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1st Florence Workshop on Rail Transport Regulation
San Domenico di Fiesole; Florence, Italy; 15.11.2010



Aims, Models and Powers of Rail Regulators: The view of the Swiss allocation body Trasse Schweiz AG

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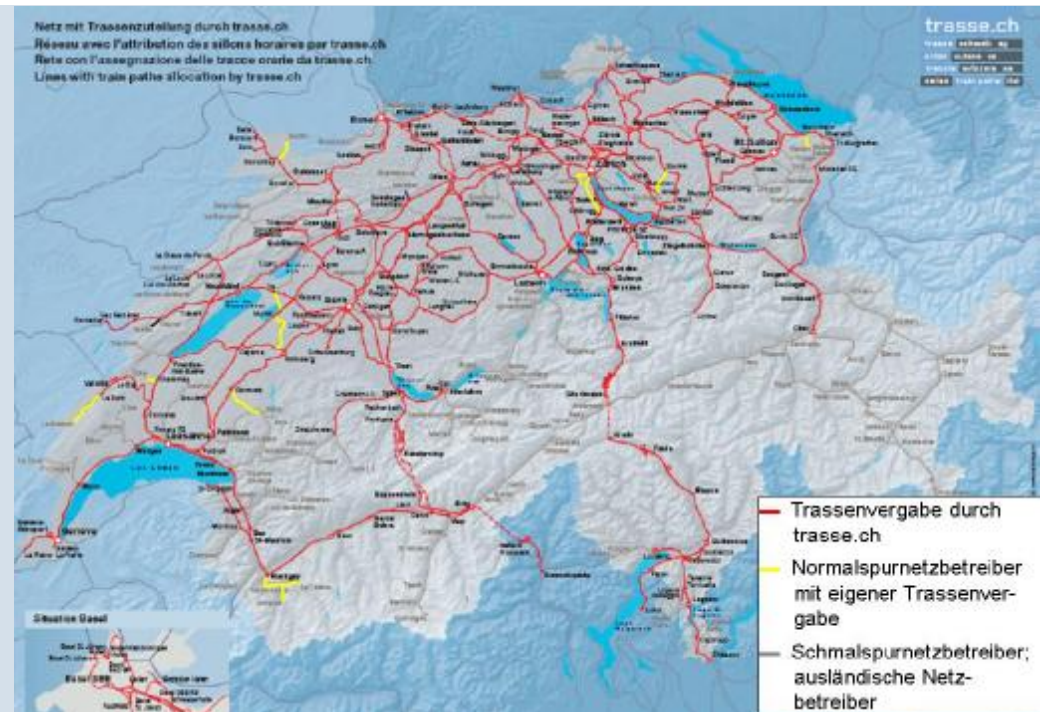


Content

1. Presentation of trasse.ch: Tasks, organisation and legal basis
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3. Relationship with the Swiss regulatory body
4. Rail regulation: Experiences and recommendations

1. Business purpose

- Capacity allocation body for 94% of the Swiss standard gauge rail network (all relevant lines)
- Founded in 2006
- Mission:
 - Impartial guarantor of fair competition and non-discriminatory network access
 - Customer-oriented service provider: Support rail transport by high quality, efficient processes and attractive capacity offers



1. Tasks

Train paths allocation

- Handling and allocation of train paths

Timetabling

- Responsible for non-discriminatory compilation
- Accompaniment of the timetabling construction
- Management of the coordination process in case of conflicting path applications

Capacity analysis on congested sections

- Identifying the reasons for the congestion and possible short- and medium-term measures to ease congestion

Track access charges

- Competency of the Swiss transport ministry

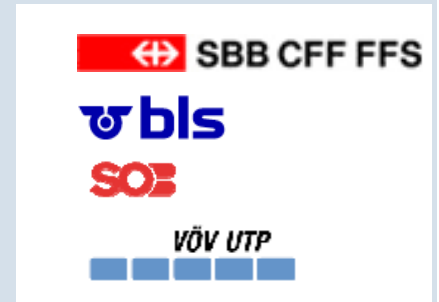
1. Tasks

| Preparation phase | Annual timetable | Current timetable | Postprocessing |
|---|--|---|---|
| Monitoring the negotiation process of framework agreements | Customer support | Monitoring the development of feasibility studies | Capacity analysis on congested sections |
| Monitoring the development of feasibility studies | Coordination process in case of path conflicts | Publishing the catalogues of the capacity remaining | |
| Developing rules for applying for train paths (network statement chap. 4) | Allocation of train paths | Allocation of train paths | |
| Audit of path catalogues | | | |

1. Organisation and legal base

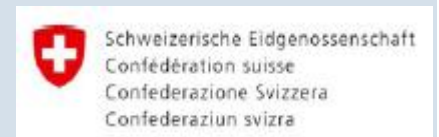
Owners

- Non-profit oriented limited company with equal shares of the three main standard gauge railway companies and the Swiss Public Transport Association



Actual legal base

- Directives of the government in the multi-annual contracts with the railway companies and the ownership strategy of SBB



Developments

- Legal basis within the second step of the Swiss railways reform
- Expert group to analyse different organisational models

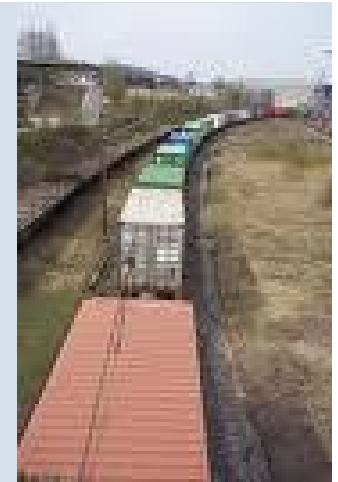
2. Attitude of trasse.ch towards rail regulation

Rail regulation

- Overall objective: Improving the attractiveness of rail transport
- Desired effect: Increasing the share of rail transport in modal split
- Instrument: Ensuring fair and effective competition

trasse.ch

- Goals: Promotion of rail transport through
 - non-discriminatory network access (train paths),
 - train path offers corresponding to market needs and
 - efficient processes
- Aims of rail regulation congruent with mission of trasse.ch



3. Relationship with the Swiss Regulatory body

- trasse.ch is actionable by the Swiss Railways Arbitration Commission (RACO)
- Agreement with RACO on investigations in case of suspected discrimination
- Institutionalized meetings every six months
- Ongoing answering requests from RACO



4. Rail regulation: Experiences and recommendations

Experiences

- In Switzerland unbureaucratic approach
- Example: Disruption management
 - Aim: Stabilise train operation as fast as possible
 - Fact: Every disruption is different, operation manager needs a certain level of flexibility
 - Swiss solution: Transparent information on the delays of every RU; systematic preferential treatment of one RU would get obvious
- Recommendation: Transparency instead of inflexible “over-regulation”

4. Rail regulation: Experiences and recommendations

Example of an unbureaucratic and transparent approach

- EURO 08
 - 3'800 additional trains during the 2008 European football championship on a highly utilised infrastructure
 - Normally planned in the capacity restrained
 - In 499 cases asking railway undertakings to temporary renounce on an allocated path for 24 days by offering them an alternative solution (in 70% of the cases alternative path in a time range of ± 10 min.)
 - The railway undertakings were free to insist on their allocated path
 - RACO was informed on process and results



4. EURO 08: 65% came by train or urban public transport



**An official EURO 08 car park
with a lot of empty parking space**



Extensively used trains

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The team of trasse.ch thanks you for your interest

