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THE DUTIES OF THE SWISS FEDERAL ROADS OFFICE

The Swiss Federal Roads Office (FEDRO) is the Swiss authority that is responsible for the country's road infrastructure and private road transport. As of 1 January 2008, its range of duties increased significantly. With the entry into effect of the redistribution of financial

responsibility and the accompanying division of duties between the federal government and the cantons, it assumed the functions of developer and operator of the motorway network. It belongs to the Federal Department of the Environment, Transport, Energy and Communications (DETEC), and focuses on securing sustainable and safe mobility on the country's roads.

The duties of the Swiss Federal Roads Office are as follows:

- To complete a safe, efficient and economical motorway network and preserve its substance over the long term.
- To secure the functionality of our country's motorways and their integration into the pan-European network.
- To guarantee safe and secure access for road users and vehicles.
- To enhance the degree of safety on our roads for all users and vehicles.
- To reduce the burden on the environment attributable to road traffic.

To achieve these goals, FEDRO performs the following main functions:

- It prepares decisions for a coherent policy in the areas of road transport (including goods transport by road) and traffic safety at the national and international levels, and subsequently implements them. This encompasses the following areas of action:
 - Construction, maintenance and operation of the country's motorways.
 - Enforcement of the provisions governing the use of the portion of oil tax that has been earmarked for road traffic.
 - Specification of requirements on vehicles and road users, behaviour in road traffic, footpaths, cycle paths and historical routes (human-powered mobility).
- It is the highest authority for the supervision of roads of national importance.
- It deals with complaints to the Federal Council against local traffic measures.



The Federal Council initiated a consultation procedure in 2008 concerning the amendment to the federal resolution on the motorway network. The amendment to this resolution is required so that an additional 400 kilometres of existing roads can be incorporated into the motorway network. With this move, the federal government assumes ownership of the roads concerned, and thus becomes responsible for their operation and maintenance. In this way, the Federal Council wants to ensure that all parts of the country are accessible by motorway.

FURTHER DEVELOPMENT OF THE MOTORWAY NETWORK – AMENDMENT TO FEDERAL RESOLUTION ON THE MOTORWAY NETWORK

The layout of the existing motorway network is primarily based on the 1960 federal resolution on the motorway network. This resolution no longer sufficiently meets current or future needs. Over the past 10 years, more than 30 petitions calling for the incorporation of cantonal roads into the motorway network have been submitted to Parliament, and in view of this the network has been subjected to a comprehensive review.

Criteria for qualification as motorway

Within the scope of the "Transport" sectoral plan adopted by the Federal Council on 26 April 2006, the functional criteria were defined that have to be met for a road to qualify as a stretch of motorway. These criteria are based on the objectives of the federal government's transport, regional and spatial planning policies. The most important requirements are as follows:

- Route for international transit traffic
- Route connecting Switzerland with its neighbouring countries
- Route connecting Swiss agglomerations
- Route to major tourism regions and cantonal capitals

Thus the basis was created for the consistent definition of the motorway network, culminating in an amendment to the federal resolution on the motorway network. In specific terms, the amendment would mean that existing cantonal roads with a combined length of around 400 kilometres would be incorporated into the motorway network.

The Federal Council is expected to submit the corresponding petition to Parliament in 2010.

The modified Swiss motorway network

With the amendment to the federal resolution, the following existing stretches of road would be incorporated into the motorway network:

H21, Martigny – Grand St. Bernard
 H15, Schaffhausen – Thayngen
 H6, Bern/Schönbühl – Biel
 H20, Neuchâtel – Le Locle – Col des Roches
 H223, Spiez – Kandersteg
 H509, Goppenstein – Gampel
 H338, (Hirzel) Baar – Wädenswil
 H394, Mendrisio – Stabio / Gaggiolo
 H406, H13, Bellinzona – Locarno
 H13, Kreuzlingen – Meggenhus
 A53 cantonal expressway, Brüttisellen – Wetzikon – Rüti
 A53 cantonal expressway, Rüti (Zurich) – Reichenburg
 H8, St. Gall – Winkeln – Appenzell
 H18, Delémont East – Hagnau
 H17, Niederurnen – Glarus
 H2, Pratteln – Liestal
 H5, Aarau – Aarau-East
 H417, H3, Thusis – Silvaplana
 H10, Thielle – Murten

The above list does not include modifications that may be required in the agglomerations of Basel, Bern, Geneva, Lausanne, Lugano, Lucerne, St. Gall, Winterthur and Zurich. These are to be carried out at a later date within the scope of the petitions submitted by the "Agglomeration traffic" and "Elimination of bottlenecks on the motorways" programmes.

The existing stretch of the A4 between Schaffhausen and Barga is to be eliminated from the motorway network since it no longer meets the functional criteria.



ELIMINATION OF BOTTLENECKS ON THE MOTORWAY NETWORK

Between 1960 and 2004, private motorised transport on Switzerland's roads increased fivefold, and a further increase by 15 to 30 percent is anticipated for the period from 2000 to 2030. Growth in the traffic volume gives rise to increased congestion on the most

highly-frequented stretches, especially in the major agglomerations. In view of this, the sum of 5.5 billion Swiss francs is to be invested over the coming 20 years in measures to eliminate bottlenecks on the motorway network.

The Swiss Federal Roads Office has carried out studies to determine where additional traffic lanes should be constructed in order to solve the capacity problems on overburdened stretches. These studies formed the basis for the "Elimination of bottlenecks on the motorway network" programme, which the Federal Council released for consultation at the end of 2008. The programme identifies those stretches that will be severely overloaded in the future, and has prepared a catalogue of potential structural measures.

The most severe bottlenecks are on stretches in the country's towns and major urban centres, where a smoothly functioning motorway network is of particular importance, since it absorbs a major portion of traffic travelling in both directions and thus eases the burden on roads in built-up areas.

In order to eliminate all anticipated bottlenecks, projects would have to be implemented that would require a total of around 15 billion Swiss francs, but since a total of only 5.5 billion Swiss francs is available, priorities will have to be set.

In the first stage, four projects are to be implemented for which the planning is close to completion and the sum of 1.58 billion Swiss francs has been budgeted. Work is expected to commence on these projects during the next four years:

- Widening of the A1 near Crissier
- Widening of the Härkingen-Wiggertal stretch (A1) to 6 lanes
- Widening of the Zurich northern bypass (A1) to 6 lanes
- Widening of the Blegi-Rütihof stretch (A4, canton of Zug) to 6 lanes

Eight more projects to which a high degree of urgency is attached are to be implemented with the remaining financial resources in the Infrastructure Fund earmarked for the elimination of bottlenecks on the motorway network:

- Widening of Le Vengeron-Coppet stretch (A1) to 6 lanes
- Widening of the Weyermannshaus-Wankdorf stretch (A1) to 8 lanes
- Widening of the Wankdorf-Schönbühl stretch (A1/A6) to 8 lanes
- Widening of the Wankdorf-Muri stretch with eastern bypass (A6) to 6 lanes

- Widening of Luterbach-Härkingen stretch (A1) to 6 lanes
- Widening of the Winterthur bypass (A1) to 6 lanes
- Widening of the Andelfingen-Winterthur north stretch to 4 lanes
- Structural improvement of the Basel eastern ring-road Schwarzwald tunnel-Hagnau junction

The planning of these projects and various others will be finalised during the next 4 years so that decisions can be taken on at least some of them in conjunction with the request to Parliament concerning the programme on elimination of bottlenecks.

Expansion of the existing network is unavoidable

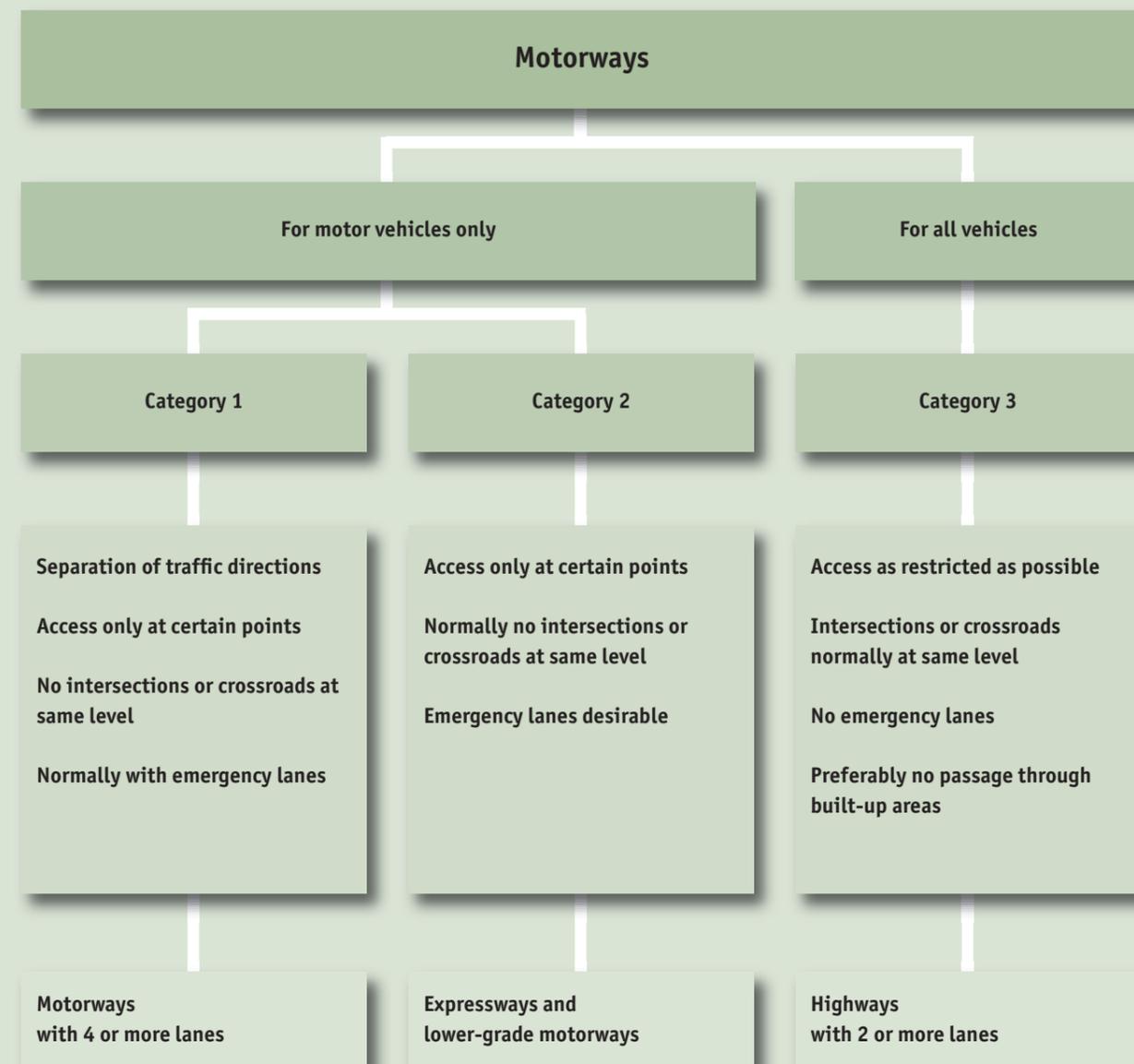
In the major urban centres, it will not always be possible to solve the congestion problem by constructing additional traffic lanes – for example due to a lack of the necessary space. In these cases, it will be necessary to construct new, and in most cases very costly, stretches. There are two cases in particular in which it will only be possible to effectively eliminate the anticipated bottlenecks by constructing additional stretches, namely the Morges/Lausanne bypass and the new Glattal motorway. Parliament will have to adopt these two new stretches into the federal resolution on the motorway network, and their financing will have to be regulated outside of the Infrastructure Fund.

The Federal Council will be submitting its petition to Parliament at the end of 2009. Parliament in its turn will debate the matter in 2010 and decide whether the projects are to be implemented as proposed.



