

trasse.ch

trasse schweiz ag

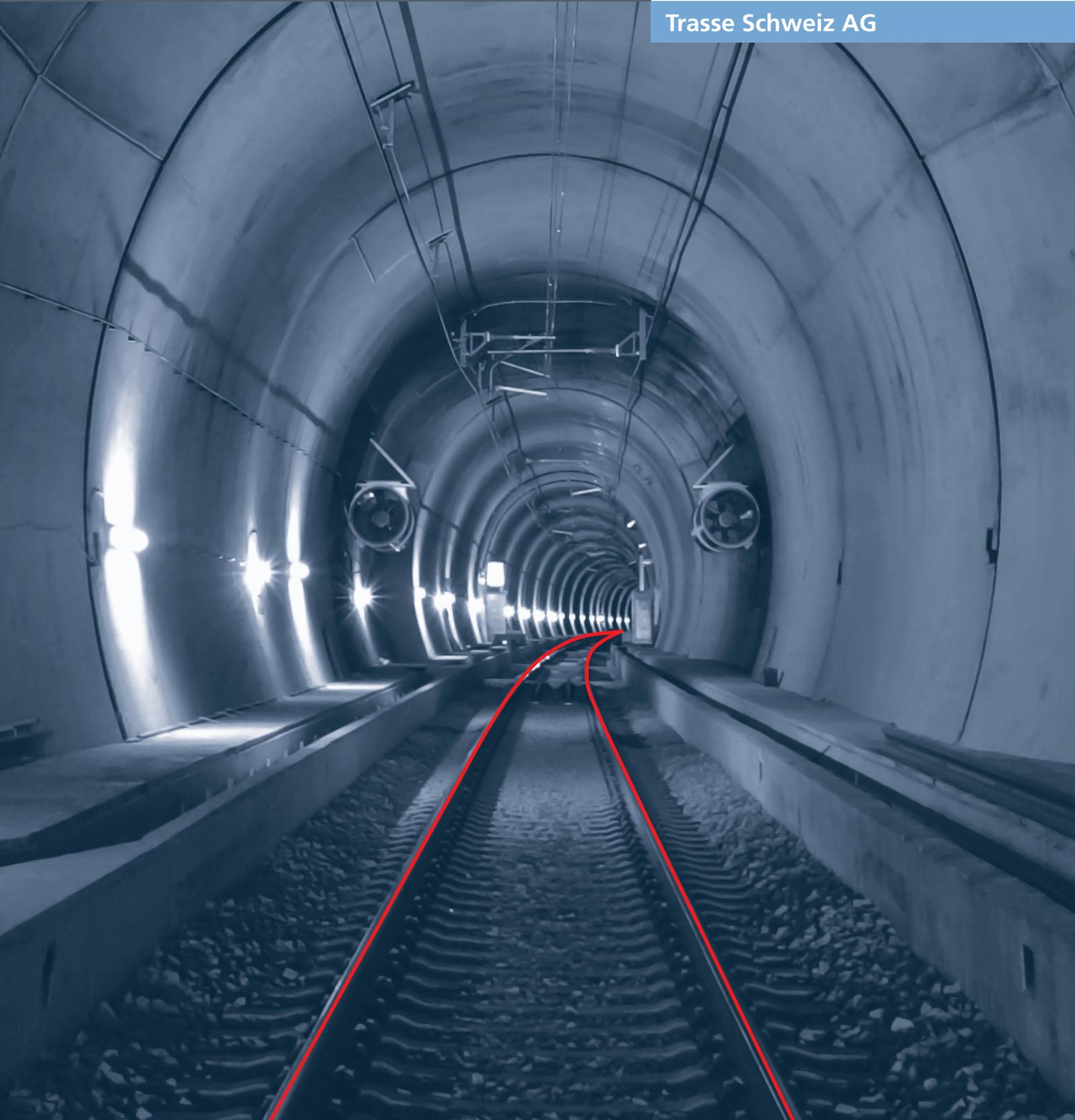
sillon suisse sa

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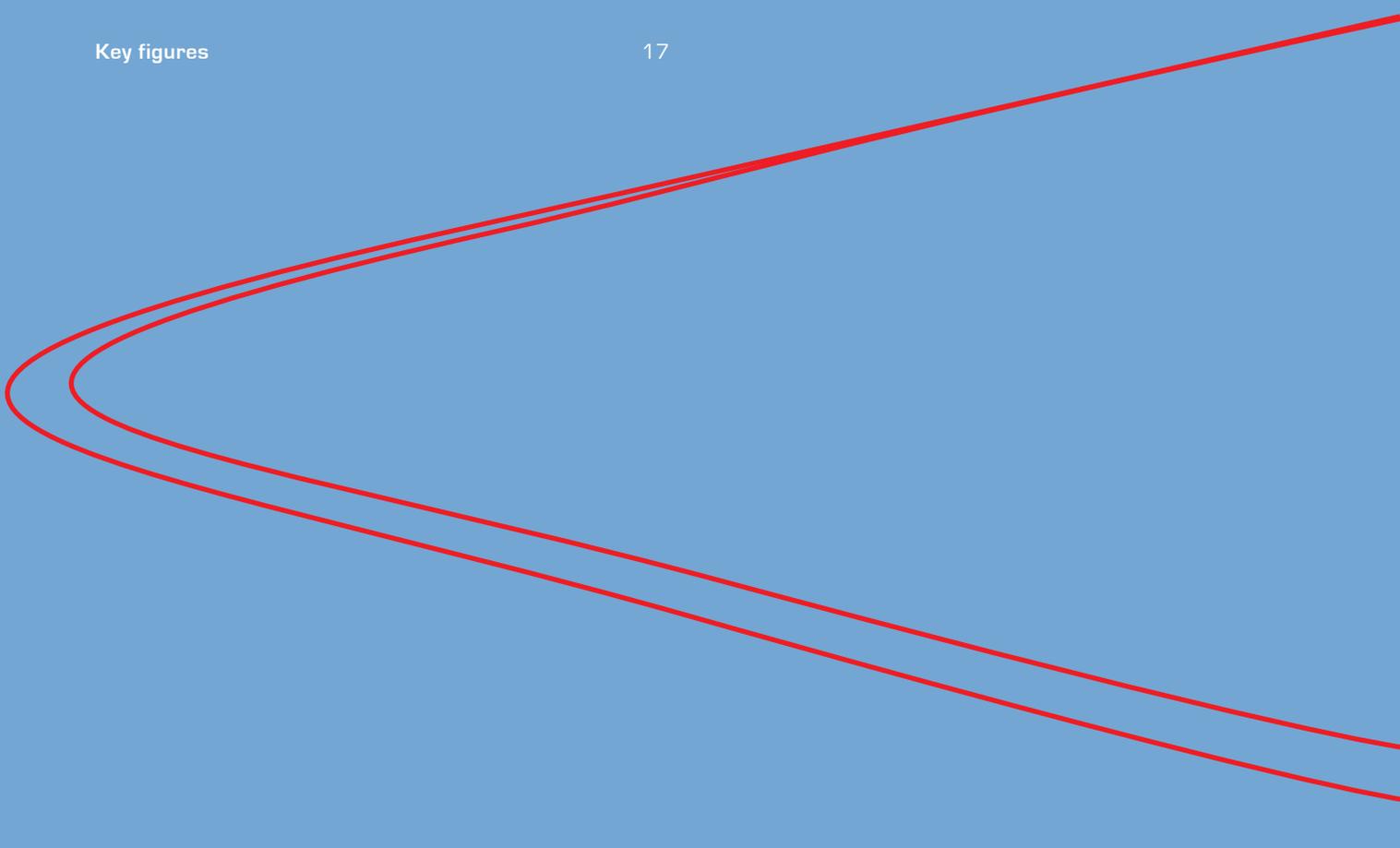
Annual Report 2020

Trasse Schweiz AG



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Foreword

2020 – planning for the future while dealing with the unexpected

When Trasse Schweiz AG (trasse.ch) entered its final year of business before becoming “Schweizerische Trassenvergabestelle” (TVS), a federal entity under public law, preparation for the switch to TVS was very high on the agenda. We set this new organisation up while still carrying out our regular work and maintaining our usual high quality standards. Good planning and a highly motivated staff were key to ensuring that everything was ready by the end of 2020 for a successful start for TVS, even though no one expected everything to be perfect from the outset. Yet it would soon become clear that even the most thorough preparation cannot protect against the unexpected. Even though the relevant federal offices were involved at an early stage, the statutory approval of the Personnel Ordinance by the Federal Council resulted in several additional processes. Nevertheless, good planning and organisational flexibility helped us to successfully manage these uncertainties.

From April 2020 on, our flexibility in dealing with uncertainty was needed to deal with another issue. For the COVID 19 pandemic also had an impact on train path allocation. As the pandemic began to disrupt work on some important construction sites, we became aware that not all of the capacity upgrades required for 2021 would be available in time for the December 2020 timetable change. Early on in the train path allocation