



General terms and conditions concerning the agreements on subsidies for transalpine UCT 2023

Bern, ~~December 2022~~ [Update August 2023](#)

Aktenzeichen: BAV-331.2-9

Services provided by the operators

The operators undertake to:

- notify the Federal Office of Transport (FOT) without delay if the service on a given relation is halted, or is not introduced;
- keep statistics on the punctuality of the trains and submit them on time to the FOT;
- book the subsidies paid by the Confederation as an income disclosed separately in its profit and loss account;
- submit its financial statements with balance sheet and profit and loss account to the FOT each year;
- notify the FOT immediately of any changes in personnel affecting the persons responsible for subsidies in transalpine UCT;
- notify the FOT fully and immediately in the event of a reasonable suspicion of malicious actions. The reporting obligation also extends to subcontractors and other service providers (e. g. holding companies);

For all notifications to the FOT, the e-mail address abgeltungen-kv@bav.admin.ch must be used.

Subsidy paid by the Confederation

The need for subsidies must be demonstrated within the framework of standard profit and loss account projections. If according to the standard profit and loss account projections, the uncovered costs are lower than the stated subsidy rates, the subsidies per train and per consignment for this shipment will be reduced proportionally. The Confederation can at most pay the uncovered costs as per the projections.

Region of departure point of train	Subsidy per consignment	Subsidy per train Period January-June 2023	Subsidy per train Period July-December 2023
France, the Netherlands (excluding Limburg)	58 CHF	50 CHF	250 CHF
UK, Belgium, Luxembourg, Scandinavia, northern	58 CHF	100 CHF	300 CHF

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Germany, Rhine, Ruhr and Main areas, Limburg (NL)			
Southwestern Germany and Switzerland	58 CHF	900 CHF	1100 CHF

- On average a **maximum of 32 consignments per train** operated are entitled to subsidies.
- On relations from Southwestern Germany and Switzerland with an average of fewer than 20 consignments per train the subsidy rate per train will be reduced by up to 40% of the stated maximum rate.
- The subsidy rate for a route may not exceed that of the previous year.
- ~~If, as a result of an unexpected positive development of traffic volumes, it appears that the financial resources available under the budget 2022 will not be sufficient to subsidise all services at the agreed rate, the Confederation may reduce the subsidies in the third or fourth quarter.~~

Bases of subsidy

- The subsidy is only paid for consignments actually transported and for trains actually dispatched. The bid – in particular that part relating to the trains and consignments planned per month – is an integral part of the Agreement.
- The subsidy is paid on a monthly basis. If the train and consignment numbers and the details on the quality are not reported within the deadlines below, the payment will be made only in the following month.
- A consignment corresponds to
 - one semi-trailer
 - one swap-body longer than 8.3 metres (e.g. 30-foot, 40-foot or 45-foot container)
 - one swap-body with a length of between 6.0 and 8.3 metres, if more than 16 tonnes
 - two swap-bodies with a length of between 6.0 and 8.3 metres (e.g. 20-, 23- or 25-foot containers), and weighing less than 16 tonnes
 - three swap-bodies smaller than 20-foot containers
- ~~The following rule will apply to reductions in the frame of the final accounts:
If the actual numbers fall short of the projected numbers by more than 15%, the subsidies will be reduced by 3% (application to trains and consignments).~~
- Upon request from the subsidy recipients, the Confederation will examine whether consignments and trains that exceed the quantities set in the agreement can be reimbursed. Requests must be submitted to the FOT by 10 January 2024 at the latest. Requests submitted after this date cannot be considered.
- The final accounts for the subsidy year 2023 are presented in the first quarter of 2024.
- Breach of these provisions may lead to a claim for repayment in accordance with Art. 28 of the Subsidy Act (SR 616.1).

Adaptations of an Agreement during the year

The conclusion of new agreements and the modification of existing agreements are only possible at the beginning of a quarter and must be done in writing. ~~Retroactive modifications of agreements are not possible. If an agreement is adapted, the existing agreement is cancelled and a new one is concluded for the rest of the year. Offer modifications must be communicated to the FOT until 14 days before beginning of the quarter in question by e-mail and in the~~

~~webapplication. If the offer is increased during the current year, an order on the part of the Confederation can only be made if the necessary financial resources are available.~~

Further provisions

The operator agrees that his name, address and internet address and the subsidy rate per train and consignment appear in the directory list of combined transport operators who receive subsidies. The FOT will publish a list of all subsidised routes.

Regular information to the FOT

The following information should be reported to the FOT using the web app Subsidies for transalpine freight traffic:

Information / Frequency	Deadline
Train and consignment numbers (monthly); details of any trains cancelled due to 'Force Majeure'	Jan to Nov: by the 20 th of the following month; Dec: by 10 th January
Details on quality	Quarter 1&2: 20 July 2023; Quarter 3&4: 20 January 2024
Request for reimbursement for additional trains and consignments that exceed the agreed quantities	10 January 2024
Accounting on the effective actual costs and revenue per route	31 March 2024
All information and documents in connection with the subsidised routes	At the request of the FOT