



European Commission  
DG MOVE

Swiss Confederation  
Federal Office of Transport (FOT)



## Observation and analysis of transalpine freight traffic flows Key figures 2016



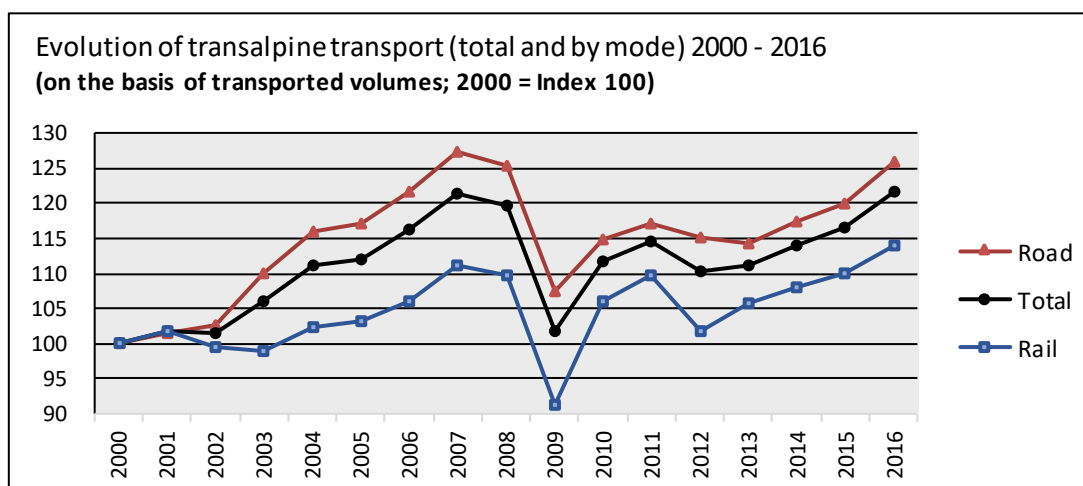
July 2017

## Key findings

- In 2016, the amount of goods carried across the Alps has reached a new record level of 209.4 million tonnes. For the first time, the pre-crisis record level of 2007 (208.9 million tonnes) has been exceeded.
- For the first time in more than 20 years, the number of heavy goods vehicles (HGV) crossing the Swiss Alps was below 1 million.
- At the same time, the modal share of rail in Switzerland has reached a record level of 71%.
- These developments partly reflect the success of the Swiss modal shift policy. However, some road transport may also have been diverted from Switzerland to Austria, given the lowering of the toll on the Brenner corridor at the beginning of 2016.
- For the first time, more goods (road and rail combined) were carried across the Tauern than across the Gotthard. The Tauern crossing has thus become the second most important Alpine crossing. The Brenner crossing is still by far the most important Alpine crossing, accounting for nearly as much volume as Tauern and Gotthard combined.

