promote multimodal transport chains. During consultations on the draft legislation, RailCom advocated competition-neutral and innovation-promoting conditions for state funding of single wagonload transport, in order to prevent distortions of competition and cross-subsidisation.

### Market surveillance

As part of its market surveillance activities, RailCom analysed the key figures on national transport services. In 2022 the use of passenger transport services did not regain the level before the COVID-19 pandemic; however, rail freight transport figures exceeded pre-pandemic levels.



## Legal aspects

### General

RailCom is an independent commission under Article 8a paragraph 3 of the Government and Administration Organisation Ordinance (GAOO<sup>2</sup>). It ensures non-discriminatory access to the rail infrastructure, to intermodal freight terminals and sidings co-financed 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 Article 40a<sup>ter</sup> of the Railways Act (RailA<sup>3</sup>) as follows:

- As a specialist court, it rules on claims and complaints from railway undertakings and other transport companies.
- As the regulator, it conducts ex officio investigations and takes measures to ensure non-discrimination. This involves market monitoring and surveillance activities. RailCom also applies the 'accompanying supervision' instrument to identify potential discrimination at an early stage, consulting and involving the stakeholders concerned. Appropriate measures can then be implemented.
- It works with foreign regulators, in particular on rail freight corridors.

### Proceedings and legal investigations

Part of RailCom's official remit is to regularly monitor the framework conditions within its area of responsibility in order to identify any cases of discrimination at an early stage and to take proactive measures (see 'General' section above). In 2023 RailCom also clarified a number of legal issues relating to market monitoring (see from page 6 onwards).

In 2023 RailCom opened an ex officio investigation against an operator of an intermodal freight terminal. The subject of the investigation was compliance with the publication requirements for slot and capacity management and ensuring confidentiality of third-party data, i.e. obligations to grant non-discriminatory access in accordance with Article 6 GCarO. The operator subsequently met the obligations and the proceedings were no longer necessary.

RailCom also opened an ex officio investigation against an IM regarding discrimination in network access relating to the additional service 'Shunting in the marshalling yard'. The IM lodged an appeal against RailCom's order for evidence with the Federal Administrative Court. The proceedings are ongoing.

RailCom also answered queries from various companies, e.g.:

- from a siding owner regarding the use of their siding by third parties;
- from an RU regarding equal treatment in the provision and delivery of data on speed restrictions by the IM.

<sup>1</sup> SR 742.411

<sup>2</sup> SR 172.010.1

<sup>3</sup> SR 742.101

## Market monitoring

### General

In 2021 RailCom opened an ex officio investigation against an operator of an intermodal freight terminal regarding compliance with the principle of non-discrimination in prices and discounts. The operator lodged an appeal against RailCom's order with the Federal Administrative Court. The Federal Administrative Court's ruling is still pending.

In 2023 RailCom did not have to adjudicate on any complaints or grievances.

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

RailCom supports the Federal Council's efforts to strengthen and expand single wagonload transport as a network service and promote multimodal transport chains. However, it advocates competition-neutral framework conditions for state funding of single wagonload transport that encourage innovation, and has pointed out some critical aspects in this regard. It has discussed these issues with a range of stakeholders and submitted its comments to the Federal Office of Transport (FOT). As the regulator responsible for ensuring non-discriminatory network access, RailCom focuses on ensuring consistency with existing legislation in the railway sector and preventing cross-subsidisation or distortion of competition.

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 each year.

### Network access

#### Network access conditions

RailCom carried out the annual review of the main IMs' publication instruments for the 2024 and 2025 timetables and found no evidence of discrimination.

### Train path allocation in the 2024 annual timetable

Restrictions due to construction work on the transit axes through Switzerland made the allocation of train paths for the 2024 timetable very challenging. Capacity restriction in the Gotthard Base Tunnel resulting from the derailment of a goods train on 10 August 2023 added to the challenge. For these reasons, the capacity allocation body (TVS) and the stakeholders concerned agreed on a freight transport train path allocation procedure that is different from the standard process. As the situation will remain difficult in the long term owing to the large number of construction sites in Switzerland and neighbouring countries, RailCom will monitor the allocation of train paths critically and provide support in this area, considering whether adjustments may be necessary at regulatory level or in practice.