process, it was still not clear which capacity upgrades would be ready when. Although the railway undertakings had ordered their train paths based on the 2021 network usage plan, there was talk about whether there would even be a timetable change in December.

Making the most of its extensive experience, trasse.ch proposed an approach that, despite some initial scepticism, was eventually implemented. First, the train paths for the 2021 target concept were allocated, regardless of when the individual capacity upgrades would be available. Transitional timetables were then drawn up and train path allocation adjusted for these periods by planning on the basis of the completion dates of each infrastructure project. This was a similar approach to the one used to issue temporary timetables when construction work restricts capacity in the current timetable.

This method proved to be effective, as was demonstrated by the successful allocation of paths. In this regard, it was a great advantage that trasse.ch has always encouraged train path applicants to play an active, collaborative role in optimising offers. This approach has worked well.



Urs Hany
Chairman
of the Board



Dr Thomas Isenmann
Managing
Director

Activities in 2020

Train path allocation for the 2021 annual timetable strongly affected by the COVID pandemic

Everything appeared promising at the beginning of the year. Rail services were set to become significantly more appealing from the December 2020 timetable change thanks to the new four-metre corridor along the Gotthard route, the completion of the Ceneri base tunnel and the Eppenbergtunnel, the opening of the double-track expansion near Walchwil and the new concepts in the Geneva area and for the Munich line.