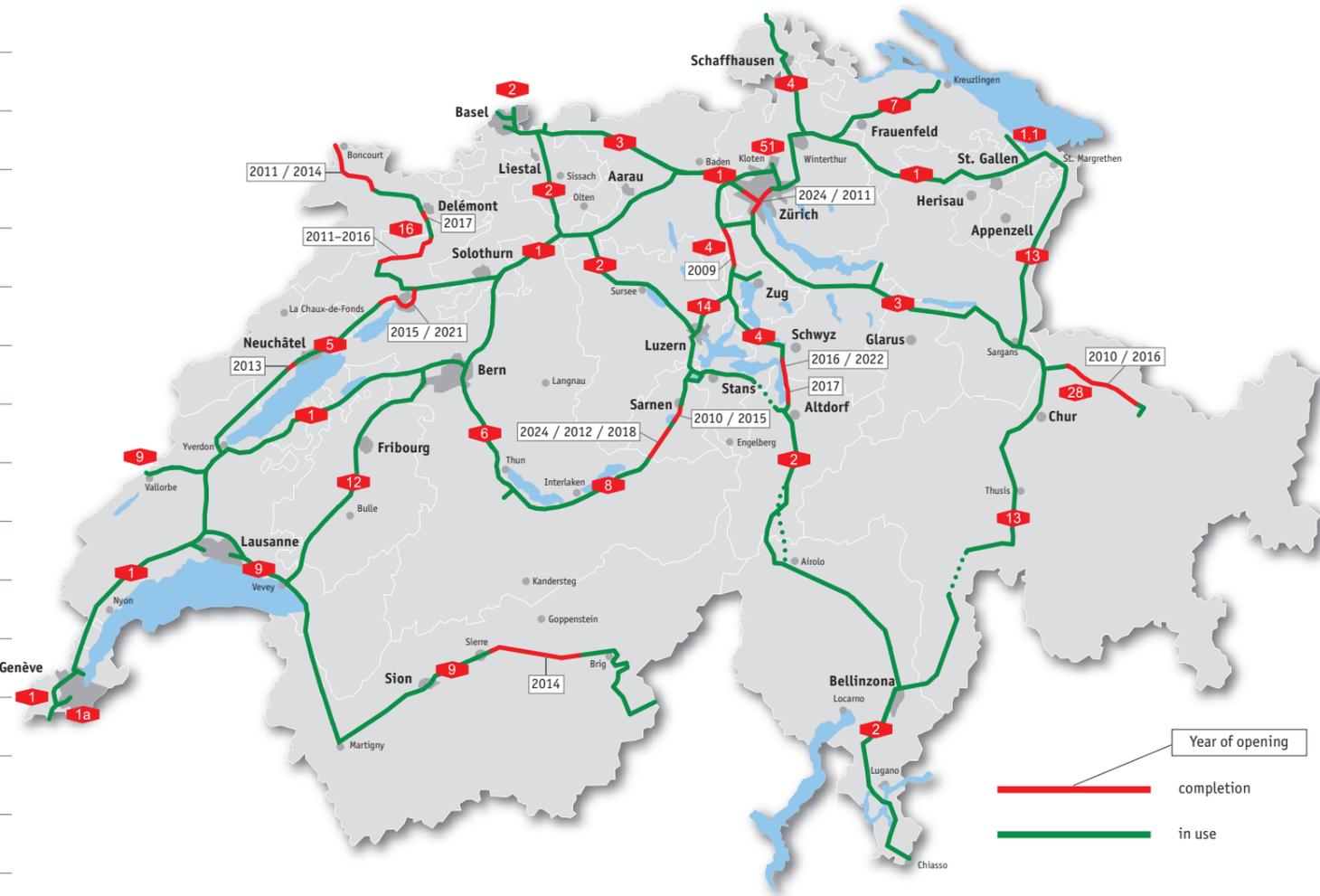
CLASSIFICATION OF MOTORWAYS

In accordance with the Motorways Act dated 8 May 1960



THE SWISS MOTORWAY NETWORK

At present a total of 1,765.6 kilometres of motorway are in operation. According to the existing plans, when it is completed the network will comprise 1,892.5 kilometres. The remaining 126.9 kilometres are expected to be completed within the next 15 years.



As of the end of 2008 a total of 1,765.6 kilometres of motorway were in operation:

• 7-lane stretches	1.2 km
• 6-lane stretches	80.7 km
• 4-lane stretches	1,300.8 km
• 3-lane stretches	1.9 km
• 2-lane stretches	269.5 km
• Mixed stretches	111.5 km

This corresponds to 93.3 percent of the planned network.

SWISS MOTORWAY SECTIONS SCHEDULED TO BE OPENED TO TRAFFIC BETWEEN 2009 AND 2013

In 2009 the motorway network will be extended by around 26 kilometres. The new sections are the western Zurich bypass and the stretch through Knonauer Amt that will provide a connection between Zurich and Zug. By 2013, a total of approximately 48 kilometres of new motorway are scheduled for handover to traffic.

Motorway	Canton	Stretch	Motorway 4-lane	Expressway 2-lane
2009				
A1	BE	Neufeld access road		
A3 (N1c/N20)	ZH	Bergermoos – Filderen	2.7 km	
A4	ZH	Uetliberg East – Filderen	4.6 km	
A4	ZH	Filderen – Knonau	13.4 km	
A4	ZH	Knonau – ZG cantonal border	2.8 km	
A4	ZG	Cantonal border ZH – Blegi	2.4 km	
2010				
A8	OW	Giswil – Ewil		1.4 km
2011				
A28	GR	Saas bypass		3.7 km
A16	BE	Moutier bypass	2.1 km	
A16	JU	Jura cantonal border – Bure	4.6 km	
2012				
A16	BE	Moutier – Court		3.1 km
A16	BE	Loveresse – Tavannes		3.7 km
A8	OW	Lungern bypass		3.5 km
2013				
A5	NE	Serrières – Areuse	1.7 km	



MOTORWAY TUNNELS

The Swiss motorway network has a very high proportion of tunnels: there are currently 220 tunnels in operation with an accumulated length of 200 kilometres. Every ninth kilometre of motorway runs underground. When it is completed, the motorway network will comprise more than 270 tunnels with a total length of 290 kilometres.

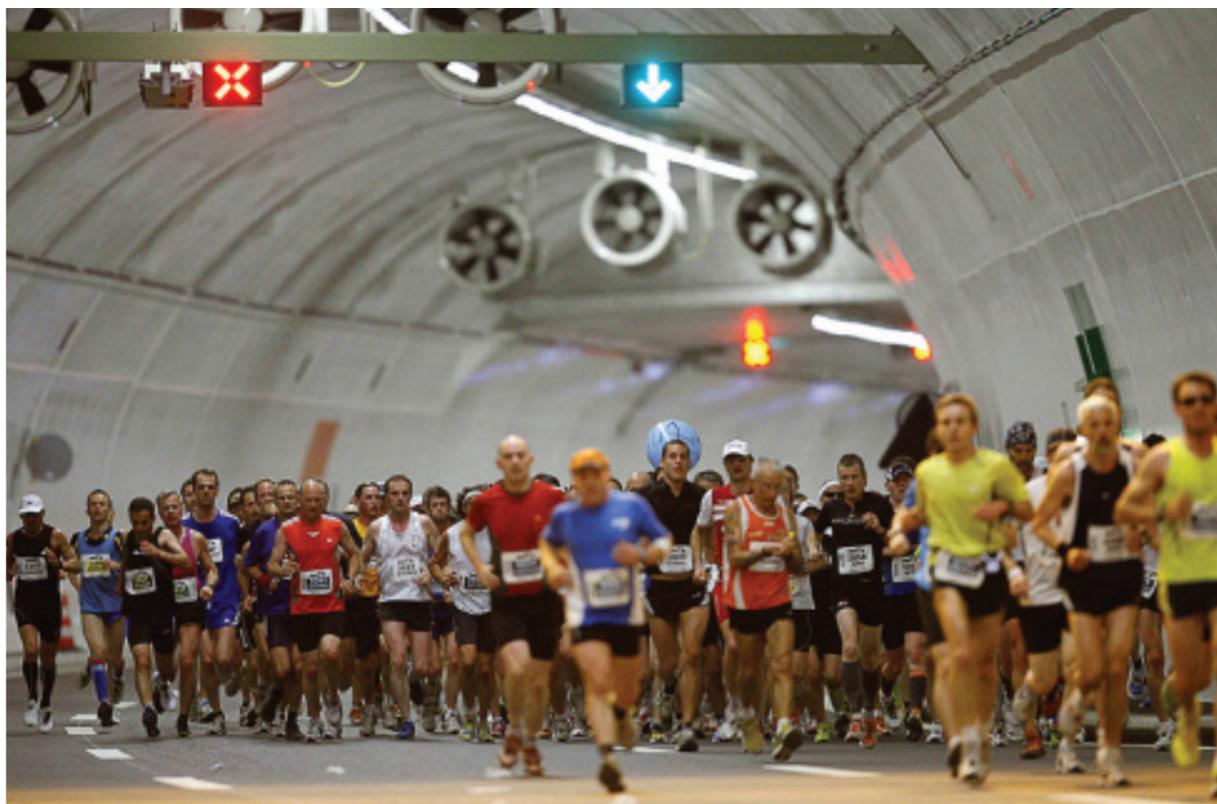
Approximately 120 kilometres of the existing tunnels run through a total of 140 structures comprising two tubes, while 84 tunnels (approximately 93 kilometres) are single-tube structures. The Gotthard is the longest road tunnel (16.918 kilometres, single tube), followed by the Seelisberg tunnel (two tubes, 9.280 kilometres). The shortest tunnel (Kap I on the Simplon route) is only 30 metres in length. According to the existing plans, when it has been completed the motorway network will comprise 274 tunnels with a total length of 290 kilometres: 148 with two tubes (150 km), 109 with one tube (140 km).

17 tunnels are currently under construction. 16 are in the final planning stage, which is the last step before construction work commences. Development projects are in preparation for 9 tunnels (i.e. penultimate stage prior to construction work), while a further 8 projects have just been initiated (preliminary stage) or are now in the second (general) planning stage.

17 tunnels are currently under construction. 16 are in the final planning stage, which is the last step before construction work commences. Development projects are in preparation for 9 tunnels (i.e. penultimate stage prior to construction work), while a further 8 projects have just been initiated (preliminary stage) or are now in the second (general) planning stage.

	1 tube (m)	2 tubes (m)	Total tubes (m)	Overall objects
Planning	4,700	0	4,700	2
General project	14,352	0	14,352	6
Technical project	7,346	1,730	9,076	9
Detailed project	9,571	16,647	26,218	16
Under construction	10,315	13,581	23,896	17
In operation	93,596	118,943	212,539	224
Total	139,880	150,901	290,781	274

Zurich western bypass:
a road race was organised prior to the official opening
of the Uetliberg tunnel



Special fire engine
of the Gotthard tunnel
fire brigade



GOTTHARD TUNNEL FIRE BRIGADE AND RESCUE SERVICE

The Gotthard tunnel fire brigade and rescue service was formed in order to keep Switzerland's longest road tunnel as safe as possible. In the event of an incident, crews of specialist personnel are on site within just a few minutes. A commanding officer and crew of four specially trained fire fighters are on standby round the clock at each end of the tunnel (i.e. in Göschenen and Airolo).

The Swiss Federal Department of Defence, Civil Protection and Sport (DCPS) assumed responsibility for the Gotthard tunnel fire brigade and rescue service on 1 January 2008. On site, 36 specialist personnel from the logistics base of the army's infrastructure centre in Andermatt are ready for action, and they are supported by a further 13 stand-by personnel from the infrastructure centre. The DCPS also deployed 4 fire-fighting and rescue specialists during the fire in the Gotthard road tunnel in 2001.

Duties

The Gotthard tunnel fire brigade and rescue service is responsible for the stretch of the A2 motorway from Amsteg (on the north side) to Faido (on the south side), as well as for the Gotthard Pass, which also belongs to the motorway network, but the Gotthard road tunnel itself is its principal responsibility. Crews set out within 3 minutes after the centre receives an alarm call, and are ready for action inside the tunnel within 12 minutes, and on the open road within 20 minutes. Their main duties are fire-fighting, prevention of damage caused by oil and motor fuels, and rescue services. In order to ensure that the tunnel can be opened to traffic again

as quickly as possible, they can also tow away broken down or damaged vehicles weighing up to 3.5 tonnes.

At the administrative level, on behalf of the Swiss Federal Roads Office the service also processes requests for special permits for the transport of exceptional loads and hazardous goods, as well as for the transport of goods by road on Sundays and at night.

Equipment

The Gotthard tunnel fire brigade and rescue service is equipped with 16 vehicles, 6 of which are sufficiently compact to be used in the narrow safety shafts. It has two 18-tonne fire engines that are capable of turning by 180° on the spot, so that they can be easily turned around inside the tunnel. Two of the fire engines weigh 26 tonnes each, have a 540 HP engine and can transport 9,000 litres of water and 1,000 litres of foam extract to the location of the fire (see picture). In addition, the service has a special vehicle for dealing with chemical spills, plus 4 high-speed emergency vehicles that are equipped with breathing and protective equipment and can be used to support medical and ambulance crews.



Motorways in use

TOTAL LENGTH BY ROAD CATEGORY

Canton	Motorways						Expressways				Mixed-traffic roads		Total km	
	7-lane		6-lane		4-lane		3-lane		2-lane		planned	in use	planned	in use
	planned	in use	planned	in use	planned	in use	planned	in use	planned	in use				
ZH	-	-	37.1	29.7	110.9	82.0	-	1.9	11.1	11.1	-	-	159.1	124.7
BE	-	-	13.2	13.2	136.7	124.4	-	-	62.6	43.8	19.4	19.4	231.9	200.8
LU	-	-	2.6	2.6	55.9	55.9	-	-	-	-	-	-	58.5	58.5
UR	-	-	-	-	53.0	37.1	-	-	6.3	16.3	10.0	16.1	69.3	69.5
SZ	-	-	-	-	52.7	43.2	-	-	-	2.2	-	4.3	52.7	49.7
OW	-	-	-	-	1.8	1.8	-	-	31.1	17.8	1.0	13.3	33.9	32.9
NW	-	-	-	-	22.9	22.9	-	-	0.9	2.9	2.0	-	25.8	25.8
GL	-	-	-	-	16.6	16.6	-	-	-	-	-	-	16.6	16.6
ZG	-	-	-	-	17.7	17.7	-	-	-	-	-	-	17.7	17.7
FR	-	-	-	-	84.2	84.2	-	-	-	-	-	-	84.2	84.2
SO	-	-	-	-	43.8	43.8	-	-	-	-	-	-	43.8	43.8
BS	-	-	3.5	3.5	8.0	6.0	-	-	-	-	-	-	11.5	9.5
BL	-	-	9.5	9.5	20.7	20.7	-	-	-	-	-	-	30.2	30.2
SH	-	-	-	-	1.9	-	-	-	17.2	17.2	-	-	19.1	17.2
SG	-	-	-	-	139.8	139.8	-	-	-	-	-	-	139.8	139.8
GR	-	-	-	-	50.2	43.6	-	-	112.1	90.8	-	27.9	162.3	162.3
AG	-	1.2	11.5	11.5	87.8	86.6	-	-	-	-	-	-	99.3	99.3
TG	-	-	-	-	47.3	42.8	-	-	-	-	-	-	47.3	42.8
TI	-	-	7.3	7.3	108.8	101.7	-	-	20.7	27.8	-	-	136.8	136.8
VD	-	-	3.4	3.4	189.8	189.1	-	-	12.8	12.8	-	-	206.0	205.3
VS	-	-	-	-	89.6	60.1	-	-	15.6	15.6	28.6	28.6	133.8	104.3
NE	-	-	-	-	32.9	32.9	-	-	3.0	3.0	1.9	1.9	37.8	37.8
GE	-	-	-	-	27.2	27.2	-	-	-	-	-	-	27.2	27.2
JU	-	-	-	-	-	20.7	-	-	47.9	8.2	-	-	47.9	28.9
Total	-	1.2	88.1	80.7	1,400.2	1,300.8	-	1.9	341.3	269.5	62.9	111.5	1,892.5	1,765.6



The federal government is to invest almost 2.2 billion Swiss francs in the motorway network in 2009. Of this amount, 965 million have been budgeted for the construction of new stretches, and almost 1.2 billion will be spent on the expansion and maintenance of the existing network. Parliament approved the necessary credit facilities during the winter 2008 session, and the Swiss Federal Department of the Environment, Transport, Energy and Communications (DETEC) subsequently approved the various construction programmes.