### Additional service 'Route-setting for shunting runs'

RailCom continued its accompanying supervision of the additional service 'route-setting for shunting runs'. It agreed various measures with SBB Infrastructure for a standardised and more user-oriented invoicing method for the additional service. SBB Infrastructure adjusted and standardised the methods used to calculate invoicing levels for passenger and freight shunting. RailCom was actively involved in this process and defined specifications. The new methods have been in use since the start of the 2024 timetable.

### Additional service 'Stabling of railway vehicles'

For several years, RailCom has focused its accompanying supervision on the additional service of 'stabling of railway vehicles'. In 2020 RailCom agreed measures with the IMs and the TVS to prevent discrimination. In 2023 it conducted discussions and interviews with the IMs to assess the extent to which the measures had been implemented and identify any need for action. RailCom will agree additional measures with SBB Infrastructure in early 2024.

### Loading facilities

Having drawn up a package of measures for the non-discriminatory operation of loading facilities in 2022, the following year RailCom supported the IMs affected in implementing these measures. It also addressed the repurposing of loading facilities. The FOT and SBB Infrastructure had agreed to withdraw individual loading tracks and areas throughout Switzerland from free network access and to contractually transfer them to interested third-party companies as intermodal freight terminals. RailCom called for a non-discrimination clause to be included in all contracts between SBB Infrastructure and the owners and operators of intermodal freight terminals.

### Train paths for special train services

In response to a request from an RU, the planning standards and processes for determining special train services were analysed and assessed for possible discriminatory treatment. On the basis of this analysis, RailCom agreed measures with SBB Infrastructure in two areas: firstly, the applicable standards for train path design in the special-train area must be documented and published and communicated to interested parties in a suitable form, and secondly, SBB Infrastructure is now required to record its planning considerations and agreements with customers in a consistent and standardised manner in the IT system provided for this purpose.



### **Train path studies**

Individual IMs are required to draw up train path studies to assess the feasibility of implementing supply and production concepts. As part of its market monitoring activities, RailCom analysed how these train path studies are drawn up and assessed the process for possible discriminatory treatment. It agreed a number of measures with the TVS and SBB Infrastructure on the basis of its analysis. Primarily, SBB Infrastructure is now required to publish an overview of all categories of train path studies that it offers on various planning and time scales.

### **Traffic Management System (TMS)**

RailCom continued its accompanying supervision of TMS and worked to ensure that SBB Infrastructure treats the interests of all IMs using TMS as equally as possible in its governance. The arrangements made are incorporated into a framework agreement between SBB Infrastructure and the individual IMs.

### **Protection of competition-relevant data in IT systems**

RailCom's accompanying supervision also established whether SBB Infrastructure adequately protects sensitive or competition-relevant data from potential misuse, particularly by RUs. RailCom concluded that this protection is essentially in place but nonetheless identified a need for action in certain areas. SBB Infrastructure agreed to meet the specifications defined. Other IMs were also instructed to comply with these requirements.

### **Capacity planning for construction work and maintenance activities**

In 2022 RailCom agreed measures with the IMs SBB, BLS und SOB on transparency, participation and equal treatment in interval planning and replacement plans for the benefit of the RUs affected. In 2023 RailCom helped the IMs to draw up a key document in which the applicable standards are consolidated and made available to interested parties.

### **Last-mile rail freight services**

Companies that provide services for the delivery of trains, wagons or groups of wagons between the railway infrastructure and sidings or intermodal freight terminals are required to publish clear and comprehensible terms and conditions for service provision, resource planning and allocation, and pricing and discounts. RailCom ensured that all RUs directly concerned by Article 6a GCarO met their obligation to publish this information.

### **Intermodal freight terminals**

#### **Slot and capacity management**

In 2022 RailCom drew up uniform standards to ensure fair and transparent slot and capacity management of the intermodal freight terminals co-financed by the Confederation. In the reporting year it reviewed whether operators had adopted these standards, i.e. whether they had committed to them in their externally published documents or in documents submitted to RailCom. All terminal operators had addressed the issue of non-discrimination in slot and capacity management and mostly selected pragmatic and intuitive regulations.

#### **Gateway Basel Nord (GBN) project**

In 2023 RailCom and GBN discussed the issue of slot and capacity management and the associated requirements under Article 6 GCarO.