In March 2020, however, the COVID pandemic forced SBB Infrastructure to temporarily suspend construction work throughout its network. This raised doubts about the achievability of the completion dates, because it was impossible at that time to know how long the intervention would last. Even when the construction work was finally resumed, it became clear that it would not be possible to make up all the delays in time for the timetable change. Although the infrastructure managers (IMs) were obliged to prioritise their construction programmes, the continued rescheduling of construction work still had a direct impact on timetable planning in most cases.

A special effort on the part of the IMs enabled them to make up for most of the COVID-related delays in maintenance and upgrade work. In spite of this, it was not possible to achieve all the timetable improvements in time for the timetable change in December. It was possible to increase the capacity of the Gotthard axis for freight traffic before the timetable change, although the capacity for freight trains up to 750m long remains limited for the time being due to the continued construction work in Chiasso. The target concept for passenger traffic is not yet fully operational within the Canton of Ticino, and a temporary timetable has been drawn up to cover the period between 13 December 2020 and 4 April 2021.

It became necessary to modify the train path allocation process to deal with the fluctuating availability of the capacity upgrades. At the same time, we had to bear in mind that the timetable planning specialists at the IMs were working at full stretch. This meant that we had to keep the number of different capacity upgrade completion dates to a minimum in order to reduce the number of service concepts that needed to be planned for them.





trasse.ch decided to first plan and process the train path allocations for the 2021 target state, including all the capacity upgrades expected in the 2021 timetable year. Only then did we follow the same method we use for dealing with capacity restricting construction work in the current timetable, by drawing up alternative plans and allocating paths for the period from the December 2020 timetable change until the changeover to the target state.

[Train path allocation on schedule despite difficult circumstances](#)

Although the approach we chose to follow made demands on all stakeholders, it proved to be effective. Thanks to rigorous process management and the active participation of train path applicants and timetable planners, we managed to meet the harmonised European path allocation deadlines.

Viewed from an international perspective, however, this was not always the case. For a neighbouring IM for instance, COVID hampered its planning. Unfortunately, their timetable planning system was unsuitable for use in a home office environment. So, when the government ruled that everyone had to work from home, they were forced to discontinue their planning work, which put the timetable and the train path allocation back several weeks. On a more positive note, the delay was communicated in good time and, thanks to bilateral discussions, we were nevertheless able to find satisfactory solutions for the problems arising in the cross-border timetabling.

[Even the current timetable had to be rescheduled](#)

The pandemic also forced us to reschedule a great deal of the current 2020 timetable. The plan for a gradual reduction in the supply of train paths during lockdown in March/April and for the reset to normal state afterwards had to be done. Furthermore, the temporary suspension and rescheduling of construction site work meant constant changes to the timetable. Here, trasse.ch participated in a contingency management task force under the direction of SBB that undertook to alter the train service offering.

Not all incidents were due to the pandemic, however. There were other unexpected incidents that required short-term adjustments to allocated train paths. For example, water ingress in the Lötschberg Base Tunnel reduced capacity on this corridor. The total closure of the Luino line in December, which was announced at short notice, required the diversion of freight trains via Chiasso and the Simplon line. Also,

the various phases of the renovation of the eastern side of Bern station were a constant challenge to everyone involved. In such cases, it falls to trasse.ch to ensure that the rescheduling is carried out in compliance with the regulations and to mediate in any area where the wishes and expectations of the train path applicants are in direct conflict with the possibilities and constraints of the IMs and to strive for optimum solutions for each party involved.

[The implementation of the redesigned European timetabling process has been started](#)

The Europe-wide redesign of the timetable planning and train path allocation process as part of the Timetable & Capacity Redesign (TTR) project is being undertaken jointly by the European IMs, train path allocation bodies and railway undertakings (RUs). The EU Commission also has high expectations for the TTR as part of its "Green Deal" climate initiative.

Implementation of the TTR began in 2020. Each country participating in the project has established its own national organisational structure for implementing TTR. At a European level, RailNetEurope (RNE), the association of European IMs and train path allocation bodies, is coordinating the national implementations and developing the generally applicable process specifications.

trasse.ch is involved at both levels. It is involved in the Swiss implementation project, in which the individual process steps are being developed in collaboration with the IMs SBB, BLS and SOB to meet the needs of the country's railway landscape. trasse.ch is also involved at a European level in the management of a sub-project in which the knowledge gained from the pilot routes is analysed for use later in the timetabling and train path allocation process.

According to the current schedule, the TTR is expected to develop its full effect in the timetable year 2025. With the new capacity model, however, the first changes have to be implemented already in 2021.

[Participation in the creation of the next capacity management system](#)

Keen to harness the opportunities offered by digitalisation, the rail sector is developing a new tool under the name of Traffic Management System (TMS) designed to automate most of the work involved in capacity management and timetable planning.



trasse.ch is involved in the development of this tool and is participating in steering meetings as well as in individual project groups. In the second half of 2020, one of our staff members led a working group to develop proposals for the future use of TMS.