2.154 BILLION SWISS FRANCS FOR THE CONSTRUCTION, EXPANSION AND MAINTENANCE OF THE MOTORWAY NETWORK

Construction programme (completion of the motorway network)

A total of 965 million Swiss francs is available for the construction of new stretches of motorway to complete the originally planned network. The required resources are to be provided from the Infrastructure Fund. The largest credits have been allocated to the following cantons:

- Valais: 232.7 million
- Bern: 229.5 million
- Jura: 145 million
- Zurich: 144 million
- Obwalden: 45.6 million
- Grisons: 44.3 million
- Valais: 39.3 million

Approximately one-third of the credit facility is to be spent on projects in the French-speaking and Italian-speaking parts of the country. The completion of the planned network is to remain a shared responsibility between the federal government and the cantons, even after the entry into effect of the redistribution of financial responsibility and the accompanying division of duties.

In 2009, the main tasks associated with the completion of the originally planned motorway network will be initiated on two new stretches:

- A1 in Zurich, between Hardturm and Letten (Pfingstweidstrasse)
- A5 in the canton of Neuchâtel, between Serrières and Areuse

The other priorities concern the continuation of construction projects that are already in progress:

- A9 in Upper Valais
- A16 (Transjurane) in the cantons of Bern and Jura
- Eastern segment of the Biel bypass (A5)
- Brünigstrasse (A8) in the canton of Obwalden (Lungern and Zollhaus tunnels)

- A4 in the canton of Zug (Kantonsstrasse 382 up to the border of the canton of Zurich)
- Prättigaustrasse in the canton of Grisons (main tasks for the Saas tunnel and preparatory work on the Küblis tunnel)
- Completion of Basel northern bypass

Expansion and maintenance of the existing network

Parliament has approved a total of 1.185 billion Swiss francs for financing the expansion and maintenance of motorway stretches already in operation. The required resources are to be provided from the earmarked funds for road traffic. Investments are to be carried out in a total of 403 projects, 253 of which are in the planning stage and 150 are currently being implemented. In 2009, the main tasks are to be initiated for the following five maintenance projects:

- A1 Vaud: Morges to Ecublens
- A1 Bern: Bern bypass
- A1/A7 Zurich: Ohringen to Lützelburg Viaduct
- A2 Uri: Seedorf to Erstfeld
- A2 Ticino: stage 2 of construction of noise protection measures at Bissone



MAJOR ROAD WORKS ON THE MOTORWAY NETWORK

Road works are primarily required in order to preserve the substance of the country's motorways and thus their value, and keep them safe to use. Ensuring that the road surfaces offer the necessary degree of grip and enhancing the level of safety in tunnels are among the most essential requirements.

Construction of new stretches, expansion, maintenance and operation

Construction of new stretches refers to the construction of entirely new sections of motorway in accordance with the federal resolution on the motorway network. This includes the actual completion of the network (e.g. A9 in Valais, A16 Jura transversal, A4 Zurich, A5 Biel) and any sections subsequently approved by Parliament. Expansion refers to the modification of existing roadway-related facilities (e.g. noise protection and environmental protection structures, wildlife corridors, additional lanes, tunnel safety measures, adaptation to new technical specifications and safety standards, modification of motorway connections). Renovation refers to comprehensive maintenance and expansion work on the existing motorway network. Here, project management is required, which places high demands on planning, financial expenditure and personnel.

Non-project-based structural maintenance refers to small-scale projects that do not require a comprehensive management structure. This concerns maintenance tasks/repairs in response to urgent need for action following damage caused by accidents, storms, etc.

The objective of operational maintenance is to ensure the safe operation of the motorway network. Activities include maintenance of centre strips and embankments, cleaning, snow and ice clearance, etc.

Traffic flow and road safety

Major maintenance operations are always carried out without closing the stretch of road concerned. This means that it is essential to ensure traffic and workplace safety during all stages of each maintenance operation, at all times of year, round the clock and in all weather conditions.

In addition, traffic volumes are constantly increasing and available space is thus growing increasingly scarce, since the infrastructure cannot be continuously expanded but only from time to time. On the A1 between Bern and St Gall, there is no section that has a daily traffic volume of less than 70,000 vehicles for 4 lanes, while some sections (e.g. Gubrist) have to accommodate peak loads of up to 100,000 vehicles. This means that traffic flows already frequently reach or come close to critical levels under normal conditions,

and whenever road conditions change due to maintenance sites (e.g. fewer and/or narrower lanes) and/or reduced speed limits, this inevitably leads to congestion or traffic jams.

Extensive roadwork sites, main roadwork "season"

Due to the nature of motorways, maintenance and roadwork sites are always extensive, and this results in major logistical demands for operators and contractors. Ensuring the smooth flow of deliveries and removals is extremely demanding, since it can quickly be brought to a standstill: for example, any incidents (accidents, breakdowns, etc.) that occur within the stretch concerned may result in the blockage of all delivery and removal operations.

Due to the climatic conditions in Switzerland, major roadwork has to be carried out in the period from April to October, even in the low-lying regions. Temperatures of 10 to 15 degrees celsius are required for road surfacing work in order to ensure that the resulting surface quality meets the specified standard for motorways.

Lane width

The standard cross-sections of many existing motorways, and especially the widths of traffic and emergency lanes, were based on criteria that applied many years or even decades ago. Numerous stretches were constructed in the 1960s and 1970s, and are thus too narrow by present-day standards, and this gives rise to problems for road users as well as maintenance contractors. When major alterations are carried out on a section of motorway that was originally constructed thirty years ago and is to be adapted to present-day standards, the space that is available is limited both for the necessary installations and maintenance operations, as well as for road users. Furthermore, in the past, drainage systems were frequently installed in the centre strip, which makes them more difficult to maintain and repair. In accordance with current standards, these systems are now installed outside the emergency lane.



MAJOR MAINTENANCE SITES ON THE MOTORWAY NETWORK IN 2009

The complete renewal of three stretches that are now more than 30 years old was initiated in 2009. Major roadworks of this type are always carried out without closing the stretch to traffic. This means that traffic and work safety have to be guaranteed in every construction phase.

A1 motorway: Bern bypass between the Wankdorf and Weyermannshaus junctions

Purpose:

Complete renovation of this section, which was opened to traffic 30 years ago. Adaptation to present-day construction, environmental and safety requirements. Adaptation of composition to meet future demands (further increase in traffic volume).

Tasks:

Renewal of surface, renovation of more than 50 engineering structures, including Felsenau Viaduct, Weyermannshaus Viaduct and bridge across the SBB railway lines at Wankdorf connection. Construction of additional lanes at Wankdorf junction. The "Wankdorf connection" project is an integral part of the "Bern bypass" maintenance project, which is to include an additional access and approach road in the direction of Zurich (further information: www.stadttangentebern.ch).

Length:

10.9 kilometres

Duration:

Preparatory work: 2008 and 2009

Main tasks: 2010 to 2012

Traffic volume:

Approx. 100,000 vehicles per day

Costs:

400 million Swiss francs

Implementation:

Swiss Federal Roads Office (FEDRO)



A2 motorway: Emmen South to Lucerne South/Kriens (Lucerne city ring road) section

Purpose:

Complete renovation of the section between Emmen and Kriens (especially engineering structures and tunnels), which is now more than 30 years old. Adaptation of this section to new construction, environmental and safety requirements. Adaptation of composition to meet future demands.

Tasks:

Renewal of surface, renovation of bridges and the Reussport and Sonnenberg tunnels. Replacement of drainage system. Adaptation of this section to new construction, environmental and safety requirements.

Length:

Approx. 5 kilometres

Duration:

2008 to 2013

Traffic volume:

More than 85,000 vehicles per day

Costs:

Approx. 400 million Swiss francs

Implementation:

Swiss Federal Roads Office (FEDRO)



Renovation of the stretch of motorway between Ohringen and Lützelburg viaduct

Adaptation to present-day construction, environmental and safety standards



A1 motorway: Section from Morges to Ecublens

Purpose:

Expansion of emergency lane to permit temporary use as third lane during peak periods.

Tasks:

Modification of emergency lane for use as a traffic lane over a stretch of 1.8 kilometres. Construction of 6 emergency bays to ensure safety during three-lane operation. Installation of necessary traffic signals for changed use of lanes, and adaptation of road markings.

Length:

1.8 kilometres

Duration:

May 2009 to end of 2009

Traffic volume:

Approx. 82,000 vehicles per day

Costs:

34 million Swiss francs

Implementation:

Swiss Federal Roads Office (FEDRO)



Shaft for underground installations

A1/A7 motorway: Section from Ohringen to Lützelburg Viaduct

Purpose:

Complete renovation of the 41-year-old section of the A1 and the 37-year-old stretch of the A7. Adaptation of this section to new construction, environmental and safety requirements. Adaptation of composition to meet future demands.

Tasks:

Renewal of surface, renovation of bridges and other engineering structures. Replacement of existing electro-mechanical installations, traffic signals and road markings. Adaption of this section to new construction, environmental and safety requirements.

Length:

15 kilometres

Duration:

Work commenced in 2007. Main tasks, March 2009 to November 2011, completion by summer 2012.

Traffic volume:

Approx. 70,000 vehicles per day (Wiesendangen, A1/A7 junction)

Costs:

Approx. 267.5 million Swiss francs

Implementation:

Swiss Federal Roads Office (FEDRO)

A13 motorway: Roveredo bypass from Castione (canton of Ticino) to Grono (canton of Grisons)

Purpose:

Adaptation of this section to new construction, environmental and safety requirements. Rerouting of the A13 near Roveredo (bypass through tunnel).

Tasks:

Renewal of road base and surface, renovation of engineering structures, construction of new Roveredo bypass tunnel, including safety shafts (two-lane), demolition of existing stretch on the A13.

Length:

6.5 kilometres

Duration:

2008 to 2016

Traffic volume:

Approx. 7,000 vehicles per day

Costs:

Approx. 450 million Swiss francs

Implementation:

Swiss Federal Roads Office (FEDRO)

Motorway maintenance planning

Specifications of the federal government

The complete renovation of sections of motorway has to be carried out in accordance with federal government motorway maintenance planning. Here, activities aimed at preserving the substance of existing stretches and expanding the motorway network have to be carried out in sections with a maximum length of 15 kilometres. Thus the distance to the next section where roadwork is being carried out has to be at least 30 kilometres. Furthermore, once work has been completed on a given stretch, no roadwork sites that interfere with traffic are permitted on that stretch for a period of 15 years.



Federal government criteria for motorway maintenance planning:

- Maximum length of motorway roadwork site: approx. 15 km
- Minimum distance between two motorway roadwork sites: approx. 30 km
- Minimum period without roadwork site on same stretch (from date of completion): approx. 15 years

Advantages of this method:

The advantages of planning the simultaneous implementation of maintenance and/or expansion projects on a given stretch of motorway are as follows:

- Fewer roadwork sites and traffic hold-ups thanks to coordinated construction work
- Optimum utilisation of financial resources
- Long-term provision of functional road connections
- Enhancement of the efficiency of the motorway network



Construction site on the A13 for the Roveredo bypass tunnel

SNOW AND ICE CLEARANCE

Winter services personnel ensure that traffic can continue to flow as safely as possible even in snowfall and icy conditions. These services are the responsibility of the approximately 50 service points distributed throughout the entire motorway network.

Snow and ice clearance are an integral part of the operational maintenance of the country's motorways. The duties of these crews also include maintenance of centre strips and embankments, cleaning drainage systems and rest areas, repairing damage caused by accidents, maintaining operational and safety equipment. Their activities ensure that traffic flows as smoothly as possible and the available road surface can be used to the fullest possible extent.

