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Directorate B

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Case Officer: Matthias Rinderknecht
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**Consultation on the Future Trans-European Network Policy:
Comment made by the Federal Office of Transport, Switzerland**

Dear Madam,
Dear Sir,

We thank you for the opportunity to take part in the consultation procedure concerning the future TEN-T policy. As a third country outside of the EU, we particularly like to bring up our opinion in the field of transport policy, as Switzerland is situated in the heart of Europe and in the middle of the alpine barrier. As mentioned in the outlines of the methodology, the connection between the TEN-T and networks in third countries in the European Neighbourhood, a dialogue concerning priority projects partly located on third country territory, such as in Switzerland, is of strategic importance.

General remarks

Switzerland strongly supports the key issue of linking the transport network planning with environmental targets and climate relevant concerns for reducing greenhouse gas emissions. In our view, a stronger focus could be set on land use/urban planning as a determinant element in transport planning.

The definition of a core network which should contribute to the internal cohesion and an effective implementation of the internal market seems to be a very plausible set up.

Specific remarks about financing and methodology

The elimination of bottlenecks within the core network is one of the main priorities of the implementation. In our view, a particular attention should be given to the way how these bottlenecks are eliminated to avoid an increase of new induced traffic which will simply create a new bottleneck on the

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same corridor. Regulatory and fiscal incentives could be adequate flanking measures to pursue the strategic objectives in terms of a more sustainable mobility based on a multimodal, interconnective, safe and interoperable transport system.

Nevertheless, the financial funding partly based on national budgets has to be taken into account. Switzerland is investing huge amounts from its own budgets in priority projects such as the new railway base tunnels and ERTMS corridors and needs therefore continuity in the implementation process going beyond the Swiss borders in EU-Member States. New financing mechanisms such as a cross-mode instrument where revenues from road infrastructure use, are reinvested in public transport infrastructure in an earmarked funding system may be helpful for a fruitful implementation. Such a system is already successfully applied in Switzerland in terms of a heavy vehicle fee which is feeding the financial fund for major railway projects.

In general, the chapters dealing with strategic objectives and principles do not respond to fundamental questions in what way specific instruments could achieve which objectives. Some more concrete guidelines and quantified objectives could be helpful in this concern.

I am looking forward to a fruitful result of this consultation.

We send you our best regards.

Yours sincerely

Federal Office of Transport

Dr. P. Füglistaler
Director