[Participation procedure for the revision of the European Corridor Regulation](#)

In spring 2020, the EU Commission conducted another analysis of Regulation 913/2010/EU concerning a European rail network for competitive freight, this time based on the target benchmarks of the TTR. At the same time, the Commission carried out a survey of stakeholders. The EU Commission consulted trasse.ch and other experts to help in drawing up the highly detailed questionnaire for the survey and to make sure that the questionnaire contained the most important questions suitably formulated for the intended recipients.

trasse.ch was directly involved in the participation procedure and indirectly in the development of the position of the two freight corridors Rhine–Alpine and North Sea–Mediterranean. We also assisted the Community of European Railways (CER) in answering the questionnaire. The input provided by trasse.ch was focused on the harmonisation of cross-border services and processes as well as on capacity ordering and allocation conditions.

[Getting the new Swiss train path allocation body on track](#)

After Parliament had given its unanimous approval of the legislative amendments to the “Organisation of Railway Infrastructure” (OBI) bill on 28 September 2018, the Federal Council adopted the associated amendments to the ordinance as well as the new Train Path Allocation Body Ordinance (TVSV) on 13 May 2020.

The Federal Council elected the board of directors of the TVS train path allocation body on the same day. The board is composed of independent persons. By appointing Urs Hany, chairman of the board of directors, as chairman of the new TVS board of directors, the Federal Council emphasised the need for continuity. The board of directors of TVS met four times in 2020. In addition to preparing the constitution of the TVS, it selected the members of the TVS executive board and published the strategic goals of the TVS for the years 2021–2024 and the personnel ordinance. On 18 November 2020, the Federal Council approved the appointment of Thomas Isenmann as managing director of TVS together with the TVS’s strategic goals and personnel ordinance.

15 years of Trasse Schweiz AG – the story so far

On 1 January 2021, trasse.ch was transformed into a federal entity under public law. In our special topic, we look at why trasse.ch was originally established, and describe the goals and interests it has pursued during its 15 years of existence.

Independent train path allocation body as a precondition for non-discriminatory network access

To encourage competition in the use of the rail network and tackle the steady decline in the railway's share of the freight transport market, the European Union decided to introduce open network access in 1991.

With the Land Transport Agreement, Switzerland adopted the equivalent EU Directive 91/440/EEC and undertook to adapt its national law to reflect future developments in EU law. Railway Reform 1 introduced open network access on 1 January 1999. Since that time, RUs have been able to operate their trains on foreign railway networks by themselves. A prerequisite for the efficient operation of open network access is that the functions necessary for network access, namely train path planning and allocation, are seen to be non-discriminatory.

Establishment of Trasse Schweiz AG as an interim solution

For the first few years after Rail Reform 1 came into force, little use was made of network access. Train paths were therefore allocated by the individual IMs. In 2001, BLS started to operate freight trains on the SBB network independently. To ensure fair train path allocation, SBB and BLS set up a joint train path allocation body staffed by employees from both companies. From 2004 onwards, other RUs entered the Swiss rail freight market, which is why the Federal Council's Rail Reform 2 bill of February 2005 included a proposal for the establishment of an independent train path allocation body in the form of a federal entity under public law.

When parliament rejected the bill in autumn 2005 because of its controversial infrastructure funding proposals, SBB, BLS and SOB outsourced the train path allocation to a company working independently. At the beginning of 2006, they founded trasse.ch in partnership with the Association of Public Transport in order to gain experience ready for the revised version of Rail Reform 2.

Optimising limited train path capacity by involving applicants in the planning process

The core business of a train path allocation body is train path planning and allocation. The process and deadlines are harmonised internationally. Timetable planners draw up train path offers before the end of June on the basis of the applications received in April. Applicants then have one month to lodge any objections. The final train path allocation for the next timetable year is published one week later.

However, when there are train path conflicts on the very busy Swiss rail network, the next possible train paths are often only available several hours earlier or later. Offers outside the RUs' efficient production concepts increase the cost of rail operations. For this reason, trasse.ch decided to involve the applicants in the development of alternative train path offers whenever there were conflicting applications and not just in the consultation phase from July onwards, as is the case in other European countries.

Applicants welcomed this approach. It allowed them to prioritise their traffic, whilst the jointly developed alternative routing made for efficient use of resources. Moreover, including applicants in the conflict resolution process meant that routes were available not only as a result of conflict resolution but also as a result of alterations made by the RUs to their production concepts. This increased the number of possible solutions and led to more cost-effective optimisations.

trasse.ch's commitment to international harmonisation

There has always been a strong international component to freight transport. Around two out of every three tonnes moved on the Swiss rail network cross the national border at least once. International passenger traffic is also dependent on harmonised network usage conditions and the seamless allocation of train paths.

trasse.ch therefore placed great importance on international coordination. As a member of RailNetEurope (RNE),

the association of European IMs and train path allocation bodies, it supported the development of internationally harmonised systems and processes for timetable planning and train path allocation from 2006. In addition, we assigned a staff member to RNE as head of the Sales and Timetabling Working Group between August 2008 and September 2011. This period saw the harmonisation of the current European train path allocation processes and the development of Pathfinder/PCS as part of the European train path ordering and allocation tool.