Operational maintenance activities are managed by eleven regional offices established by the cantons and supported by the Swiss Federal Roads Office on the basis of service level agreements. Winter services are provided from the approximately 50 service points that are equipped for snow and ice clearance. Crews set out from these locations with the necessary vehicles and equipment for the clearance of snow and ice. In order to help them carry out their tasks as effectively and efficiently as possible, the service points also have weather radar equipment at their disposal. Other essential resources include weather forecasts, data from numerous monitoring stations in the motorway network (e.g. thermometers installed in the road surface) and the experience of the crews.

Guidelines for snow and ice clearance

The Swiss Federal Roads Office has drawn up guidelines for winter services on the country's motorways. The most important requirements are as follows:

- If there is snow on the motorway, as a rule it should be cleared completely (i.e. right down to the asphalt), except on certain stretches during periods of very light traffic.
- Personnel should be ready for action within half an hour at the latest after they have been summoned by the stand-by crew.
- Personnel, vehicles and equipment should be chosen in order to ensure that the first clearance of snow from the main axis (right-hand lane) is completed within 2 hours after the crew sets out.
- In the case of sustained snowfall, the roads should be cleared as frequently as necessary.

Use of salt, costs of snow and ice clearance

The severity of weather during a given winter season has a direct influence on the use of thawing agents and the total costs for winter services.

- A mild winter results in costs of around 20 million Swiss francs for the motorway network. On average, around 8 tonnes of salt are required per kilometre.
- By contrast, a severe winter can result in costs of more than 50 million Swiss francs, and the average salt requirement can exceed 40 tonnes per kilometre.

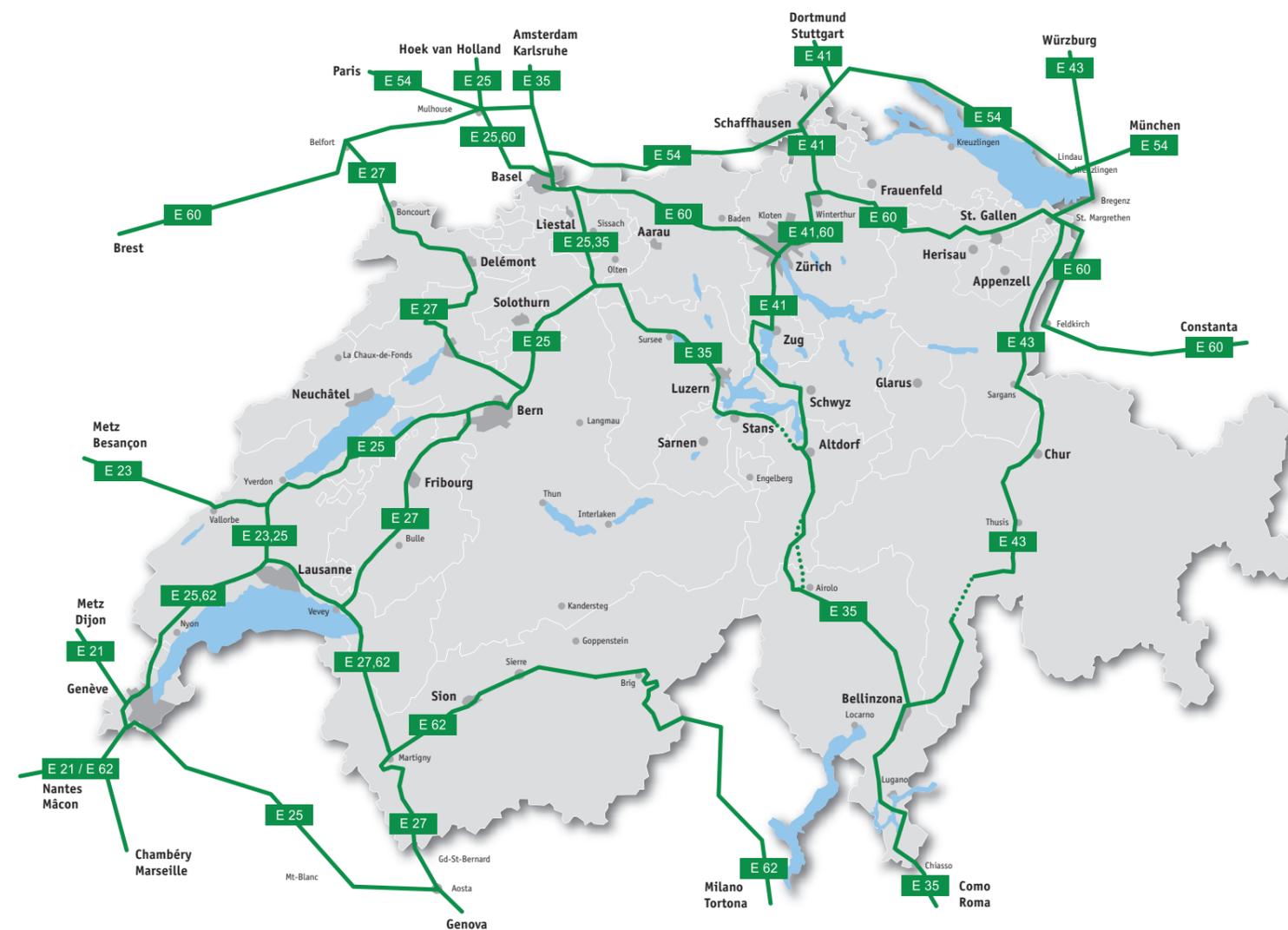
As a general rule, winter services on the entire motorway network can be expected to cost around 1 million Swiss francs per day.



Snow and ice clearance on the A1 near Winterthur

Switzerland's motorways are also major axes for international road traffic. Eleven European trunk roads pass through Switzerland, almost entirely via the motorway network. These trunk roads are readily identifiable by a white "E" and road number on a green background.

EUROPEAN TRUNK ROADS PASSING THROUGH SWITZERLAND



- E 21: (Dijon) – Geneva
- E 23: (Besançon) – Vallorbe – Lausanne
- E 25: (Mulhouse) – Basel – Härkingen junction – Bern – Lausanne – Geneva – (Mont Blanc)
- E 27: (Belfort) – Porrentruy – Bern – Martigny – Grand St Bernard – (Aosta Valley)
- E 35: (Offenburg) – Basel – Härkingen junction – Lucerne – Altdorf – St Gotthard – Bellinzona – Lugano – Chiasso – (Como)
- E 41: (Stuttgart) – Schaffhausen – Zurich – Altdorf
- E 43: (Bregenz) – St Margrethen – Buchs – Chur – San Bernardino – Bellinzona
- E 54: (Waldshut) – Schaffhausen – (Singen)
- E 60: (Mulhouse) – Basel – Zurich – Winterthur – St Gallen – St Margrethen – (Feldkirch)
- E 62: (Macon) – Geneva – Lausanne – Martigny – Simplon – (Milan)
- E 712: Geneva – (Chambéry)

INCOME AND EXPENDITURE IN THE ROADS SECTOR

net amounts in millions of Swiss francs

	1985–2000	2001	2002	2003	2004	2005	2006	2007	2008
Motorways									
Construction, incl. planning and land acquisition	20,099.1	1,471	1,502	1,426	1,448	1,310	1,184	1,263	483*
Interest on liabilities prior to 1985	1,666.5								
Renovation	422.0								
(1958–1984; as of 1.1.1997; motorways, maintenance)	1,432.0	457	488	517	534	580	612	549	507
Structural maintenance	1,912.5								
Operational maintenance	1,820.8	122	128	128	124	129	130	165	301**
Police up to 31.12.1994	810.0								
Infrastructure Fund									
Annual contribution									837
Extraordinary initial contribution									2,600
Highways	3,466.8	214	209	201	195	191	188	189	163*
Other project-related contributions									
Crossroads / separation of traffic	908.1	38	28	28	24	25	17	10	7
Carriage of HGVs by rail, carriage of cars by rail and NEAT	2,425.4	399	563	573	587	701	602	553	590
Parking lots near railway stations (up to 31.12.1995)	101.3								
Parking lots near railway stations, loans (up to 31.12.1995)	6.1								
Protection of environment and landscapes (road traffic)	1,716.3	156	149	152	110	102	108	94	86
Protection of other roads against forces of nature	553.8	30	33	32	24	22	33	37	34
Non-project-related contributions									
General contributions to roads, offsetting	5,072.2	450	417	390	416	423	423	434	380
General contributions to roads, extraordinary contributions (up to 31 December 2007)	1,823.1	76	78	65	55	55	57	58	
International transalpine routes / cantons without motorways	389.8	29	27	25	26	27	27	28	8
Research (up to 2006)	118.0	10	10	10	11	11	10	–	
Administration (up to 2006)	179.1	17	17	25	27	26	26	–	
Global budget (as of 2007)								64	134
Total expenditure	44,922.9	3,469	3,649	3,572	3,581	3,602	3,417	3,444	6,129
Revenue from oil taxes, supplementary customs duty, motorway stickers	45,181.5	3,692	3,631	3,682	3,716	3,756	3,770	3,846	3,947
Other income (licences, loans, repayments)	12.4	–	–	–	–	–	–	–	
Expenditure (+) or income (-) from special financing of road traffic	+ 2,119.8	+ 223	-18	+110	+135	+154	+353	+ 402	- 2,182
Special financing	3,251.0	3,474	3,456	3,566	3,701	3,855	4,208	4,610	2,721

The Infrastructure Fund was officially introduced on 1 January 2008. An initial contribution amounting to 2.6 billion Swiss francs was paid in, which was taken from funds earmarked for special financing for road transport. In addition, contributions are to be paid into the Infrastructure Fund each year as specified by Parliament. The amount for 2008 was 837 million Swiss francs. The intention is to use this fund as an instrument for securing the necessary financing for major transport infrastructures including:

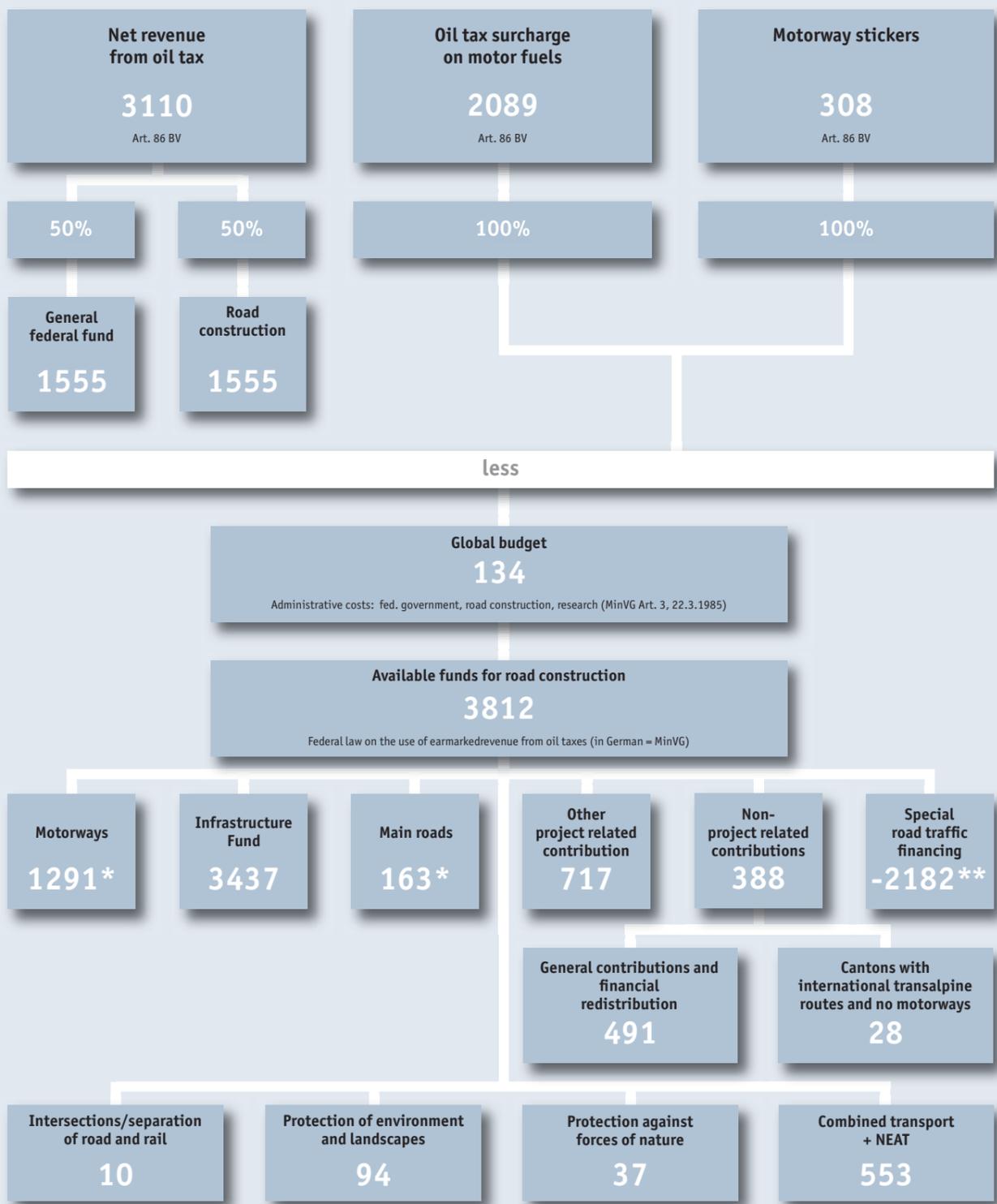
- Completion of the motorway network as planned (expenditure in 2008: 855 million Swiss francs)
- Elimination of bottlenecks on Switzerland's motorway network (no expenditure in 2008)

- Urgent projects relating to the traffic situation in agglomerations (expenditure in 2008: 430 million Swiss francs)
- Major roads in mountain and outlying regions (expenditure in 2008: 40 million Swiss francs)
- Offsetting the loss of revenue due to the non-increase of the HGV fee (expenditure in 2008: 30 million Swiss francs)

As of the end of 2008, the amount accumulated in the Infrastructure Fund was 2.079 billion Swiss francs.