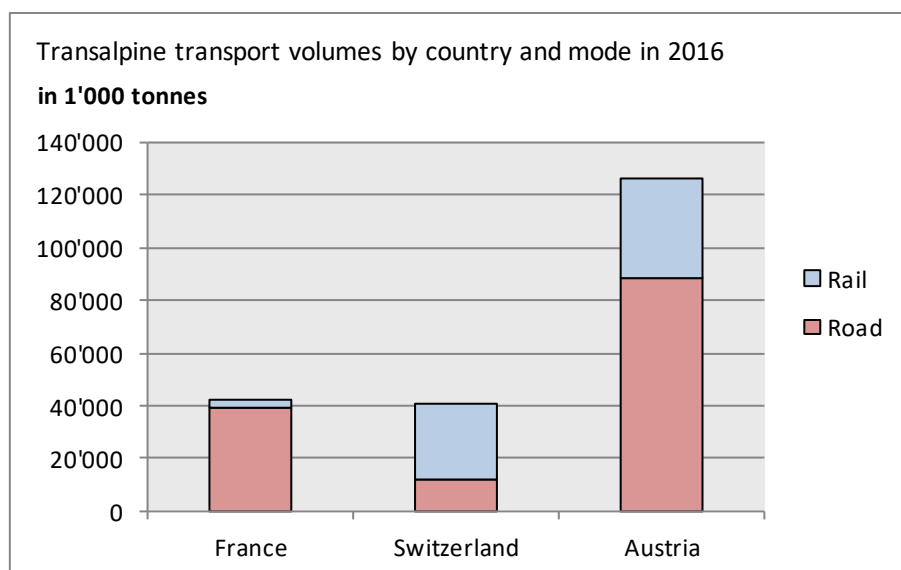
## 1 Transport volume

Overall, transalpine<sup>1</sup> freight transport volumes rose from 200.3 million tonnes in 2015 to 209.4 million tonnes in 2016 (+4.5%). At 209.4 million tonnes, the amount of freight transported across the Alps reached a new record level – never before has such a quantity of goods been carried across the Alps. 70.4 million tonnes of this total have been carried by rail, which is a new record for this transport mode. The 139.1 million tonnes of freight carried by road are still slightly below the record level of 140.4 million tonnes recorded in 2007 (before the economic crisis).



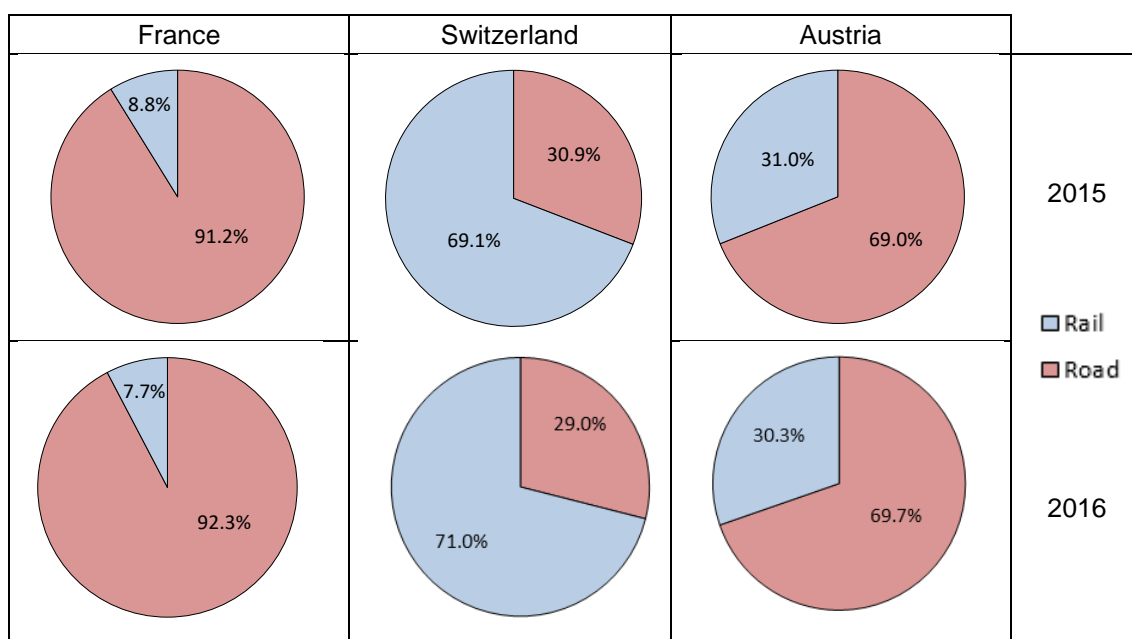
The large majority of freight crosses the Alps in Austria (126.5 million tonnes or 60% of the total transport volume). France and Switzerland have similar shares (42.4 and 40.5 million tonnes; 20% and 19% respectively).

<sup>1</sup> This report covers a total of 16 Alpine crossings between Ventimiglia (at the border between France and Italy on the Mediterranean coast) in the south-west and the Wechsel crossing between Styria and Lower Austria in the east.



## 2 Modal share

In 2016, the modal share of rail on the whole Alpine arc remained at the level of the previous year (34%). However, there are big differences between the three countries: in Switzerland, it reached a new all-time high with 71%, in Austria rail had a share of 30% and in France it only accounted for 8% of all goods carried across the Alps. While the modal split differs significantly between the three countries, the differences compared to the previous year are rather small with the exception of Switzerland where the rail share has increased by 1.9 percentage points. This is mostly due to more and better services offered by the Swiss rail sector and to the continuing decline of road transport, which is influenced by the relative evolution of transport costs: higher cost of tolls (in euro) in Switzerland after the appreciation of the Swiss Franc in 2015, reduced tolls for the passage through Austria on the Brenner route (since the beginning of 2016).