### **System tasks**

RailCom reviewed whether the agreed measures had been implemented in the Customer Information (SKI) system task. The focus lay on ensuring that the SKI can perform its system tasks in the new organisation in a non-discriminatory way and that the criteria of transparency, participation and equal treatment of all companies concerned are guaranteed. RailCom considered this to be the case.

It also supported SBB, the system manager for ETCS and train communication system tasks, to define the group of companies concerned and draft an agreement with them.

### **Participatory rights in investment planning**

Implementation of participatory rights is at a similar stage compared to the previous year, except that the investment plans have now been published on the FOT's Webinterface Data Infrastructure (WDI). The Association of Public Transport (APT) has not yet published its recommendations on participatory rights. Nor has the FOT yet published the route concepts for the WDI. There is as yet no solution for dealing with enquiries from all concerned RU and owners of private sidings.

RailCom agreed with the FOT and APT that all outstanding issues would be dealt with in the first quarter of 2024. In addition, an online event will be held to inform RUs and IMs about participatory rights.



## Market surveillance

### General

As part of its market surveillance activities, RailCom analyses developments in competition and non-discriminatory access on the Swiss rail network. It publishes the analyses on its website and in a newsletter.

### Transport use in passenger and freight services

Figure 1 shows developments in regional and long-distance rail traffic of passenger services from 2018 to 2022. There was a marked 35% increase in passenger transport use<sup>4</sup> in 2022 over

the previous year (long-distance +40%, regional +27%). However, figures are still 11% below the pre-pandemic level (2019).

There was also a significant increase in traffic volume<sup>5</sup> over the previous year of just under 28%, yet this figure also remained below the 2019 figure (-15%). A slight rise of one and a half per cent was recorded in train-kilometres travelled<sup>6</sup>.

In the first quarter of 2023, rail passenger transport use reached an all-time high of 33.4% compared to this period

### Development of transport capacity in rail passenger services

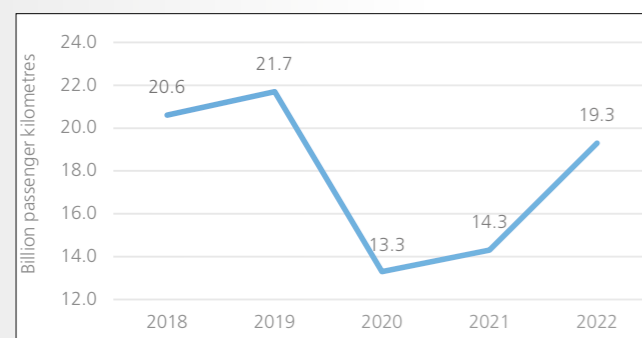


Figure 1: Rail passenger transport use (regional and long-distance) 2018–22. Source: FSO.

### Development of transport capacity in rail freight transport

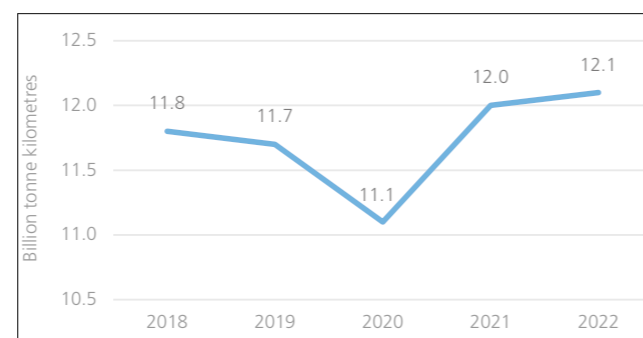


Figure 2: Rail freight transport use (domestic, import/export and transit traffic) 2018–22. Source: FSO.

<sup>4</sup> Rail passenger transport use (regional and long-distance) 2018–22: Total distance travelled by passengers in one year, measured in passenger kilometres

<sup>5</sup> Traffic volume in rail passenger transport: Number of passenger journeys in one year.

<sup>6</sup> Train-kilometre: One train-kilometre is the movement of one train over one kilometre.

### Selected key topics

#### SBB Cargo repositions itself

in the previous year. Transport use continued to rise thereafter (+12.3% in the second quarter and +10.7% in the third quarter).

