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## Sent by e-Mail

To all operators and railway undertakings  
operating transalpine combined transport

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**Ittigen, 24 August 2023**

## Transalpine UCT: support measures in 2023, bidding procedure in 2024

To whom it may concern

We are writing to provide you with an overview of the support measures that the FOT has adopted to promote transalpine unaccompanied combined transport (UCT) in 2023 and to provide you with details about the bidding procedure for 2024.

### I. Increase in subsidies for the second half of 2023

Transalpine UCT developed significantly below expectations in the first half of 2023. Compared to the same period last year, 5.5% fewer consignments were reported to the FOT. In addition, the Gotthard Base Tunnel will only be available on a limited basis until the end of the year due to the accident on 10 August. It looks likely that the trend towards a higher share of rail in transalpine traffic will be broken. At the same time, because the subsidies are based on the effective service provided (number of trains and consignments), the financial support approved for 2023 would not be exhausted at the current subsidy rates.

In order to support Switzerland's policy of transferring freight from road to rail and to mitigate the transport-related and financial impact of the current challenges (economic slowdown, restrictions in the Gotthard Base Tunnel, combined with major quality problems on the entire north–south axis and higher energy prices compared to the road), the FOT has decided to increase the subsidy rates on all relations by a flat rate of CHF 200 per train for the second half of 2023. The reduction that was made at the beginning of 2023 was clearly above average in a long-term comparison, which allows this new measure to be taken while ensuring compliance with the restriction in the Goods Traffic Transfer Act that the average subsidy per consignment must decrease from year to year (Art. 8 GTTA).

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In addition, the reduction rule will be suspended. The rule states that the subsidy will be reduced by 3% on all relations for the entirety of 2023 in the event of a major shortfall in the planned figures.

With this letter, we declare the implementation of the adjustment of the affected subsidy agreements concerning UCT in 2023 (subsidy increase of CHF 200 per train run in the period from July to December 2023). To implement this measure, the physical documents in the form of the subsidy agreements will only be adapted if this is your express wish.<sup>1</sup> To lessen the administrative burden, we have also refrained from requesting a revised budgeted income statement for the second half of 2023. The details of the adjustment can be found in the GTC 2023, which has been adjusted retroactively to 1 July, as shown in the enclosure.

## II. Bidding procedure and setting of subsidy conditions for transalpine UCT in 2024

There will be around CHF 78.2 million available for the promotion of transalpine CT in 2024, CHF 6.2 million less than in 2023. Both the rolling highway and UCT are affected by the funding cut. The reduction in funding rates for UCT is to be as small as possible in view of the great challenges involved. For 2024, it must be expected that infrastructure availability will not improve compared to 2023. With construction work in Italy, Switzerland and Germany<sup>2</sup>, UCT is facing a very difficult year. The subsidy rate per consignment will be reduced by CHF 1 to CHF 57 compared to the current year. The subsidy per train corresponds to the 2023 average before and after the rate adjustment made during the year. The details can be found in the document 'Subsidies for transalpine UCT – bidding procedure 2024'.

The market for transalpine UCT is confronted with a variety of challenges and the uncertainties (increasingly also with regard to economic development) are generally increasing even further. The FOT is aware of this situation and the significant uncertainty it creates even for short-term traffic forecasts. It is therefore reducing subsidy rates cautiously. However, should traffic develop in the next year in such a way that the subsidy funding is not sufficient, intrayear reductions in the subsidy rates can be made during the second half of 2024.

Attached you will find the document 'Bidding Procedure for Transalpine Unaccompanied Combined Transport 2024'. This document contains all information and deadlines concerning orders and subsidy payments. **Bids for 2024** must be submitted to the FOT **by 20 November 2023**. As part of your bid, a budgeted income statement must be submitted for each relation. These must be drawn up uniformly in euros. The exchange rate to be used for conversions has been pragmatically maintained from the previous year, at CHF 1 = EUR 1. The maximum subsidy rates per train and per consignment can only be claimed if the maximum subsidy amount is lower than the deficit shown in the budgeted income statement.

Furthermore, the bid must include the planned number of trains and consignments for each month. You must also submit your 2022 annual report to the FOT together with your bid. As in the previous years, bids for 2024 are to be submitted **via the 'Subsidies for freight transport' web app**.

For questions and other correspondence, please use the address [abgeltungen-kv@bav.admin.ch](mailto:abgeltungen-kv@bav.admin.ch).

We expect to send you the 2024 subsidy agreements to be signed by the end of 2023.

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<sup>1</sup> At this point we would like to point out that the rates valid for the first half of the year are overwritten in the application for technical reasons and are no longer visible. The correct values for the calculation of the monthly amount of the subsidy will therefore be visible in the final account 2023 and not in the application.

<sup>2</sup> Italy: Total closure Stresa–Arona from 8 June 2024 to 8 September 2024; Switzerland: Restrictions Mumpf–Stein-Säckingen from 22 March 2024 to 24 June 2024 and from 11 August 2024 to 8 November 2024, and Germany: Total closure of Rheintalbahn Rastatt from 9 August 2024 to 30 August 2024

Yours sincerely

Federal Office of Transport

Dr. Peter Füglistaler  
Director

Dr. Arnold Berndt  
Interim Head of Division Financing

Attachments:

- GTC 2023 adjusted with retroactive effect from 1 July 2023
- Bidding Procedure for Transalpine Unaccompanied Combined Transport 2024

Copy to:

- DETEC GS (vag)

Internal copy to:

- FÜ, BAG, gv, km, ia

**Distribution by email to:**

**Transalpine UCT operators**

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- ASTL S.R.L Azienda Servizi Trasporti Logistica, Elvezio Storti, via XX Settembre 6, 26034 Piacenza, Italy
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**Railway undertakings (all in Switzerland):**

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