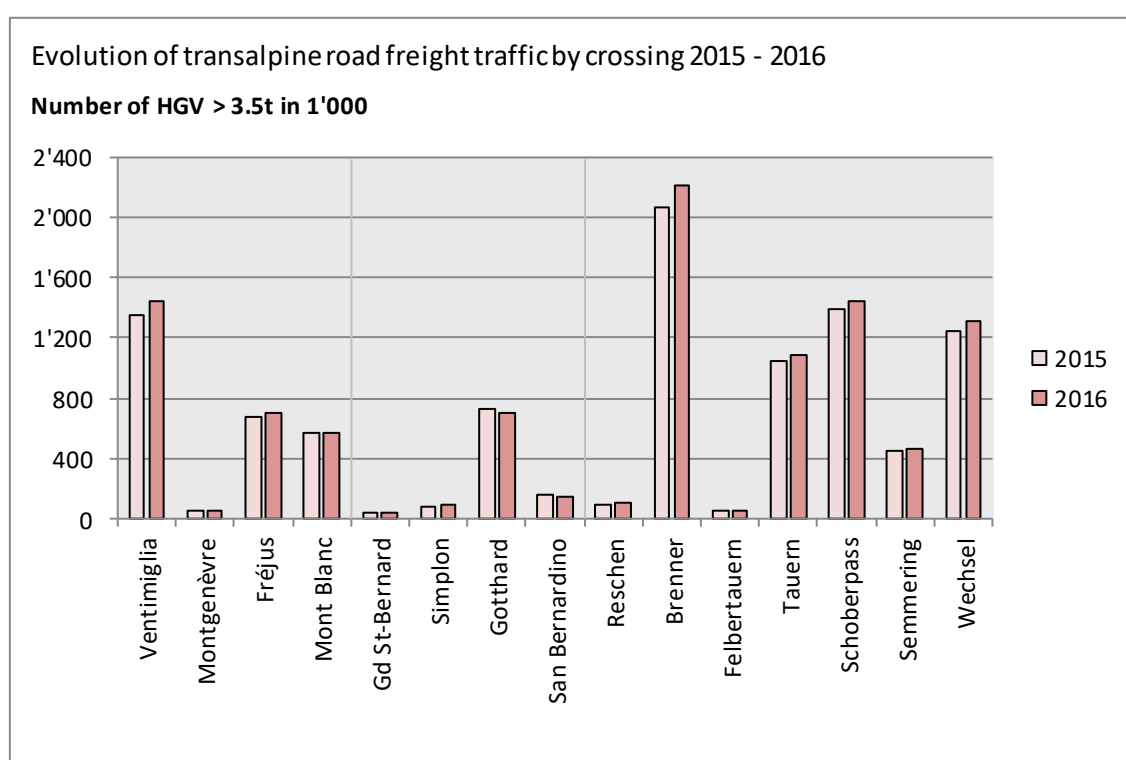


### 3 Road

In 2016, 139.1 million tonnes of goods were transported by road across the Alps. This is +5.0% more than in 2015. Road transport volumes increased in Austria (+6.4%) and in France (+4.3%), but decreased in Switzerland (-2.5%). The split between the different countries was as follows: Austria 63%, France 28% and Switzerland 8%.

The total number of heavy goods vehicles (HGV) crossing the Alps increased in 2016 by +4.3% and reached a total of 10.4 million HGV. The number of HGV was +5.4% higher in Austria and +4.4% higher in France, but in Switzerland it decreased by -3.4%. The number of HGV crossing the Alps in Switzerland fell below 1 million for the first time since the beginning of the 1990s.

The figure below shows the evolution of the number of HGV by crossing in 2015 and 2016.