Figure 2 shows rail freight transport use (domestic, import/export and transit traffic) from 2018 to 2022. In 2022, transport use<sup>7</sup> again increased slightly compared to the previous year. The greatest increase, of +17%, was recorded in export traffic, followed by import traffic at +8%. Domestic traffic recorded a slight increase of +2%, while transit traffic fell by -1%.

In contrast to passenger transport, the figures for freight transport declined in 2023. They were down -6.4% in the first and third quarters and -4.4% in the second quarter (provisional FSO figures).

In June 2023 SBB announced that SBB Cargo AG would once again become a wholly owned SBB subsidiary. SBB Cargo AG will be integrated into the SBB parent company and will once again be managed as “freight segment” (along with SBB Cargo International AG and SBB Intermodal AG) at SBB Group level. The company states that this step strengthens its commitment to freight transport, simplifying its management structure and preparing it for possible state subsidies for single wagonload transport. According to SBB, the newly founded SBB Intermodal AG will help to drive forward the expansion of the intermodal freight terminal infrastructure in Switzerland. RailCom will be closely following further developments.

#### International passenger transport

Unlike other European countries, Switzerland has not yet liberalised cross-border travel. This means that international passenger trains in Switzerland operate under licence and are always the responsibility of SBB Passenger Traffic.

Besides FlixTrain Germany, the Dutch low-cost provider FlyWise, for example, is planning to run several daily connections a week between Amsterdam and Basel Badischer Bahnhof from 2024. As Badischer Bahnhof is part of the German railway infrastructure on Swiss soil, the current practice in international passenger transport in Switzerland will continue to be respected. However, there are now calls from within the industry for the market to be opened up to allow more competition, particularly in passenger transport. RailCom is following the discussions in this area.

<sup>7</sup> Transport use in rail freight transport: Parameter for describing the use of freight transport taking into account both the weight of the goods and the distance travelled. Transport use is expressed in tonne-kilometres. (Source: FSO and SBB websites)



## International affairs

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

In July 2023 the European Commission published a proposal to amend Directive 2012/34/EU and repeal Regulation (EU) No 913/2010. This involves discontinuing the existing rail freight corridors and introducing a network-based approach in the medium term. The proposal contains principles, rules and procedures for capacity, traffic, crisis and use management as well as for coordination with service facilities for domestic and cross-border railway services. Standards for a European coordination network between IMs and other relevant players and for capacity and traffic management oversight will also be defined. RailCom analysed the proposal and submitted its position via IRG-Rail. RailCom welcomes the network-based approach, which is based on timetable redesign (TTR), as an opportunity to improve cross-border capacity management and cooperation between national regulators. However, it points out that increasing centralisation can throttle innovation. Considerable challenges are likely to be involved, such as the imbalance between the powers of ENRRB (European Network of Rail Regulatory Bodies) and those of ENIM (European Network of Infrastructure Managers), and effective coordination between the numerous players.

RailCom also provided data for Switzerland for IRG-Rail's 2023 market monitoring report and attended the plenary sessions and meetings of the Access working group.

### Rail Freight Corridors (RFCs)

Switzerland is part of RFC 1 (RhineAlpine) and RFC 2 (North SeaMediterranean). RailCom is involved in the regular dialogue held between the national regulators and C-OSS on RFCs 1 and 2.

Under RailCom's lead, IRG-Rail has developed a concept for supervision of the RFCs and will apply this for the first time in 2024.

## Events

### Round table with the railway undertakings in the freight transport sector

On 2 November 2023 RailCom invited all Swiss standard-gauge freight RUs to informal discussions, the first time it had done so. Around 20 participants discussed with RailCom a range of concerns and specific issues relating to last-mile rail freight services and network access. The event proved to be a suitable platform for discussing challenges in these areas and outlining possible solutions.

### Symposium

At the RailCom annual symposium held on 17 November 2023 and attended by around 70 participants, the key theme discussed was 'open data in the railway sector'. RailCom highlighted the fact that open data strengthens non-discrimination and competition and promotes innovation. A professor from Bern University of Applied Sciences spoke about the opportunities and potential that open data brings and described some use cases. SBB gave an insight into its approach to open data and a representative of the FOT spoke about encouraging the spread of open data by means of the upcoming Federal Act on Mobility Data Infrastructure. The presentations and a summary of the panel discussion are available on the RailCom website.