International cooperation along freight routes

The preparation of guidelines by the EU or RNE is not in itself a guarantee of high-quality rail services. Too often, these are interpreted and applied differently by individual transport ministries and IMs, and this is detrimental to seamless cross-border rail transport.

The EU therefore issued the regulation 913/2010/EU concerning a European rail network for competitive freight. This requires IMs and train path allocation bodies to cooperate on the routes of eleven freight corridors in order to provide seamless, market-appropriate train paths and to simplify the train path ordering process. Since 2011, trasse.ch has been a member of the steering bodies of the Rhine–Alpine and North Sea–Mediterranean freight corridors, the two corridors that affect Switzerland. Our primary concern has been to harmonise network usage and train path ordering conditions and to coordinate train path offers.

Continued development of the incomplete priority system

If train path conflicts cannot be resolved amicably, trasse.ch decides which train paths should be allocated on the basis of the priority rules. Until the end of 2016, cyclic scheduled





passenger traffic received top priority. Within particular traffic categories, priority was given to the path request that delivered a higher contribution ratio.

In 2011, for the first time, we had to rule on train path conflicts without being able to apply this priority rule, because no mark-up to the track access charges is levied in freight transport. trasse.ch discussed the matter with the applicants and developed a bidding procedure that has been included in the following revision of the Rail Network Access Ordinance.

Redesign of the European train path allocation process TTR

Applying for train paths early – eight months before the timetable change – is not market-appropriate, especially for freight traffic. Cargo companies feel compelled to apply for train paths even for concepts that are still at the tendering phase. Allocating train paths to traffic that may not ultimately exist reduces the efficiency of train path use, which in turn increases production costs for all RUs.

The new “Timetable & Capacity Redesign” (TTR) train path planning and allocation process jointly developed by the European IMs and RUs addresses this issue by dividing the train path allocation process into two phases. For stable traffic (particularly passenger traffic), train paths for the annual timetable are requested and allocated earlier than today. For short-notice transport requirements (in particular freight traffic), RUs can at any time obtain train path capacity within a certain range for up to three years – as long as they submit their path applications no earlier than four months before the first train journey. To ensure that RUs to hold back their train path requests until four months before the first train journey, the available train path capacity is divided between the two ordering procedures and secured for each traffic type. This requires advance planning using cross-border capacity models and timetable strategies and taking into account any capacity restrictions caused by construction and maintenance work.

trasse.ch was heavily involved with the TTR project right from the start, particularly in connection with the division of ordering procedures and the securing of capacities by analogy with the Swiss NNK and NNP tools. Since October 2014, one member of our staff has been helping RNE on a part-time basis to set up TTR and is also managing a sub-project of the European implementation.

Transition to the public-law institution “Schweizerische Trassenvergabestelle” TVS

When it was established, trasse.ch was always seen as an interim solution. In 2010, the Federal Council decided to postpone the restructuring of the train path allocation body because the EU was still developing the directives to recast the first EU Railway Package. The Federal Department of the Environment, Transport, Energy and Communications (DETEC) set up an expert group to examine a variety of possible approaches, taking into account the development of EU law. In May 2013, the expert group suggested that trasse.ch be transformed into a public-law institution, as this would allow the train path allocation body to carry out its coordinating role impartially. The experts also suggested basing the institution on a legal mandate that would legitimise the activity of the institution, clarify its responsibilities and roles, its source of funding as well as the RUs’ duty to provide information and disclosure.

The Organisation of the Railway Infrastructure bill, which adopted virtually all the recommendations of the expert group, was approved by the Federal Council in November 2016 and passed unanimously by Parliament at the end of September 2018. From 1 January 2021, the staff of trasse.ch will therefore carry on its previously successful work under new ownership, with a new name and legal status.

Balance sheet on 31 December

	2020 CHF	2019 CHF
Current assets		
Liquid assets	305,912	805,980
Receivables from sales and services	3,317	18,662
Other current receivables	0	0
Accrued income	19,881	21,387
Total current assets	329,110	846,029
Fixed assets		
Furniture and equipment	1	1
Office machines, IT installations	1	1
Total fixed assets	2	2
Total assets	329,112	846,031
Liabilities		
Current liabilities		
Creditors arising from purchases and services from third parties	42,774	40,419
from infrastructure managers	0	0
Other current liabilities	0	39,062
Deferred income	23,730	39,216
Provisions	160,466	117,933
Fixed liabilities		
Other liabilities	0	0
Provisions	0	0
Total liabilities	226,970	236,630
Capital		
Share Capital	100,000	100,000
Statutory reserves	50,000	50,000
Voluntary reserves	200,000	200,000
Profit from the profit and loss account		
Brought forward from previous year	259,400	220,401
Profit/loss for the year	-507,258	38,999
Total capital	102,142	609,400
Total liabilities	329,112	846,031