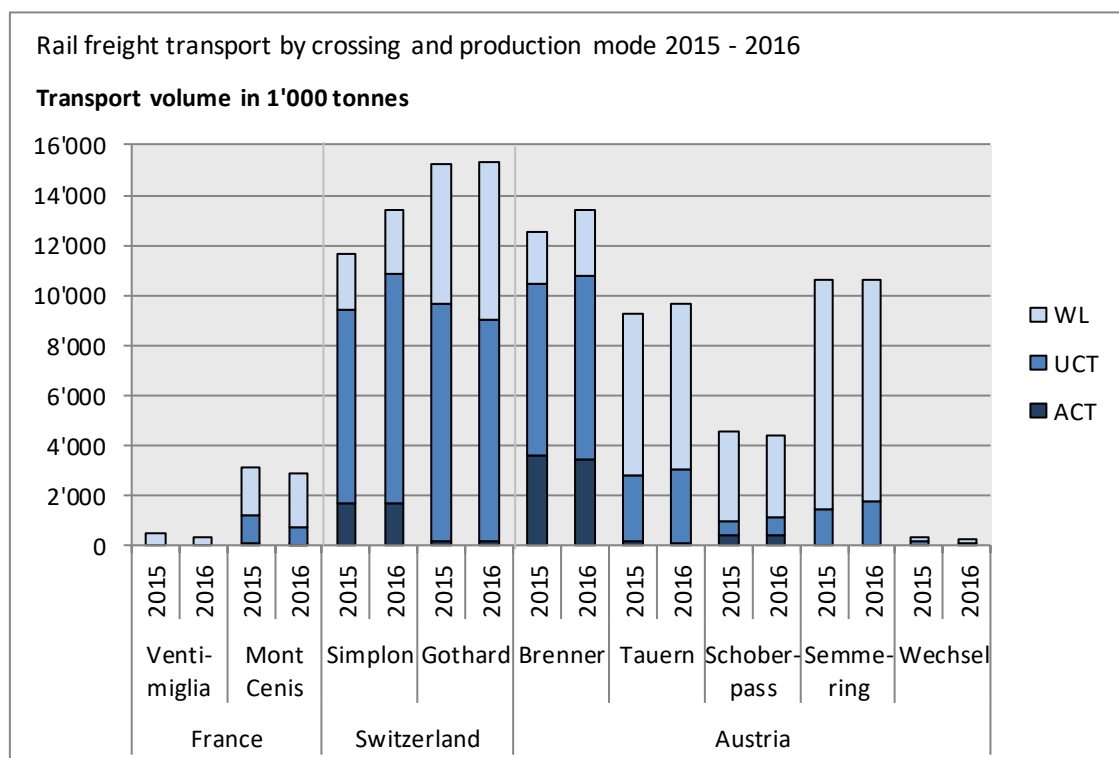


Among the most important road crossings (share of HGV more than 4% of the total), only Gotthard saw a decrease (-4.0% fewer HGV), while the number of HGV crossing the Mont Blanc has barely changed (-0.1%). The range of growth rates of the other important crossings is between +3.7% and +7.0%.

## 4 Rail

A record 70.4 million tonnes of goods were carried by rail across the Alps in 2016, +3.6% more than in 2015. Transalpine rail volumes increased by +6.7% in Switzerland and by +2.8% in Austria, while they decreased by -10.5% in France. The split between the different countries was as follows: Austria 55%, Switzerland 41% and France 5%.

The figure below shows the transport volumes in 2015 and 2016 by crossing and by production mode: conventional wagon load (WL), unaccompanied combined transport (containers, semi-trailers, swap bodies, UCT) or accompanied combined transport (whole HGV with drivers, ACT).



The evolution of transport volumes by rail between 2015 and 2016 was rather heterogeneous. Lower volumes were recorded at Wechsel (-19.6%), in France (-10.5%) and at Schoberpass (-3.4%). The lower volumes at Wechsel and Schoberpass mark a return to a "normal" situation following extraordinarily high traffic volumes in 2015 due to accidents on the nearby Semmering line which had triggered traffic diversions to these two crossings then. In France, the downward trend of rail traffic crossing the Alps appears to have continued; French rail data are still provisional though. The relatively strong increase by +15% at Simplon was caused by the general increase in rail transport in Switzerland and by a shift of traffic from Gotthard to Simplon. The latter was mainly due to works to build the "4-meter-corridor" on the Luino line, one of the arteries feeding the Gotthard. The reduced availability of this access line also explains the relative stagnation on the Gotthard route (+0.4%). The opening of the Gotthard base tunnel to traffic in December 2016 did not yet have any sizeable impact on traffic volumes.