FINANCING

Use of earmarked revenue in 2008 (in million Swiss francs).



* Excluding the Infrastructure Fund
** Extraordinary initial contribution to the Infrastructure Fund, 2,600 million Swiss francs

RIPSHAUSEN HGV INSPECTION CENTRE

The opening of the Ripshausen HGV inspection centre in the canton of Uri will increase the level of road safety on Switzerland's most important north-south transit route. The new facility will also function as an important instrument for the management of heavy goods traffic. It can accommodate almost 400 HGVs, and this means that the existing provisional waiting areas along the emergency lane will no longer be required.

Switzerland's first major HGV inspection centre will shortly be handed over for operation on the A2 north-south axis at Ripshausen, canton of Uri. From autumn 2009 onwards, up to 150 HGVs a day will undergo thorough inspections by officers of the Uri Cantonal Police Force. The aim here is to ensure that the regulations governing drivers, vehicles and loads are enforced in keeping with the principle, "If it doesn't comply with the regulations, it doesn't belong on the road". This move will also further enhance the level of safety in the Gotthard road tunnel, as well as help maintain a balance between the transport of goods by rail and road.

The new HGV inspection centre has been carrying out important traffic management tasks since the end of February 2009. HGVs are held here and fed back into traffic at specific intervals so that the ideal number of vehicles is always on the motorway leading to the entrance to the Gotthard road tunnel. The spacious waiting area measuring approximately 80,000 square metres is able to accommodate around 380 HGVs. This means that the provisional waiting zones along the emergency lane on the A2 near Attinghausen (canton of Uri) and Buochs (canton of Nidwalden) are no longer required, which in turn enhances road safety and improves traffic flow. Furthermore, drivers who may have to wait for a while now have a cafeteria and modern toilet facilities at their disposal, as well as a filling station.

The civil engineering department of the canton of Uri constructed the Ripshausen HGV inspection centre on behalf of the federal government. Construction work officially commenced on 3 September 2007, and the first section of the waiting area for HGV traffic management was handed over for operation on 26 February 2009. HGV inspections will commence on 9 September 2009, the date on which the entire facility is scheduled for completion. From the above date onwards, every HGV travelling southwards will have to pass through the new centre. The entire facility (i.e. vehicle inspections and HGV traffic management) will be operated by the cantonal police of Uri. Once it is in full operation, it will require around 50 staff.



Top: First HGV inspection centre on the A2 in Ripshausen

Bottom: The 80,000 square-metre waiting area can accommodate approximately 380 HGVs

TRAFFIC FLOW ON SWITZERLAND'S MOTORWAYS IN 2008

In 2008, the traffic volume on Switzerland's motorways increased less sharply than in the past few years. The increase versus 2007 was slightly more than 1 percent, which is well below the average annual growth rate.

The traffic volume on Switzerland's motorways rose by 1.1 percent in 2008 versus 2007, which is well below the mean annual growth rate of 2.4 percent for the past 10 years. The increase recorded in 2007 was around 3 percent.

In the course of 2008 we witnessed an unusual trend in traffic volume: during the first six months the growth rate was close to the long-term average, but it then fell sharply during the second half of the year. Possible reasons for this trend include the economic crisis and the early onset of winter at the end of October. By contrast, the EURO 08 football championships did not have a measurable impact on the traffic volume on the country's motorway network – in fact on match days there was less traffic than normal.

The following 10 traffic counting stations recorded the highest average traffic volumes on Switzerland's motorway network (average number of motor vehicles per day and comparison with prior year):

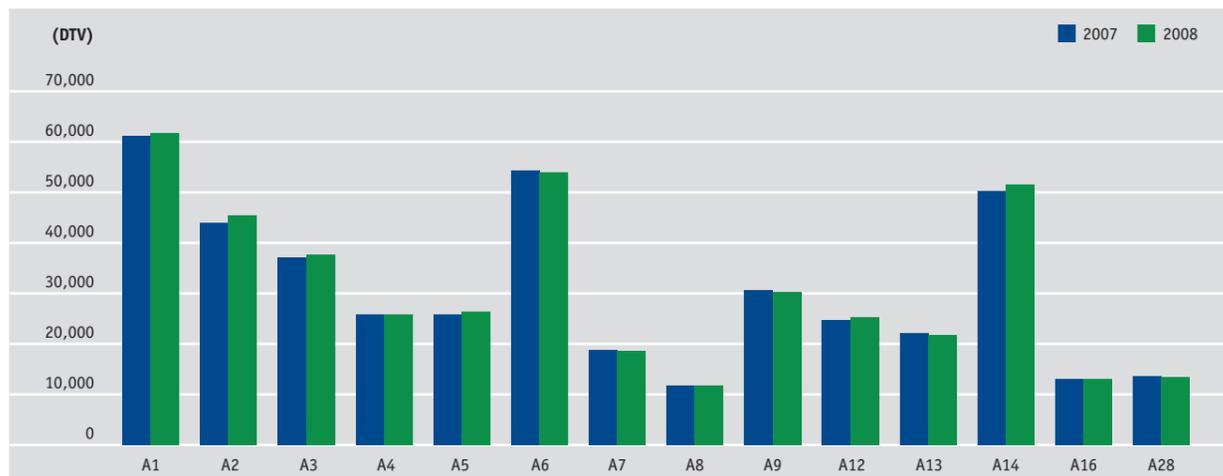
A 2	BL	Muttenz, Hard	118,568	+ 13.1%
A 1	AG	Baden, Baregg tunnel	114,906	+ 1.8%
A 1C	ZH	Zurich northern bypass (Seebach)	104,385	+ 0.8%
A 1	BE	Schönbühl, Grauholz	100,857	- 0.6%
A 1	BE	Bern, Felsenauviadukt	98,427	- 0.1%
A 1	VD	Crissier	98,287	- 0.4%
A 1	ZH	Brüttsellen N	97,833	- 1.1%
A 1C	ZH	Zurich northern bypass, Affoltern	97,768	+ 1.0%
A 1C	ZH	Weiningen, Gubrist tunnel	94,665	*)
A 1.1	ZH	Opfikon	93,344	+ 2.1%

*) = new counting station

Trend in traffic volume on specific motorways

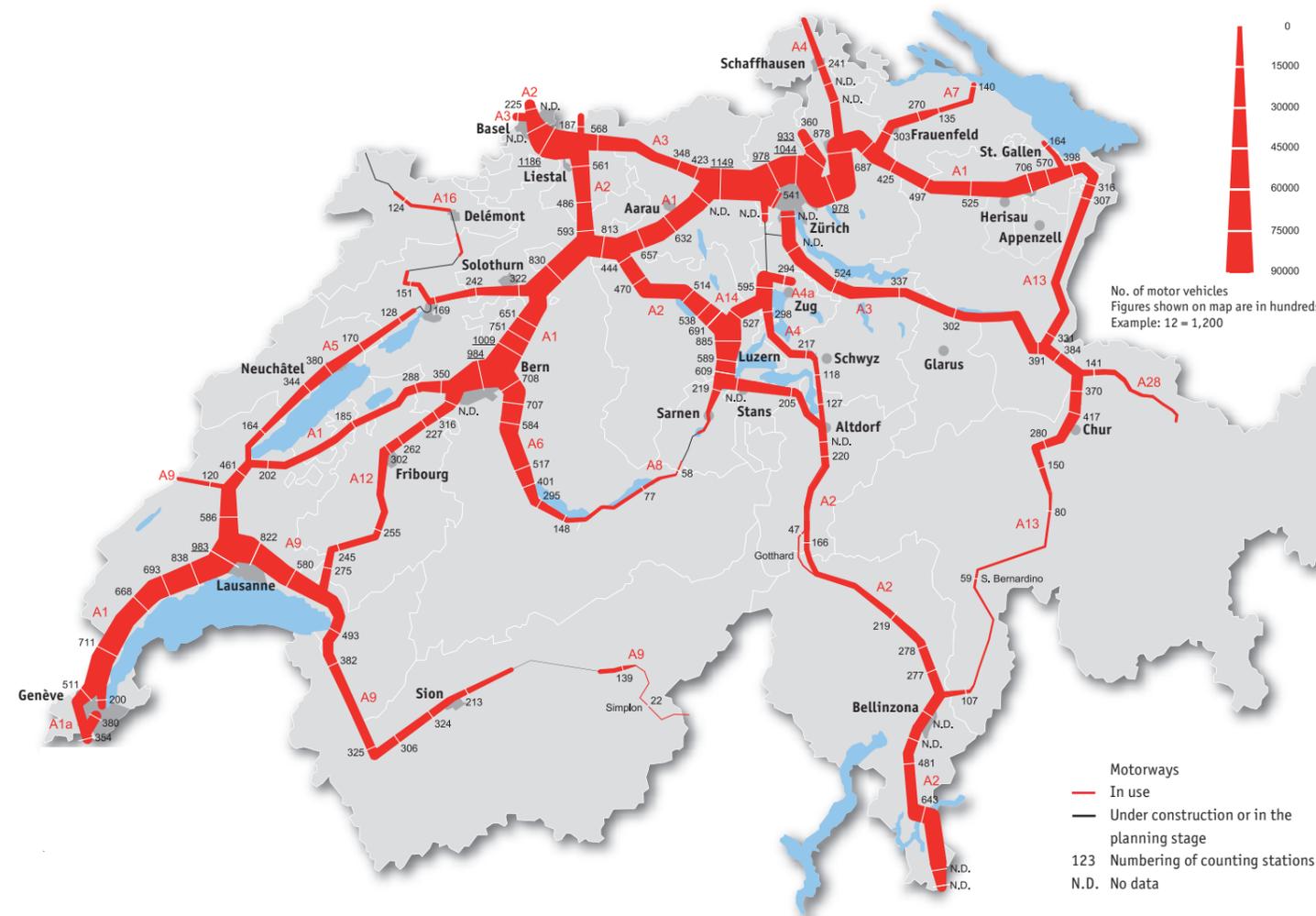
The traffic volume on individual motorways only changed very slightly in 2008 versus 2007:

- The biggest increases were on the A2 and A14 (plus 2.4 percent each). The increase on the A2 was primarily attributable to the elimination of the major road works on the stretch between Basel and Augst.
- There was no increase in traffic on the A4, while the traffic volumes on the A6, A9 and A28 were actually lower versus the prior year. On the A9, the main reasons for this trend were the improved public transport services in Valais through the new Lötschberg tunnel (as part of the NEAT project) and a reduction in traffic through the Simplon as a consequence of the decline in transalpine goods traffic on this route.



TRAFFIC VOLUME ON SWISS MOTORWAYS IN 2008

In 2008, the automatic traffic counting stations operated by the Swiss Federal Roads Office recorded an average daily traffic volume on Switzerland's motorway network of almost 6 million motor vehicles. This represents an increase by just over 1 percent versus 2007. The network of automatic traffic counting stations now covers 183 stretches of motorway, and last year 137 of these delivered a full set of data. Only partial sets of data were obtained from 20 counting stations that were newly installed in the course of 2008 and from the remaining 26 stations, where measuring was subjected to lengthy interruptions, e.g. due to construction work.



2008 automatic road traffic census

- Total traffic volume in both directions during a 24-hour period
- The average daily traffic volume is shown. This is the mean figure calculated from all the 24-hour traffic volume figures measured for every day of the year.

Monitoring and recording the traffic volume and its trends provide an essential basis from which to devise future traffic and environment policies at the federal, cantonal and municipal levels. The legal foundation on which these efforts are based is provided in the ordinance attached to the Swiss Federal Statistics Act dated 30 June 1993.

TRANSALPINE GOODS TRAFFIC IN 2008

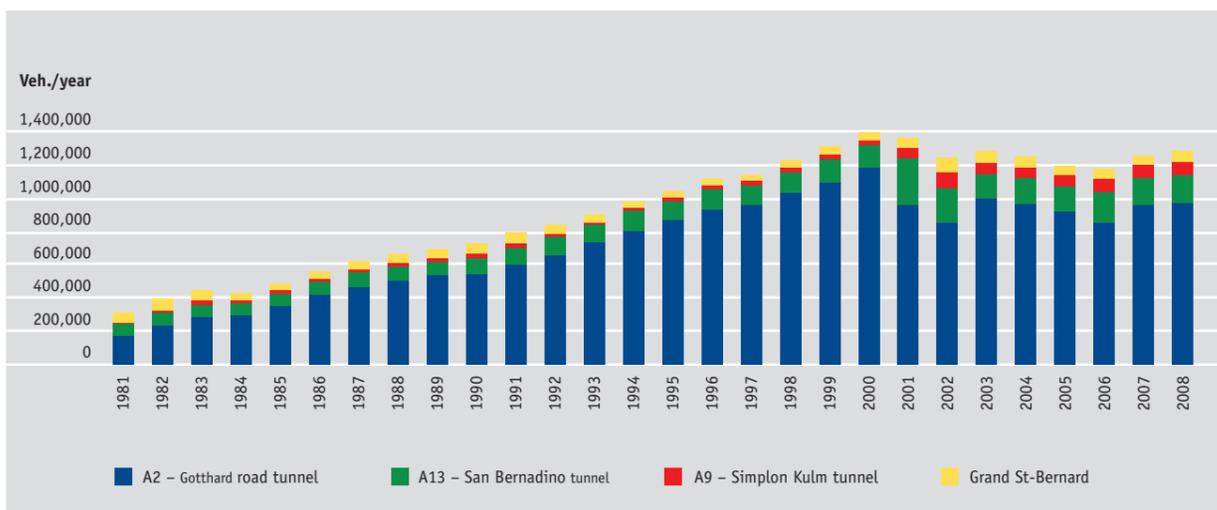
The number of HGVs crossing the Alps by road rose by 1 percent in 2008. This corresponds to an increase in the number of vehicles that crossed via the four main routes through Switzerland (Gotthard, San Bernardino, Simplon and Grand St. Bernard) by 12,291 to a total of 1,274,816. The growth rate has slowed considerably in recent years: in 2007, an increase (by 7 percent) was recorded for the first time since 2004.