## Outlook

### Railway infrastructure

Because of the numerous construction sites on the rail network and the derailment in the Gotthard Base Tunnel, RailCom will intensify its supervision of train path allocation in 2024. In doing so, it aims to contribute to making the processes for dealing with capacity restrictions as non-discriminatory as possible.

In response to a request from an RU, RailCom will analyse how the IMs can ensure non-discrimination towards RUs when introducing IT systems.

In relation to ETCS and train communication system tasks, RailCom will endeavour to ensure that the system manager concludes the necessary agreements with the companies concerned, as required by law.

### Intermodal freight terminals

In 2024 RailCom will focus on SBB Cargo's intermodal freight terminal strategy. RailCom also intends to update the general publication obligation for intermodal freight terminals co-financed by the Confederation.

### Freight services

The Federal Act on the Underground Carriage of Goods (UCar-GA) stipulates that the terminal operators must grant customers non-discriminatory access to all transport services offered. RailCom is the regulatory authority in these matters. In 2024, RailCom will seek dialogue with Cargo sous terrain to ensure non-discriminatory practices.

As the regulator, RailCom will demand that non-discriminatory network access be guaranteed when various legislative proposals are discussed by Parliament and revised in the course of 2024. These include:

- the bill to further develop the framework conditions for Swiss freight transport;
- the revision by the FOT of the train path pricing system, which is due to come into force in 2029; this involves a comprehensive review of all train path price elements, including the underlying cost calculations;
- the consultation on the amendment of the Rail Network Access Ordinance, which continues until March 2024. It can be assumed that there will be a marginal adjustment to the train path prices for the duration of the 2025–28 service agreement;
- the European Commission's proposal to amend Directive 2012/34/EU and repeal Regulation (EU) No 913/2010 mentioned on page 12 (Independent Regulators' Group – Rail section) will be submitted to the European Parliament in 2024. The first reading is expected to take place in mid-March 2024.



# 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 (DETEC). In 2023 it comprised the following members:



RailCom (from left to right): Anna Ciaranfi Zanetta, Werner Grossen, Peter Bösch, Giuliano Montanaro, Patrizia Danioth Halter, Christof Böhler (head of specialist secretariat), Prof. 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

Elections for the 2024–27 term of office were held on 22 November 2023. The Federal Council confirmed Patrizia Danioth Halter as RailCom president. Vice president Prof. Markus Kern and commission member Anna Ciaranfi Zanetta were also re-elected. New members Dr. Barbara Furrer, Cesare Brand and Manfred Haller join the Commission in 2024.

## Specialist secretariat

The specialist secretariat supports the Commission in its adjudicatory tasks, carries out regulatory 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	Ana Dettwiler	Attorney-at-law
Staff member	Ursula Erb	Dr. oec. publ.
Staff member	Andreas Oppliger	lic. phil. nat.
Staff member (from April)	Melissa Rickli	lic. phil. hist.
Staff member	Katrin Suter-Burri	Dr. sc. nat. ETH



## Glossary

Abbreviation	Meaning
BLS	Bern-Lötschberg-Simplon-Bahn
C-OSS	Corridor One-Stop-Shop
DETEC	Federal Department of the Environment, Transport, Energy and Communications
ENIM	European Network of Infrastructure Managers
ENRRB	European Network of Rail Regulatory Bodies
ETCS	European Train Control System
FOT	Federal Office of Transport
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

Abbreviation	Meaning
RU	Railway undertaking
SBB	Swiss Federal Railways
SKI	Customer Information system task
SOB	Schweizerische Südostbahn
SR	Classified compilation of Swiss Federal Law
TMS	Traffic Management System
TTR	Timetable Redesign
UCarGA	Federal Act on the Underground Carriage of Goods
VAP	Swiss association promoting rail freight transport
VöV	Verband öffentlicher Verkehr
WDI	Webinterface Data Infrastructure (Federal Office of Transport)
WT	Wagonload traffic

**Rail Transport Commission RailCom**  
 Christoffelgasse 5  
 3003 Bern

Tel. +41 (0)58 463 13 00

info@railcom.admin.ch  
 www.railcom.admin.ch