Looking at all Alpine crossings, the different production modes evolved as follows: volumes in unaccompanied combined transport (UCT) showed above average growth rates (+5.3%), the trend in conventional wagon load (+3.7%) corresponds to the average growth of +3.6%, while transport volumes have decreased in accompanied combined transport (ACT) by -4.6%.

## Transalpine traffic and transport data 2015 – 2016

		2015						
		Road		Rail				
				Total	WL	UCT	ACT	
KHGV	Kt	Kt	Kt	Kt	Kt	Kt	KHGV	
France	Ventimiglia	1'356.0	18'080.9	474.0	474.0	0.0		
	Montgenèvre	54.2	558.3					
	Mont Cenis			3'165.5	1'957.9	1'114.3	93.4	3.8
	Fréjus	677.0	10'174.2					
	Mont Blanc	575.6	8'747.7					
<b>Total France</b>		<b>2'662.7</b>	<b>37'561.1</b>	<b>3'639.5</b>	<b>2'431.9</b>	<b>1'114.3</b>	<b>93.4</b>	<b>3.8</b>
Switzerland	Gd St-Bernard	39.6	466.8					
	Simplon	83.0	995.1	11'688.2	2'278.5	7'677.9	1'731.9	100.3
	Gotthard	729.6	8'690.7	15'250.6	5'622.0	9'474.9	153.7	10.0
	San Bernardino	157.4	1'870.5					
<b>Total Switzerland</b>		<b>1'009.7</b>	<b>12'023.0</b>	<b>26'938.8</b>	<b>7'900.4</b>	<b>17'152.8</b>	<b>1'885.6</b>	<b>110.3</b>
Austria	Reschen	91.8	1'033.2					
	Brenner	2'068.3	31'156.5	12'560.7	2'084.9	6'885.0	3'590.8	164.1
	Felbertauern	52.2	550.3					
	Tauern	1'040.7	14'338.1	9'296.4	6'488.8	2'661.5	146.1	9.8
	Schoberpass	1'389.2	16'509.6	4'530.6	3'520.5	573.6	436.5	30.4
	Semmering	447.9	5'133.3	10'600.2	9'130.4	1'469.8		
	Wechsel	1'247.6	14'155.2	323.1	169.5	153.6		
<b>Total Austria</b>		<b>6'337.8</b>	<b>82'876.2</b>	<b>37'311.0</b>	<b>21'394.1</b>	<b>11'743.5</b>	<b>4'173.4</b>	<b>204.3</b>
<b>Total 3 countries</b>		<b>10'010.2</b>	<b>132'460.3</b>	<b>67'889.3</b>	<b>31'726.4</b>	<b>30'010.5</b>	<b>6'152.4</b>	<b>318.4</b>

		2016						
		Road		Rail				
				Total	WL	UCT	ACT	
KHGV	Kt	Kt	Kt	Kt	Kt	Kt	KHGV	
France	Ventimiglia	1'450.3	19'338.8	336.8	336.8	0.0		
	Montgenèvre	51.7	532.8					
	Mont Cenis			2'921.2	2'192.3	677.5	51.4	2.2
	Fréjus	703.9	10'578.7					
	Mont Blanc	574.8	8'736.1					
<b>Total France</b>		<b>2'780.7</b>	<b>39'186.3</b>	<b>3'257.9</b>	<b>2'529.0</b>	<b>677.5</b>	<b>51.4</b>	<b>2.2</b>
Switzerland	Gd St-Bernard	37.2	437.2					
	Simplon	89.1	1'087.4	13'438.6	2'572.0	9'166.9	1'699.7	93.5
	Gotthard	700.7	8'435.4	15'309.2	6'275.7	8'881.9	151.6	9.6
	San Bernardino	148.1	1'765.3					
<b>Total Switzerland</b>		<b>975.1</b>	<b>11'725.2</b>	<b>28'747.8</b>	<b>8'847.7</b>	<b>18'048.8</b>	<b>1'851.3</b>	<b>103.2</b>
Austria	Reschen	105.0	1'162.3					
	Brenner	2'209.9	33'484.7	13'402.1	2'619.2	7'334.6	3'448.3	157.0
	Felbertauern	59.7	664.9					
	Tauern	1'084.0	15'064.3	9'682.4	6'661.8	2'903.7	116.9	7.9
	Schoberpass	1'440.5	17'219.9	4'375.8	3'245.6	727.4	402.8	27.9
	Semmering	471.0	5'421.2	10'635.6	8'863.4	1'772.2		
	Wechsel	1'312.5	15'158.7	259.9	136.5	123.4		
<b>Total Austria</b>		<b>6'682.6</b>	<b>88'176.0</b>	<b>38'355.8</b>	<b>21'526.5</b>	<b>12'861.3</b>	<b>3'968.0</b>	<b>192.8</b>
<b>Total 3 countries</b>		<b>10'438.3</b>	<b>139'087.6</b>	<b>70'361.5</b>	<b>32'903.2</b>	<b>31'587.7</b>	<b>5'870.7</b>	<b>298.2</b>