This trend persisted until the end of July 2008, but from the beginning of August onwards a turnaround set in. The volume of HGV traffic fell particularly sharply in November and December, namely by 8.3 percent in both months versus 2007. This downward trend was clearly a consequence of the economic crisis, though the unusually early onset of winter at the end of October was certainly an additional influencing factor, as were the periods of extremely heavy snowfall on the south side of the Alps in the first half of December, which resulted in a number of major traffic disruptions on the main transit axes.

The two-week closure of the San Bernardino route due to road works, the dynamiting of rock faces (from 26 May to 7 June 2008) and the closure of the Simplon Pass on several occasions due to rockfall (in August 2008) and the risk of avalanches (in December 2008) did not have a major influence on the annual statistics. The record volume of 1.4 million HGVs was recorded in 2000.

Growth in the number of heavy goods vehicles (HGVs) crossing the Alps by road slowed considerably in 2008 versus the prior year, with a total of 1.27 million HGVs using the four main routes.

Year	Gotthard	GrandSt.Bernard	Simplon	SanBernardino	All
1981	171,000	57,000	11,000	73,000	312,000
1982	233,000	68,000	15,000	79,000	395,000
1983	283,000	64,000	23,000	79,000	449,000
1984	298,000	48,000	14,000	72,000	432,000
1985	353,000	43,000	19,000	75,000	490,000
1986	419,000	50,000	16,000	80,000	565,000
1987	468,000	49,000	20,000	86,000	623,000
1988	507,000	57,000	20,000	84,000	668,000
1989	538,000	58,000	21,000	82,000	699,000
1990	548,000	64,000	27,000	94,000	733,000
1991	603,000	67,000	28,000	101,000	799,000
1992	659,000	59,000	20,000	109,000	847,000
1993	736,000	50,000	11,000	109,000	906,000
1994	807,000	41,000	19,000	119,000	986,000
1995	871,000	40,000	21,000	115,000	1,047,000
1996	935,000	39,000	24,000	124,000	1,122,000
1997	964,000	36,000	25,000	119,000	1,144,000
1998	1,035,000	44,000	27,000	129,000	1,235,000
1999	1,101,000	48,000	30,000	138,000	1,317,000
2000	1,187,000	52,000	27,000	138,000	1,404,000
2001	966,000	61,000	67,000	277,000	1,371,000
2002	858,000	88,000	98,000	205,000	1,249,000
2003	1,004,000	71,000	72,000	144,000	1,291,000
2004	969,347	65,067	66,598	154,352	1,255,364
2005	924,879	55,901	73,334	149,856	1,203,970
2006	855,618	57,650	82,025	185,097	1,180,390
2007	963,388	55,102	82,087	161,948	1,262,525
2008	972,688	56,759	81,940	163,429	1,274,816



TREND IN TRAFFIC JAMS ON THE MOTORWAY NETWORK

Statistics for 2008

The total number of hours of traffic jams on Switzerland's motorways fell by 2.6 percent in 2008 versus 2007, despite a slight increase in the traffic volume. The total of 10,048 hours was the lowest recorded figure in seven years. Congestion was the main cause, followed by accidents and road works. The number of hours of traffic jams attributable to road works fell by more than 40 percent.

Main causes of traffic jams

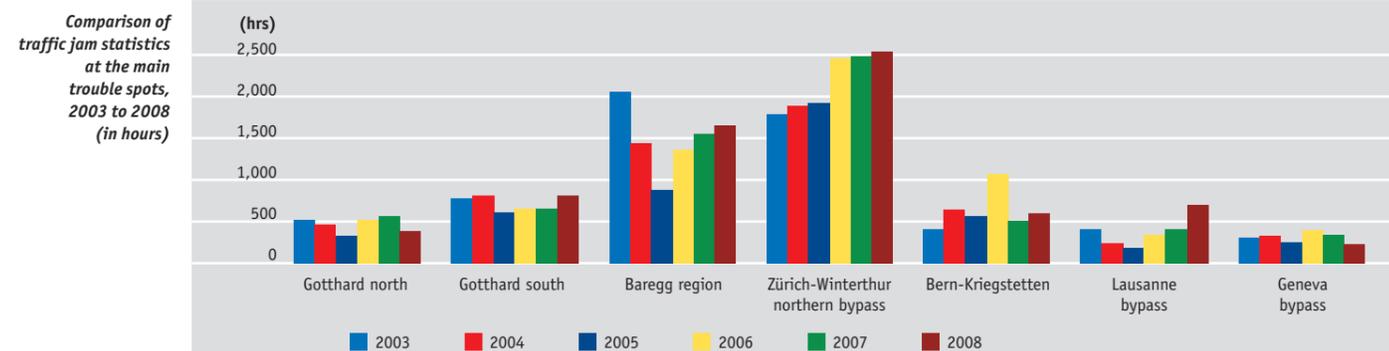
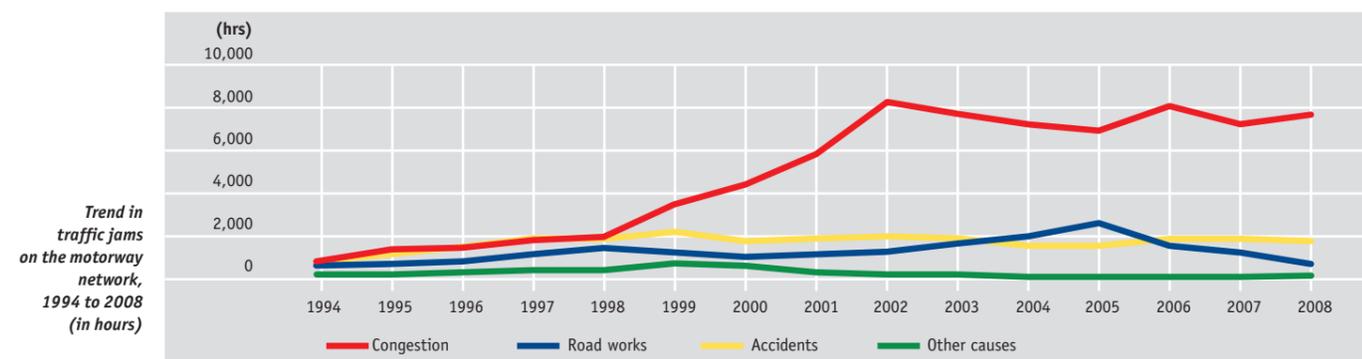
Once again, congestion was the main cause of hold-ups in traffic in 2008, accounting for around 75 percent of all traffic jams. The total of 7,509 hours represents an increase by 379 hours (or 5.3 percent) versus 2007.

The second most frequent cause of traffic jams was once again accidents, accounting for 1,722 hours, which was 8.5 percent (or 159 hours) less than the previous year's figure. The proportion of accident-related traffic jams in the overall total in terms of hours thus fell slightly from 18 to 17 percent.

As was also the case in 2007, the number of hours of traffic jams attributable to road works fell sharply in 2008, namely by 41 percent (or 496 hours) from 1,220 to 724 hours. The proportion this represents of the total number of hours of traffic jams thus dropped from 12 to 7 percent. The main reason for this trend was the completion of major road works during the year on the A1 between the Würenlos service centre and the Limmattal junction, and on the A2.

Main trouble spots

The agglomeration of Zurich remains Switzerland's worst region for traffic jams. The annual number of hours of traffic jams on the Zurich-Winterthur northern bypass rose to a total of 2,794. This section thus accounts for more than a quarter of the hours of traffic jams recorded on Switzerland's entire motorway network. In Zurich, traffic jams were recorded on 278 days last year, which means on practically every weekday. Build-ups of commuter traffic also frequently occur on weekdays on the motorways around Basel, Bern, Lausanne and Geneva. However, the number of hours of traffic jams around these cities is significantly lower than in Zurich (e.g. 593 in Bern, 697 in Lausanne, 228 in Geneva). The overall number of hours of traffic jams at the traditional trouble spots increased by 10 percent versus the prior year. This means that these spots account for almost three-quarters of the total number of hours of traffic jams on Switzerland's motorways. The average number of days on which traffic jams were recorded remained more or less constant at 189.



DEVELOPMENT OF INFRASTRUCTURE FOR FUTURE TRAFFIC MANAGEMENT

During the past few years, infrastructure for traffic management has been planned, developed and handed over for operation on a variety of stretches of Switzerland's motorway network. The aim behind the standardisation of this infrastructure is to develop a comprehensive concept for the future traffic management system on the country's motorways based on functional and technical criteria and requirements.

During the past few years, infrastructure for traffic management has been planned, developed and handed over for operation on a variety of stretches of Switzerland's motorway network. The aim behind the standardisation of this infrastructure is to develop a comprehensive concept for the future traffic management system on the country's motorways based on functional and technical criteria and requirements.

Co-ordination of traffic management infrastructure

In order to permit more efficient traffic management on Switzerland's motorways, it is essential to standardise the associated infrastructure and tools.

The main aims behind this standardisation process are as follows:

- To make the planning, implementation and operation of traffic management systems simpler and more economical.
- To simplify the practical implementation of operational decisions.
- To achieve a standard and consistent application of the measures aimed at influencing traffic by ensuring that the same information and instructions are always communicated for a given situation.
- To closely co-ordinate traffic management systems in order to ensure networking and centralised operation.

Main traffic management functions

The four main traffic management functions are: provision of information, steering, management and control. The following three traffic management functions are of central importance for defining the future infrastructure on the motorway network:

State-of-the-art traffic management systems at the entrance to the Uetliberg tunnel



Steering

This concerns carefully co-ordinated measures for managing traffic at junctions and intersections and thus securing traffic flow throughout the motorway network.

- Provision of traffic information, including recommendations via variable text signals
- Diversion instructions with the aid of variable road signs

Management

This involves all measures for managing traffic on a given stretch of motorway.

- Hazard warnings via variable text signals on approach roads
- Hazard warnings and dynamic indication of speed limits via traffic control systems
- Management of traffic at road works and at the sites of accidents and incidents with the aid of traffic light systems
- Instructions to use the emergency lane (traffic light systems, traffic signs)

Control

This refers to the control of specific traffic flows at junctions, intersections, approach roads, etc.

- Management of ramps along congested stretches using traffic lights, variable signals, etc.
- Control of traffic on approach roads and at bottlenecks with the aid of traffic lights and signals

Traffic management infrastructure categories

Switzerland's traffic management guidelines were created as a first step towards the standardisation of the required infrastructure on the various motorway stretches. The guidelines establish the functional requirements for traffic management on the motorway network through classification into four categories: **MINIMAL, LOW, MEDIUM, HIGH**.