Profit and loss account

	2020 CHF	2019 CHF
Operating income		
Fees for services SBB	1,417,661	1,896,519
Fees for services BLS	101,200	147,452
Fees for services SOB	33,166	44,029
Other income	38,577	48,587
Total operating income	1,590,604	2,136,587
Operating expenses		
Personnel		
Salaries and social security	1,832,000	1,792,783
Other staff expenses	48,788	66,133
Administration		
Premises costs	64,072	64,874
Maintenance and repairs	0	272
Property insurance	12,726	13,511
Power and waste disposal	1,408	1,977
Other administration expenses	65,442	71,042
IT		
IT expenses	42,777	50,451
Operation		
Costs of representation	3,736	7,344
Other operating expenses	25,933	21,212
Depreciation	0	0
Total operating expenses	2,096,882	2,089,597
Operating results before interest and taxes	-506,278	46,990
Financial income	0	0
Financial expense	-980	-7,990
Financial gain	0	0
Extraordinary expense and income	0	0
Direct taxes	0	0
Profit/loss for the year	-507,258	38,999

Notes to the annual accounts 2020

Accountancy and valuation principles

The accounting principles applied to the Trasse Schweiz AG financial statements meet the requirements of Swiss Company Law and Accounting Legislation.

The euro has been valued at an exchange rate of 1.084 CHF/euro.

Balance Sheet

Liquidity is at a lower level than in the previous year. This is a consequence of the planned reduction in liquidity described in the section on financial results.

Profit and loss statement**Financial results**

trasse.ch posted a planned loss of CHF 507,258 for the financial year.

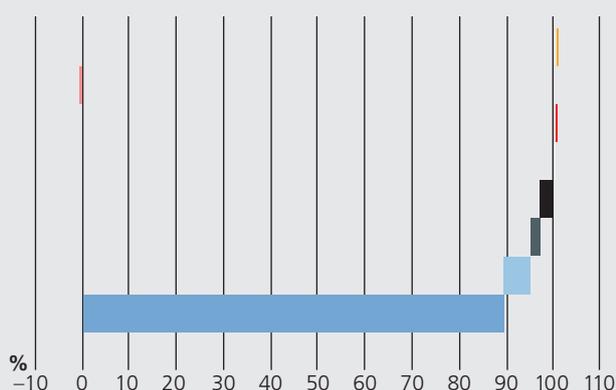
trasse.ch is a not-for-profit-organisation funded by fees from SBB Infrastructure, BLS Netz and SOB Infrastructure, which cover the planned expenditure approved as part of the budget by the board of directors. In view of the high li-

quidity in the last year of operation, the board of directors decided to implement a corrective measure by waiving the fourth quarterly instalment from the infrastructure managers amounting to CHF 517,340 (excluding VAT). The negative balance sheet result for 2020 was thus intentional and planned for. The excess liquidity reduced by this measure will be available for infrastructure operation and reduces the need of public contributions towards the infrastructure.

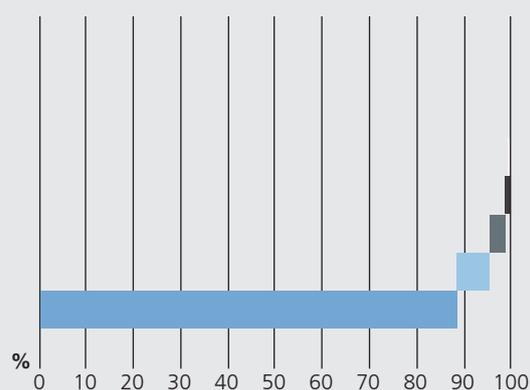
Operating income

Fees: Only three of the four quarterly payment were claimed from the infrastructure managers in the reporting year (see above), which led, as intended, to the balance sheet deficit.

Other income includes compensation for expenses incurred by trasse.ch for the benefit of RailNetEurope and the Rhine–Alpine freight corridor. The compensation for the assignment of a staff member as project manager for the benefit of RNE is lower because most meetings were held as video conferences. As a result, there was less travel involved and less time to be compensated. There were also fewer full-day meetings and more short internet meetings.

Income

■ SBB	1,417,661
■ BLS	101,200
■ SOB	33,166
■ Other	38,577
■ Financial income	0
■ Financial gain	0
■ Financial expense	-980
■ Extraordinary expense	0

Operating expenses

■ Personnel	1,880,788
■ Administration	143,648
■ IT	42,777
■ Operation	29,669
■ Depreciation	0

Owing to the current monetary policy, no **financial income** was generated in 2020.

Movements in the euro exchange rate triggered a currency translation adjustment from 1.087 to 1.084 CHF/EUR, which generated **financial expenses** of approximately CHF 980.

Operating expenses

Operating expenses rose by approximately 0.35% compared with the previous year. The following, to some extent contrary, developments were responsible for this increase:

- The build-up of provisions for holidays and loyalty bonus days caused a rise in **personnel expenses** of CHF 42,000 compared to the previous year. Firstly, several long-serving employees were credited with larger loyalty bonuses, which can be taken over time. Secondly, some employees were not able to take all of their holidays in 2020 due to the high volume of work in setting up the new Swiss train path allocation body as a public-law institution, and the COVID pandemic.
- **Other personnel expenses** fell by 26.2% compared with the previous year. This is due to the COVID pandemic. Most meetings during this time were held as video conferences, which significantly reduced travelling by staff. Another factor was that staff did not attend any professional development courses or seminars.