		Difference 2015/2016 in percent						
		Road		Rail				
				Total	WL	UCT	ACT	
		KHGV	Kt	Kt	Kt	Kt	Kt	KHGV
France	Ventimiglia	+7.0%	+7.0%	-29.0%	-29.0%	+0.0%		
	Montgenèvre	-4.6%	-4.6%					
	Mont Cenis			-7.7%	12.0%	-39.2%	-45.0%	-42.4%
	Fréjus	+4.0%	+4.0%					
	Mont Blanc	-0.1%	-0.1%					
<b>Total France</b>		<b>+4.4%</b>	<b>+4.3%</b>	<b>-10.5%</b>	<b>+4.0%</b>	<b>-39.2%</b>	<b>-45.0%</b>	<b>-42.4%</b>
Switzerland	Gd St-Bernard	-6.2%	-6.3%					
	Simplon	+7.2%	+9.3%	+15.0%	+12.9%	+19.4%	-1.9%	-6.8%
	Gotthard	-4.0%	-2.9%	+0.4%	+11.6%	-6.3%	-1.4%	-3.2%
	San Bernardino	-5.9%	-5.6%					
<b>Total Switzerland</b>		<b>-3.4%</b>	<b>-2.5%</b>	<b>+6.7%</b>	<b>+12.0%</b>	<b>+5.2%</b>	<b>-1.8%</b>	<b>-6.5%</b>
Austria	Reschen	+14.3%	+12.5%					
	Brenner	+6.8%	+7.5%	+6.7%	+25.6%	+6.5%	-4.0%	-4.3%
	Felbertauern	+14.4%	+20.8%					
	Tauern	+4.2%	+5.1%	+4.2%	+2.7%	+9.1%	-20.0%	-19.4%
	Schoberpass	+3.7%	+4.3%	-3.4%	-7.8%	+26.8%	-7.7%	-8.2%
	Semmering	+5.1%	+5.6%	+0.3%	-2.9%	+20.6%		
	Wechsel	+5.2%	+7.1%	-19.6%	-19.5%	-19.7%		
<b>Total Austria</b>		<b>+5.4%</b>	<b>+6.4%</b>	<b>+2.8%</b>	<b>+0.6%</b>	<b>+9.5%</b>	<b>-4.9%</b>	<b>-5.6%</b>
<b>Total 3 countries</b>		<b>+4.3%</b>	<b>+5.0%</b>	<b>+3.6%</b>	<b>+3.7%</b>	<b>+5.3%</b>	<b>-4.6%</b>	<b>-6.4%</b>

**Abbreviations:**

KHGV	1000 heavy goods vehicles
Kt	1000 tonnes
WL	conventional wagon load transport
UCT	unaccompanied combined transport
ACT	accompanied combined transport (rolling motorway)

**Data sources:**

France:	Road data: ATMB, SFTRF, MEEDDAT, Autostrada dei Fiori Rail data and road data processing for Montgenèvre and Ventimiglia: SOeS
Switzerland:	Road and rail data: Federal Office of Transport (FOT), Matthias Wagner
Austria:	Road data: ASFINAG and government of Tyrol Rail data: ÖBB (data processing: BMVIT, Reinhard Koller)