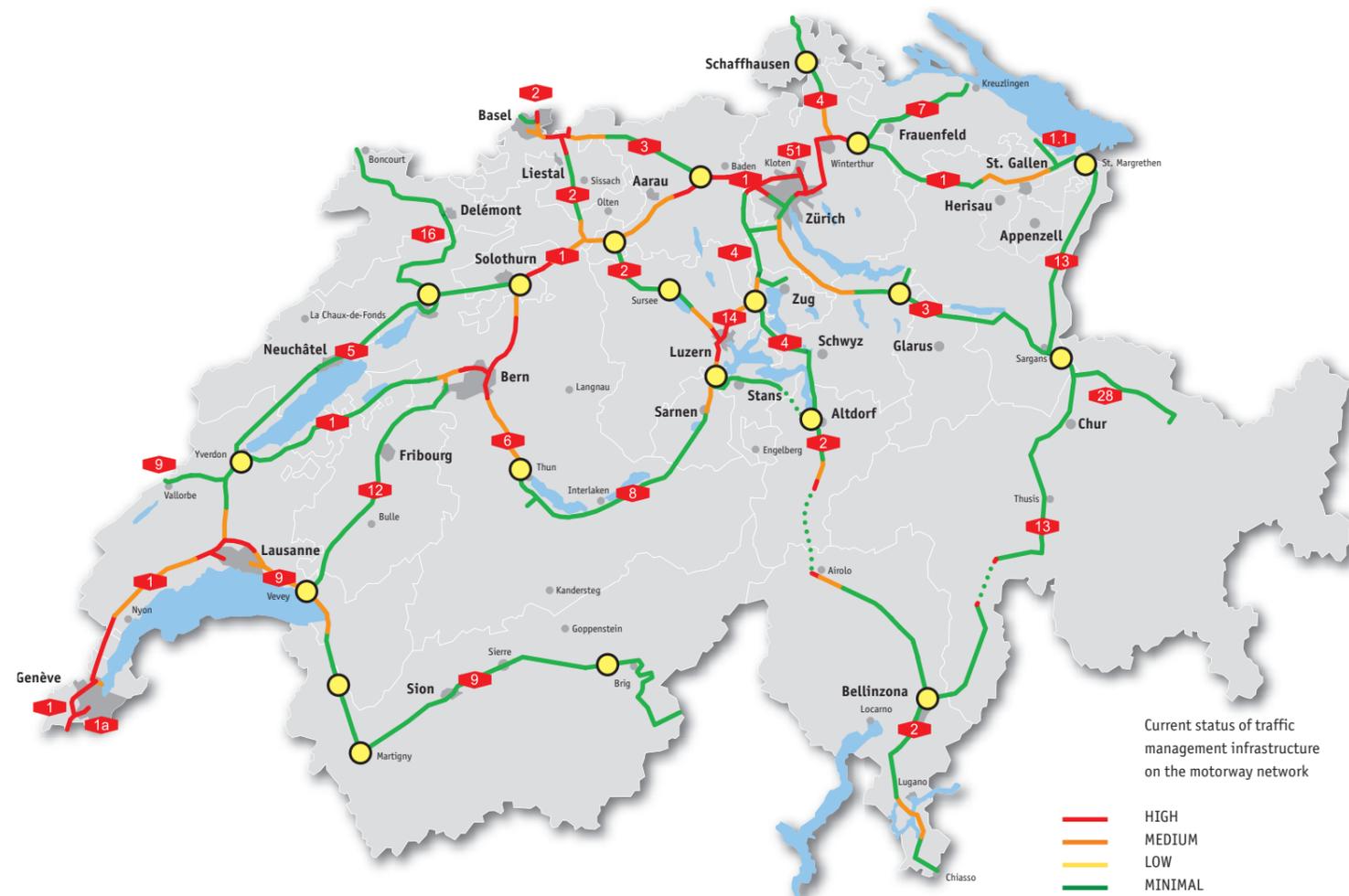
MINIMAL applies to the entire motorway network. It ensures that traffic information can be communicated to all road users, with or without recommendations and special instructions, via radio, RDS-TMC, etc.

In addition to the measures defined in category **MINIMAL**, **LOW** includes the capability for steering traffic flows on important sections of the motorway network. This category requires local variable text signals and variable road signs.

In addition to the measures defined in category **LOW**, **MEDIUM** enables the optimisation of traffic flow and provision of warnings about local hazards. It requires additional instruments for influencing traffic flow on the stretch concerned.

In addition to the measures defined in category **MEDIUM**, **HIGH** encompasses more comprehensive measures for optimising traffic flow, including controlled feeding of traffic onto motorway entrance and exit roads and control of secondary motorway junctions.

Measures	Infrastructure category			
	MINIMAL	LOW	MEDIUM	HIGH
• Traffic information and recommendations via radio, RDS-TMC, etc.	●	●	●	●
• Traffic information and recommendations via variable text signals		●	●	●
• Diversion instructions via variable road signs			●	●
• Co-ordination of speed limits			●	●
• Hazard warnings				●
• Ramp management				●
• Traffic light systems for controlling and feeding traffic at bottlenecks				●
• Instructions to use the emergency lane				●





AGGLOMERATION PROGRAMMES – CO-ORDINATED PLANNING OF SPATIAL DEVELOPMENT AND TRANSPORT

Three-quarters of the population of Switzerland live in towns and agglomerations. These urban areas are the main driving forces behind Switzerland's economic and social development. This situation is giving rise to constantly increasing burdens on transport and the environment, and in view of this the federal government has created an instrument for overall transport planning in developed areas: agglomeration programmes.

The majority of Switzerland's population live and work in one of the country's 50 or so urban regions, which generate major economic and social impulses. This situation is resulting in growing social problems and is increasing burdens on the transport systems, environment and public finances. The associated problems are having a negative impact on the attractiveness of Switzerland's towns and cities, and on the quality of life of their inhabitants. The agglomerations cannot solve all these problems themselves, partly because some of the challenges exceed their scope for action and their competencies.

Agglomeration programmes

The two agglomeration programmes, "Transport" and "Urban development", represent a new kind of planning instrument for the federal government. They promote and enable the comprehensive co-ordination of aspects of relevance to transport and urban development, and take the form of long-term instruments that are adjusted on a periodical basis. They encompass planned measures for urban development as well as for improving the overall transport system.

The programmes are drawn up by the cantons and municipalities, which form themselves into support groups. The federal government makes its financial contributions towards the infrastructure of agglomeration transport on the basis of these programmes, which have to meet certain requirements (basic requirements and effectiveness criteria). For this purpose the federal government and each support group conclude detailed agreements.

Infrastructure Fund

With the Infrastructure Fund, the federal government has created the basis for its financial contributions towards transport infrastructure in the country's towns and urban regions. The sum of 6 billion Swiss francs has been earmarked in this fund for financing urban transport infrastructure over the coming 20 years. 2.5 billion Swiss francs have already been released for urgent projects initiated before the end of 2008. A further 2.5 billion are to be allocated on the basis of the examined agglomeration programmes, and 1 billion are to be kept in reserve for subsequent investments.

Three-quarters of the population of Switzerland live in towns and agglomerations. These urban areas are the main driving forces behind Switzerland's economic and social development. This situation is giving rise to constantly increasing burdens on transport and the environment, and in view of this the federal government has created an instrument for overall transport planning in developed areas: agglomeration programmes.

As of the end of 2007, 30 agglomeration programmes had been submitted, 13 more have been announced. The Swiss Federal Office for Spatial Development (ARE) examined all submitted programmes on behalf of the Federal Department of the Environment, Transport, Energy and Communications (DETEC), and the Federal Council then opened the associated consultation procedure in December 2008. Between 2011 and 2014, 26 towns and agglomerations are to receive financial support for improving their transport systems. In accordance with the relevant legislation, the Federal Council has to submit a corresponding petition to Parliament by the end of 2009.

In each agglomeration, the motorways are an important factor in overcoming the increasing volume of road traffic. This applies to transit traffic and even more so to commuter traffic. The completion of the motorway network and the elimination of existing and future bottlenecks are of central importance for comprehensive transport planning in every region. For these tasks, financing is to be provided from the Infrastructure Fund: 8.5 billion Swiss francs for the completion of the motorway network, and 5.5 billion for the elimination of bottlenecks. The funding intended for the agglomeration programmes is therefore to be deployed exclusively for measures that do not concern the motorway network.



A variety of amendments to road traffic legislation are to be introduced in the course of 2009. They are intended to further enhance road safety and primarily concern technical requirements on vehicles. For example, tyres now have to meet international standards, heavy goods vehicles have to be equipped with additional mirrors to reduce blind spots, and red reflecting triangles now have to be displayed on the rear of slow vehicles. Drivers now require a special certificate in order to transport passengers or goods.

NEW LEGAL PROVISIONS GOVERNING ROAD TRAFFIC

Tyres now have to comply with international standards

In order to enhance road safety and reduce traffic noise, tyres on motor vehicles now have to bear a certificate or label indicating that they comply with international standards. Tyres form the link between a vehicle and the road. They have to be able to transfer the forces that are created during steering, accelerating and braking to the road surface. International standards ensure that only those tyres can be used that meet the requirements of road safety. Furthermore, tyres for vehicles that travel 80 km/h or faster also have to be tested and certified from the point of view of rolling noise. The aim here is to further reduce traffic noise.

The new regulations do not apply to vehicles that were initially brought into circulation prior to 1 October 1980, or which are designed for a maximum speed below 45 km/h.

Better indication of slow vehicles

All motor vehicles that are designed for a maximum speed below 80 km/h, or for which this speed limit has been imposed by the authorities, now have to display a corresponding maximum speed sticker on the rear. Until now, this only applied to vehicles brought into circulation after 1 October 2006. The maximum permissible speed also has to be entered in the vehicle licence.

To ensure better visibility, motor vehicles and trailers with a maximum speed of 45 km/h have to be equipped with a special plate on the rear in the form of a red reflecting triangle. This does not apply to vehicles with a width of less than 1.30 metres, or to tractors. The new regulation applies immediately to new vehicles brought into circulation after 1 July 2008, while previously registered vehicles are required to be equipped with the red reflecting triangle by 1 July 2009.

Measures to reduce blind spots

HGVs and heavy articulated vehicles have to be equipped with additional mirrors by not later than 31 March 2009. Wide-angle mirrors and other mirrors for difficult manoeuvres

or driving on ramps also help drivers see other road users who may be standing or driving next to the vehicle. The requirement for fitting additional mirrors does not apply to vehicles that were initially brought into circulation prior to 1 January 2000. On 1 July 2008, additional wing or side-view mirrors were made compulsory for all vehicles with a distance of more than 3 metres from the centre of the steering wheel to the front of the vehicle (this applies especially to construction vehicles such as excavators and tractors with additional appliances). The aim behind all these measures is to eliminate blind spots.

New certificate and obligation of further education for drivers of buses and HGVs

Professional drivers who transport passengers or goods now need a special certificate of qualification in addition to a commercial driving licence. The new certificate is required for the transport of passengers in coaches and minibuses (category D1 or D), as well as for the carriage of goods in HGVs (category C1 or C). Current holders of licences in these categories can obtain the certificate without having to pass an examination. After 1 September 2009, persons who submit an application for a corresponding learner's or driver's licence to the relevant road traffic authority will be required to pass the new comprehensive, more demanding theory and practical examinations. Professional drivers will from now on also have to periodically attend further education courses. The new certificate of qualification is valid for a period of five years. In order to renew it, holders are required to attend a refresher course held by a further education institution that is recognised and supervised by the relevant cantonal authorities. Details concerning the content and duration (35 hours within 5 years) of the courses will be specified in the ordinance governing the licensing of professional drivers.



MAKING SWITZERLAND'S ROADS SAFER

for this purpose it has developed a special programme called "Via sicura".

In 2008, 357 people were killed on Switzerland's roads, while almost 5,000 were seriously injured. These figures are lower versus the previous year, but the number of victims of road accidents is still too high. This means there is an urgent need for action, and the Federal Council has set itself the goal of significantly reducing the number of fatalities and serious injuries.

For this purpose a new road safety programme called "Via sicura" was prepared under the guidance of the Swiss Federal Roads Office. Around 80 representatives from traffic organisations, cantonal and municipal authorities, the economy and the political arena were involved in this process. "Via sicura" comprises 60 measures that are intended to bring about a marked improvement in the safety of our roads.

The aim is clear: our roads need to be constructed so that they are as safe as possible and should only be used by drivers who have received the necessary level of instruction and possess the full physical and mental capacity to drive a motor vehicle. To accomplish this, it will be necessary to influence the following aspects in particular:

- Road infrastructure: for example, measures to eliminate accident black spots, separation of lanes with the aid of barriers
- Behaviour of road users: for example, complete ban on alcohol for new and professional drivers, sensitisation campaigns, intensification of traffic controls
- Safety of road vehicles: for example, compulsory use of lights during the day

The "Via sicura" programme only focuses on those improvements that most effectively reduce the number of accidents. Road safety specialists have identified and selected those measures that indicate the most favourable cost/benefit ratio.

On average, one person is killed on Switzerland's roads each day, and thousands are seriously injured each year. The Swiss Federal Department of the Environment, Transport, Energy and Communications (DETEC) wants to make the country's roads safer for everyone, and

Costs and benefits

"Via sicura" will require public funding of up to 300 million Swiss francs per year. This amount will be largely offset through savings realised as the result of fewer accidents (injuries, material damage, court and police costs).

In November 2008 the Federal Council released the draft "Via sicura" programme for consultation. The draft contained three proposed financing options for consideration, each with different end effects. The consultation procedure was concluded on 15 March 2009, and is currently being evaluated. The selected measures are to be implemented as of 2013.



Pile-up on the A1 near Zurich



STRICT MEASURES TO IMPROVE THE LEVEL OF ROAD SAFETY

Changes in speed limits on Switzerland's roads

Built-up areas:

1959:	60 km/h (definitive)
1980:	50 km/h (trial)
1984:	50 km/h (definitive)
2002:	residential/pedestrian zones, 20 km/h (new) and simplified 30 km/h zones

Outside of built-up areas:

Prior to 1973:	no restriction
1973:	100 km/h (provisional)
1977:	100 km/h (definitive)
1985:	80 km/h (trial)
1989:	80 km/h (definitive), national referendum on 26 November 1989

Motorways:

Prior to 1973:	no restriction
1973:	100 km/h (temporary), due to oil crisis
1974:	130 km/h (provisional)
1977:	130 km/h (definitive)
1985:	120 km/h (trial)
1989:	120 km/h (definitive), national referendum on 26 November 1989

Compulsory use of seatbelts

1981:	compulsory in front seats of cars
1994:	compulsory in rear seats of cars
2006:	compulsory for all vehicles equipped with seatbelts

Compulsory use of helmet

1981:	motorcycles
1990:	mopeds and motor scooters
2006:	trikes and quads

Driving instruction

1991:	compulsory instruction in traffic regulations, comprehensive theory test
2005:	two-stage instruction and introduction of provisional licence for holders of a new driving licence
2009:	introduction of certificate of qualification for professional drivers, combined with more comprehensive and more demanding driving test and requirement of further education

Capacity to drive

2005:	reduction of maximum permitted blood alcohol level to 0.05 percent
2005:	zero tolerance for driving under the influence of drugs
2005:	more stringent administrative measures and cascade system for repeat offenders

Vehiclesafety

1971/72:	dual-circuit brakes for all motor vehicles
1978:	laminated safety glass for light motor vehicles
1994:	lateral protection for new heavy goods vehicles
1995:	ABS (anti-blocking system) for heavy motor vehicles
1995:	more stringent requirements on dangerous parts such as front guards, ornaments, etc.
1995:	rear undercarriage protection for heavy motor vehicles and their trailers
1996:	speed limiters for new heavy motor vehicles
1998:	retrofitting of heavy motor vehicles with speed limiters
2003:	requirement of additional rear-view mirrors for HGVs to reduce blind spots
2003:	requirement of fire extinguishers for HGVs
2003:	front undercarriage protection for HGVs
2005:	design of front of light motor vehicles for protection of pedestrians
2007:	regulations to protect occupants in the event of frontal and side-on collisions
2008:	prohibition of bench seats in new vehicles
2008:	speed restriction plates on the rear of slow vehicles, and outline markings for heavy goods vehicles
2008:	additional rear-view mirrors on heavy goods vehicles to reduce blind spots, and side-view mirrors for vehicles in which the driver's cabin is a long way back from the front extremity
2010:	requirement to install seat belts on existing bench seats
2010:	retroactive application of EU regulations governing front guards
2010:	obligation to retroactively fit safety belts on existing bench seats and children's seats

SLIGHTLY HIGHER NUMBER OF WITHDRAWN LICENCES IN 2008

The influence of medicaments or drugs fell considerably, while the number of licence withdrawals due to alcohol offences was only slightly lower.