- Other **administration expenses** are sometimes higher and sometimes lower than in the previous year. It should be mentioned at this junction that the lower euro exchange rate in 2020 compared to 2019 slightly reduced membership fees paid in euros.
- trasse.ch did not make any replacement investments in 2020, which is why **IT expenses** were 15.2% down on the previous year.
- The 49.1% drop in **promotional expenses** is attributable to the smaller number of meetings attended due to COVID.

Taxes

No taxes are due because trasse.ch is tax exempt.

Other disclosures

Number of posts (full-time equivalent)		
Obligation to pension fund		
Extraordinary, non-recurring or out-of-period items		
Events after the balance sheet date		

	2020	2019
Number of posts (full-time equivalent)	10	10
Obligation to pension fund	35,175	31,169
Extraordinary, non-recurring or out-of-period items	none	none
Events after the balance sheet date	see comment below	none

In accordance with the federal government's bill on the organisation of the railway infrastructure, Trasse Schweiz AG ceased operations on 31 December 2020 and transferred its ongoing operations to the public-law institution "Schweizerische Trassenvergabestelle". It is planned to liquidate Trasse Schweiz AG in spring 2021.

Risk assessment: trasse.ch has established a risk management procedure. The board and senior management carried out an initial analysis of strategic and operational risks and took appropriate action. In 2020, as in the previous year, no complaints were lodged with the Railways Arbitration Commission (SKE) or, from 1 July 2020, with RailCom. Also, no new official investigations were initiated.

The Board's proposal to the General Assembly for dealing with the balance result for the year

Build-up of the balance

Carried forward from previous year
Profit/loss for the year
Total available to the General Assembly

2020 CHF	2019 CHF
259,400	220,401
-507,258	38,999
-247,858	259,400

Proposed use

Transfer to the statutory general reserves
Transfer to/liquidation of other reserves
Balance to be carried forward
Total profit/loss allocated

2020 CHF	2019 CHF
0	0
0	0
-247,858	259,400
-247,858	259,400



Auditors' Report

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Partner company

G+S Treuhand AG
Bern

Member of EXPERTSuisse

Member of
cpaai

Report of the Statutory Auditors on the Limited Audit to
the Annual General Assembly

Trasse Schweiz AG, Bern

As statutory auditors, we have audited the accounting records and financial statements (balance sheet, profit and loss statement and notes) of Trasse Schweiz AG for the year ending 31 December 2020.

The Board of Directors is responsible for the annual accounts, while our task is to audit them. We confirm that we satisfy the legal requirements for licensing and independence.

Our audit complied with the Swiss standards for a limited audit, in accordance with which audits are to be planned and carried out in such a way that significant misstatements in the annual accounts are detected. A limited audit consists primarily of inquiries of the company's personnel and analytical audit procedures together with detailed auditing of company documents, as considered necessary depending on the circumstances. However, auditing of operational processes and the internal control system, as well as inquiries and further audit procedures to detect fraud or other illegal activities, do not form part of this audit.

In our audit we did not come across facts that would lead us to conclude that the annual accounts and the proposal for the use of the profit for the year do not comply with Swiss law or the statutes.

Bern, 4 February 2021 gr/gb
111300RB_eR_2020

Dr Röthlisberger AG

Peter Graf
Chartered Auditor
Audit expert
(Senior Auditor)

Rene Peterhans
Chartered Auditor
Audit expert

- Annual Accounts (balance sheet, profit and loss account and notes)
Total assets CHF 329,112 / loss for the year CHF -507,258
- Proposal on the appropriation of the loss for the year

Management bodies as at 31 December 2020

Board of Directors

Chairman: Urs Hany, former National Councillor
Members: Klaus Bischof, Head of Operations SOB Infrastruktur
 Rudolf Büchi, Head of Processes and Transformation SBB Infrastruktur
 Roland Pfaffen, Head of Operations BLS Netz AG
 Daniela Walker, research associate Swiss Association of Public Transport (VöV)

