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Distribution by e-mail

To all operators and railway companies operating
transalpine combined transport

File: BAV-331.2-11/1

Business event:

Your reference:

Ittigen, 13 September 2021

Subsidies for transalpine CT – Reduction in rates in 4th quarter 2021 and setting of conditions for 2022

Dear Sir or Madam

In relation to the subsidies for transalpine UCT, we are writing to notify you of an adjustment to the general terms and conditions (reduction of subsidy rates per train) for the fourth quarter of the current year and to give you details about the bidding procedure for 2022.

I. Financial parameters

Transalpine unaccompanied combined transport has received financial support over an extended period by way of a payment parameter. In a federal decree of 3 June 2020, Swiss Parliament decided to extend and increase this payment parameter until the end of 2030. In parallel, the funding conditions for transalpine combined transport have also been affected by efforts to deal with the COVID-19 crisis. Through decrees on the emergency federal law to support public transport during the pandemic,¹ Parliament decided to suspend the reduction in subsidies for transalpine CT in 2020 and 2021,² increase the subsidies available for UCT by around CHF 20 million in 2021, and grant an additional contribution

¹ See [Federal Council dispatch](#)

² The provision in Art. 8 para. 2 Goods Traffic Transfer Act (GTTA) which stipulates that the average subsidy per consignment must decrease from one year to the next has been declared inapplicable for 2020 and 2021.



to support the rolling highway (RH). Overall, this has had the following impact on the funds available for promoting transalpine CT:

UCT and RH subsidy	2020	2021 ³	2022	2023
Pre-COVID budget (mio. Fr.)	121.5 (planned)	100	85	70
Current status	116.8 (actual)	120	100	85

With an unchanged budget of approx. CHF 120 million, the 2021 bidding procedure published last year provided for the same subsidy rates as in 2020.

II. Subsidy reduction necessary in Q4 2021

In 2021 the recovery of transalpine UCT from the COVID-19 crisis has been much faster and stronger than anticipated a year ago. In fact, volumes in transalpine UCT for the first half of 2021 were significantly higher than the pre-COVID 2019 level. Given that subsidies are paid on the basis of services actually provided (i.e. number of trains and consignments), the financial resources budgeted for 2021 will now not cover all intended transport services. The general terms and conditions on subsidy agreements, accepted by you, provide for the eventuality of reducing subsidy rates from the third or fourth quarter.

In light of the unanticipated increase in traffic to date this year, the FOT is now obliged to invoke the abovementioned 'reduction rule' for 2021. **The subsidy per UCT train will thus be reduced by a flat rate of CHF 350 per train for all places of origin/destination for the fourth quarter of 2021. The subsidy per consignment remains unchanged.** This adjustment comes into effect with the present letter from the FOT, without requiring any formal changes to the subsidy agreements.

Based on this adjustment to subsidy rates, UCT operators have until 30 September 2021 to revise their bids for the federal government's orders for Q4 2021.

III. Bidding procedure and setting of subsidy conditions for transalpine UCT in 2022

There will be around CHF 20 million less available for the promotion of transalpine UCT in 2022 than in 2021. Against the backdrop of this budgetary constraint and an expected increase in traffic volumes, the subsidy conditions will be adjusted for 2022, with a **reduction in subsidy rates for consignments by CHF 10 and for trains by between CHF 280 and CHF 450, depending on region of train's place of origin/destination.**

Attached you will find the document 'Bidding Procedure for Transalpine Unaccompanied Combined Transport 2022'. In addition to minor adjustments to the provisions in sections 4 and 5, this document contains all information and deadlines concerning orders and subsidy payments. **Bids for 2022** must be submitted to the FOT **by 20 November 2021**. As part of your bid, a calculation of planned profit and loss must be submitted for each route. This must be drawn up uniformly in euros. The exchange rate for conversions remains unchanged from the previous year at CHF 1 = EUR 0.92. 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 projected income statement.

Furthermore, the bid must include the projected number of trains and consignments for each month. You must also submit your 2020 annual report to the FOT together with your bid. Bids for 2022 can no longer be submitted on the previous Excel files but **via the new 'Subsidies for transalpine freight traffic' web app**. UCT operators with whom the FOT has concluded subsidy agreements for the current year will soon receive detailed information in a separate letter about this new web app for operat-

³ Including the CHF 20 million top-up from the budgetary credit *COVID: subsidies for rail freight transport* but excluding the CHF 10 million for the rolling highway from this credit

ing subsidies. As before, you can send any correspondence or questions to abgeltungen-kv@bav.admin.ch.

We expect to send you the 2022 subsidy agreements to be countersigned by the end of 2021.

Yours sincerely

Federal Office of Transport



Digital signiert von
Füglistaler Peter JZZICO
2021-09-14 (mit
Zeitstempel)

Dr. Peter Füglistaler
Director



Digital signiert von
Meyrat Pierre-
André R6VHGF
2021-09-13 (mit
Zeitstempel)

Pierre-André Meyrat
Deputy Director

Enclosures:

- Allgemeine Bedingungen betreffend die Abgeltungsvereinbarungen 2022 mit Anpassungen betreffend das 4. Quartal 2021 (in German only)
- Bidding Procedure for Transalpine Unaccompanied Combined Transport 2022

Distribution by e-mail to:

CT-Operators

- Ambrogio Trasporti SpA, Via Tognasca 5, IT-21013 Gallarate, Italien
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- G.T.S. S.p.A. Via del Tesoro 15, I-70123 Bari, Italien
- Hannibal S.p.A., Via Maggio 1, 20066 Melzo, Italien
- Hupac Intermodal SA, Viale R. Manzoni 6, 6830 Chiasso
- Imerys, Strada Industriale 12, 6743 Bodio
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- BLS Cargo AG, Bollwerk 27, 3001 Bern
- DB Cargo Schweiz GmbH, Sägereistrasse 2, 8152 Glattbrugg
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- SBB Cargo AG, Bahnhofstrasse 12, 4600 Olten
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