	2007 No.	2008 No.	Change versus prior year
Measures involving motor vehicles			
Warnings to holders of a learner's licence	285	227	-20.3%
Warnings to holders of a driver's licence	48,464	47,543	-1.9%
Withdrawal of learner's licence	2,683	2,650	-1.2%
Withdrawal of driver's licence	72,051	74,326	3.1%
Refusal of learner's or driver's licence	3,578	3,187	-10.9%
Refusal to accept foreign driver's licence	17,468	17,359	-0.6%
Instruction in road use	3,273	3,305	0.9%
New driving test	1,459	1,717	17.6%
Examination by specialised psychologist	1,106	1,499	35.5%
Special requirements	3,042	3,183	4.6%

Reasons for withdrawal of driving licence Driving licences were withdrawn for the following (in some cases, accumulated) reasons:

	2007 No.	2008 No.	Change versus prior year
Speeding offences	31,678	33,238	4.9%
Drink driving (>= 0.08%)	19,133	18,902	-1.2%
Careless driving	7,907	8,506	7.5%
Failure to give way	3,689	3,755	1.7%
Failure to observe traffic signals	1,603	1,616	0.8%
Unlawful overtaking	1,869	1,837	-1.7%
Other driving errors	5,324	5,117	-3.8%
Alcohol addiction	1,059	1,102	4.0%
Influence of medicaments or drugs	2,049	1,877	-8.3%
Drug addiction	1,804	1,976	9.5%
Sickness or infirmity	2,552	2,555	0.1%
Other reasons	15,046	15,705	4.3%

Duration of withdrawal of driving licence

	2007 No.	2008 No.	Change versus prior year
1 month	28,468	29,774	4.5%
2 months	2,920	2,764	-5.3%
3 months	18,695	18,685	-0.0%
4 to 6 months	11,025	11,021	-0.0%
7 to 12 months	2,829	3,048	7.7%
More than 12 months	1,594	1,790	12.2%
Indefinite period	9,949	10,947	10.0%
Permanent withdrawal	30	32	6.6%

The ADMAS (Swiss Federal Roads Office administrative measures database) statistics for 2008 show that a slightly higher number of licences were withdrawn last year compared with 2007. The number of licences that had to be withdrawn due to driving under the

Age of persons penalised with administrative measures

	2007 No.	2008 No.	Change versus prior year
Under 20	3,533	3,348	-5.2%
20 to 24	13,866	13,870	0.0%
25 to 29	10,902	11,255	3.2%
30 to 34	8,353	8,603	2.9%
35 to 39	8,141	8,251	1.3%
40 to 49	14,755	15,476	4.8%
50 to 59	8,498	9,201	8.2%
60 to 69	4,209	4,563	8.4%
70 and over	3,253	3,494	7.4%

Reasons for refusal of learner's or driver's licence or withdrawal of learner's licence

	2007 No.	2008 No.	Change versus prior year
Driving unaccompanied	423	384	-9.2%
Driving error	1,747	1,848	5.7%
Drink driving	871	828	-4.9%
Driving without a licence	3,320	2,972	-10.4%
Failure to pass driving test	350	263	-24.8%
Driving despite withdrawal of licence	117	142	21.3%
Theft	518	561	8.3%
Sickness or infirmity	70	76	8.5%
Other reasons	1,228	1,241	1.0%

Reasons for warnings

	2007 No.	2008 No.	Change versus prior year
Speeding	35,716	36,729	2.8%
Careless driving	4,821	4,559	-5.4%
Failure to give way	3,140	2,901	-7.6%
Driving an unroadworthy vehicle	1,063	1,059	-0.3%
Failure to observe traffic signals	596	492	-17.4%
Unlawful overtaking	297	231	-22.2%
Other reasons	5,335	4,861	-8.8%
Drink driving (>= 0.05%–0.079%)	6,442	6,291	-2.3%

REGISTRATION OF NEW ROAD VEHICLES AND TECHNICAL DETAILS FOR NEW CARS (2000 TO 2008)

Registration of new road vehicles

Year	2000	2005	2006	2007	2008	Change 07/08 (%)
Total vehicles	417,942	356,688	369,802	387,895	395,907	2.1
Total motor vehicles	401,105	338,615	350,659	368,987	376,596	2.1
Passenger cars	314,482	260,682	269,748	283,972	287,971	1.4
Passenger vehicles	2,434	2,785	2,679	2,637	3,224	22.3
Goods vehicles	26,687	23,535	26,252	28,055	29,706	5.9
Agricultural vehicles	3,943	3,371	3,074	3,034	3,227	6.4
Industrial vehicles	2,747	3,012	3,241	3,351	3,694	10.2
Motorcycles	50,812	45,230	45,665	47,938	48,774	1.7
Total trailers	16,837	18,073	19,143	18,908	19,311	2.1

Source: Swiss Federal Roads Office FEDRO

New cars: technical details

Year	2000	2005	2006	2007	2008
Total	314,482	260,682	269,748	283,972	287,971
Drive					
All wheel	54,742	56,934	67,022	73,700	71,722
Rear wheel	34,635	21,719	19,840	21,929	22,288
Front wheel	225,105	181,967	182,835	188,297	193,942
Other		62	51	46	19
Gear mechanism					
Automatic	81,916	74,872	73,889	73,703	69,641
Manual	232,566	185,081	193,841	204,336	209,896
Hydrostatic		46	39	56	34
Other		683	1,979	5,877	8,400
Style					
Sedan	227,171	192,290	197,913	202,321	200,399
Station wagon	75,673	57,750	60,602	68,861	76,502
Convertible	11,638	10,642	11,233	12,790	11,070
Fuel					
Petrol	285,407	185,120	185,807	185,055	189,151
Hybrid			1,271	3,220	3,091
Diesel	28,983	74,114	80,857	92,333	93,366
Other (gas)	92	1,448	1,813	3,364	2,363
Average capacity (cc)					
less than 1,000	12,413	5,047	8,015	9,503	10,160
1,000 – 1,399	53,275	44,933	46,635	49,584	60,689
1,400 – 1,799	85,039	60,494	58,533	65,298	69,945
1,800 – 1,999	86,388	81,026	82,328	88,486	84,019
2,000 – 2,499	36,459	30,053	30,287	26,609	24,010
2,500 – 2,999	22,535	21,282	24,216	25,339	23,804
3,000 and more	18,309	17,834	19,725	19,134	15,320
Electric	64	13	9	19	24

Source: Swiss Federal Statistical Office SFO



INVENTORY OF VEHICLES IN SWITZERLAND

	Motor vehicles							Trailers
	Total motor vehicles	Cars	Passenger transport vehicles	Goods transport vehicles	Agricultural vehicles	Industrial vehicles	Motor-cycles	
Total	5,245,145	3,989,811	48,536	326,232	188,218	55,808	636,540	356,582
Lake Geneva region	972,014	754,417	9,475	55,229	23,938	9,031	119,924	54,691
Vaud	456,545	361,110	4,652	24,911	13,707	3,697	48,468	25,399
Valais	230,172	175,605	2,266	14,883	8,711	3,718	24,989	21,144
Geneva	285,297	217,702	2,557	15,435	1,520	1,616	46,467	8,148
Central plateau	1,208,787	896,693	12,269	74,494	61,729	13,991	149,611	99,439
Bern	681,496	487,023	7,699	44,357	40,088	9,073	93,256	59,719
Fribourg	189,999	147,724	1,322	11,150	9,683	1,663	18,457	15,805
Solothurn	176,520	135,941	1,448	10,683	5,203	1,590	21,655	11,845
Neuchâtel	110,628	88,117	1,362	5,490	3,158	1,043	11,458	6,612
Jura	50,144	37,888	438	2,814	3,597	622	4,785	5,458
Northwest Switzerland	683,106	528,810	5,489	45,492	16,954	5,525	80,836	45,574
Basel-Stadt	83,478	65,319	681	7,682	173	662	8,961	4,312
Basel-Landschaft	174,910	136,417	1,265	11,127	3,710	1,362	21,029	10,124
Aargau	424,718	327,074	3,543	26,683	13,071	3,501	50,846	31,138
Zurich	843,134	665,751	7,772	51,925	15,627	8,089	93,970	42,161
Eastern Switzerland	760,441	561,657	7,042	49,181	41,573	11,503	89,485	67,468
Glarus	25,535	18,965	215	1,798	1,396	529	2,632	2,565
Schaffhausen	53,609	39,711	561	3,268	2,759	609	6,701	5,118
Appenzell A. Rh.	37,724	27,631	321	1,859	2,346	513	5,054	3,190
Appenzell I. Rh.	11,216	7,731	68	671	1,125	201	1,420	1,046
St. Gall	309,787	232,637	2,778	19,624	14,067	3,937	36,744	24,106
Grisons	137,001	97,940	1,513	10,151	9,702	3,393	14,302	14,656
Thurgau	185,569	137,042	1,586	11,810	10,178	2,321	22,632	16,787
Central Switzerland	510,546	382,235	4,465	31,849	24,676	5,362	61,959	36,071
Lucerne	243,692	178,789	2,153	15,665	13,364	2,215	31,506	18,046
Uri	22,393	16,331	240	1,274	1,206	430	2,912	2,095
Schwyz	107,815	81,805	826	6,516	5,007	1,291	12,370	7,268
Obwalden	25,488	17,932	256	1,651	1,954	397	3,298	2,657
Nidwalden	29,674	22,415	254	1,442	1,289	289	3,985	1,816
Zug	81,484	64,963	736	5,301	1,856	740	7,888	4,189
Ticino	266,785	200,122	2,020	17,998	3,711	2,185	40,749	11,059
Federal government	332	126	4	64	10	122	6	119

Swiss Federal Statistical Office,
road vehicles



NUMBER OF CARS PER CAPITA IN EUROPE / SWITZERLAND

In statistical terms, there is one car for almost every two people in Switzerland. This means that Switzerland is among the leading countries in Europe as far as number of cars per capita is concerned. But there are also differences within Switzerland: Ticino has by far the highest density of cars per capita, while north-west Switzerland has the lowest. In the Lake Geneva region, the degree of motorisation has been declining since 2004, contrary to the trend for Switzerland as a whole.

Cars per 1,000 inhabitants		2004	1990
1	Liechtenstein	692	594
2	Luxembourg	659	477
3	Iceland	599	468
4	Italy	581	483
5	Portugal	572	258
6	Germany	546	445
7	Malta	525	298
8	Switzerland	519*	442
9	Austria	501	388
10	France	491	414
11	Belgium	467	387
12	UK	463	359
13	Sweden	456	419
14	Slovenia	456	289
15	Spain	454	309
16	Finland	448	388
17	Cyprus	448	304
18	Netherlands	429	367
19	Norway	429	380
20	Ireland	385	226
21	Lithuania	384	133
22	Czech Republic	373	234
23	Denmark	354	309
24	Estonia	350	154
25	Greece	348	170
26	Poland	314	138
27	Lapland	297	106
28	Hungary	280	187
29	Slovakia	222	166

*Status 2007
Source: Eurostat/Swiss Federal Statistical Office

Cars per 1,000 inhabitants in Switzerland and its main regions

	2000	2001	2002	2003	2004	2005	2006	2007
Switzerland	492	498	504	507	511	515	516	519
Ticino	592	598	601	595	598	600	602	607
Lake Geneva region	528	534	537	537	538	536	531	530
Central Switzerland	486	495	503	507	513	517	513	522
Central plateau	476	484	492	497	502	505	512	514
Eastern Switzerland	469	476	486	492	505	502	508	512
Zurich	483	488	491	490	495	504	504	510
Northwest Switzerland	474	480	486	492	496	500	501	503



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SG Road Traffic and Water Transport Office, Canton of St Gallen
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tg.ch

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www.ti.ch/circolazione

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ZG Road Traffic Department, Canton of Zug
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Swiss traffic management centre (VMZ-CH)

Swiss Federal Roads Office (FEDRO)
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