Auditors

Dr Röthlisberger AG, Bern

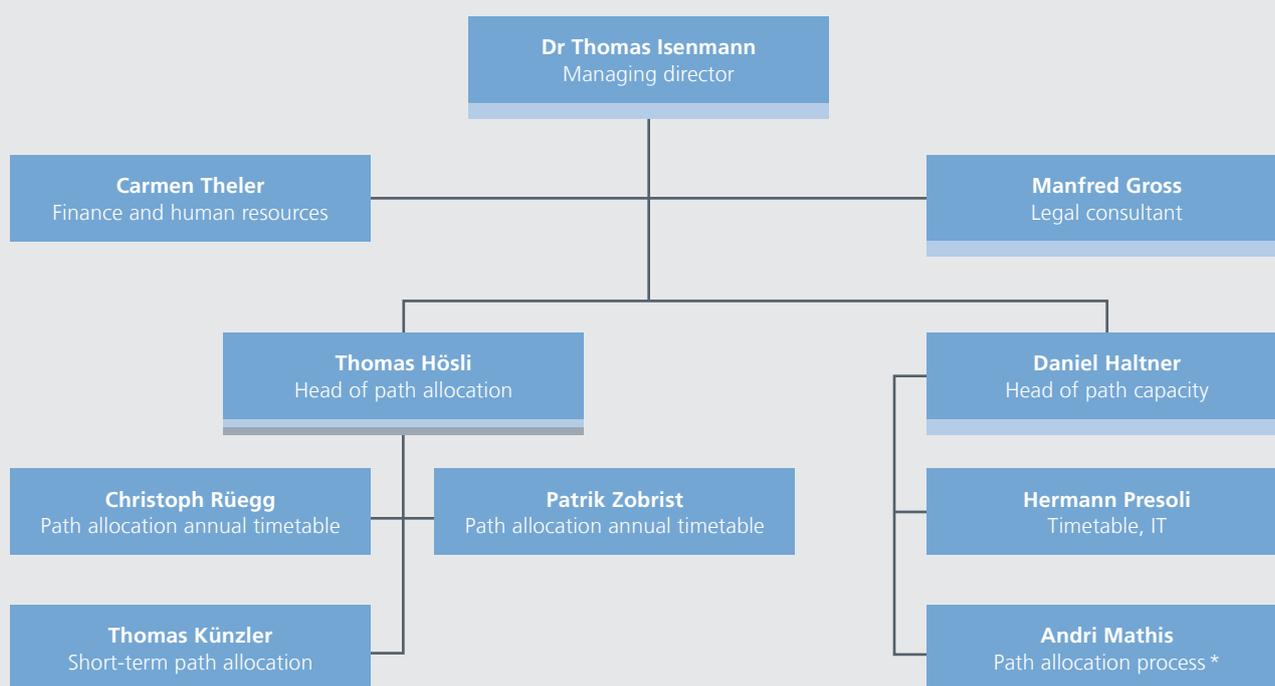
Management Board

Managing Director: Dr Thomas Isenmann
Members: Manfred Gross
 Daniel Haltner
 Thomas Hösli

Owners

Swiss Federal Railways	25%
BLS AG	25%
Schweizerische Südostbahn AG	25%
Association of Public Transport (VöV)	25%

Organisation as at 31.12.2020



Management Board

Deputy

* Technical management by Head of Path Allocation

Key figures

Allocation of train paths for the following year's annual timetable

	2020	2019
Number of applicants for train paths	27	25
of which railway undertakings	26	24
of which authorised third-party applicants	1	1
Train path applications formally rejected	0	0
Total train paths allocated	16,995	16,248
of which passenger traffic	81%	79%
of which freight traffic	19%	21%
Number of train path conflicts considered	361	424
of which resolved amicably in the conflict resolution procedure	350	412 ¹
of which duplicate applications	18	12
of which train the path application rejected	10	13 ¹
due to their lower priority for access to the network	6	13
due to a lower bid having been made in the auction process to resolve conflicts between applications with the same priority (bidding process)	4	0
Sections of line declared as congested	0	1
Train paths returned after final allocation	412	447

Allocation of additional services

Number of conflicts between applications for additional services	10	56
of which resolved amicably in the conflict resolution procedure	9	46
of which still pending at the end of the year	1 ²	4 ³
of which applications for additional services rejected	0	0
Applicants for additional services without basic services	7	12

Allocation of ad hoc train paths in the current timetable

	2020	2019
Number of applicants for train paths	36	33
of which for on-demand services or using historic rolling stock	12	11
Short-term conflicts considered	0	0
of which amicably resolved	0	0
of which refused by trasse.ch	0	0
Very short-term conflicts considered	7	5
of which amicably resolved	7	1
of which justifiably refused by the infrastructure manager	0	4
of which unjustifiably refused by the infrastructure manager	0	0

¹ 3 applications were involved in a conflict that could not be resolved by mutual agreement. This resulted in 2 rejections.

² A conflict within the Dottikon adjustment yard for the 2nd half of 2021 was still in coordination at the end of 2020.

³ Four train path conflicts relating to sugar beet transports starting in autumn 2020 were coordinated in the first quarter of 2020, taking advantage of the experiences gained from the campaign completed in 2019.

Allocation of train paths in the Rhine–Alpine and North Sea–Mediterranean freight corridors (which involve Switzerland)

Annual timetable for the following year

Corridor train path catalogue offer
(train path days per week, both directions together)

2020

2019

667

620

Corridor catalogue train paths allocated by the one-stop-shop
(train path days per week, both directions together)

258

323

Train path applications rejected by conflict resolution procedure
and passed to trasse.ch for resolution within the national process

34

52

Corridor train path applications rejected

0

0

Current timetable

(all values are in train path days, both directions together)

Rhine–Alpine corridor (Basel–Domodossola/Luino/Chiasso)

Train path days offered

730

730

Train path days requested

0

0

North Sea–Mediterranean corridor (St. Louis border–Basel RB)

Train path days offered

4,748

2,080

Train path days requested

0

0

Discrimination-free preparation of the timetable: feasibility studies

Number of feasibility studies overseen or checked subsequently

2

2

Number of interventions by trasse.ch

0

0

Overseeing the drawing up of temporary timetables to deal with
line closures

–¹

–¹

¹ Concept planning of the replacement timetables for all major capacity restrictions has been carried out since 2019 within the framework of the capacity management steering meetings assisted by trasse.ch.



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