

trasse.ch

trasse schweiz ag

sillon suisse sa

traccia svizzera sa

swiss train paths ltd

# Annual Report 2009

Trasse Schweiz AG



### Allocation of train paths during 2008 & 2009 for the following year's timetable

	2009	2008
<b>Number of applicants</b>	<b>18</b>	<b>19</b>
<b>Train path applications formally rejected</b>	<b>0</b>	<b>0</b>
<b>Total train paths allocated</b>	<b>12 818</b>	<b>12 685</b>
of which for passenger traffic	79%	77%
of which for freight traffic	21%	23%
<b>Number of train path conflicts considered</b>	<b>103</b>	<b>127</b>
of which resolved by agreement in conflict resolution meetings	89	88
of which duplicate applications	5	11
of which resolved by path coordination at frontier stations	9	26
of which the train path application was refused	0	2
<b>Sections of line declared as congested</b>	<b>0</b>	<b>0</b>

### Allocation of ad-hoc train paths in the current timetable

	2009	2008
<b>Number of applicants</b>	<b>29</b>	<b>29</b>
of which charter traffic and railway undertakings with historic rolling stock	13	12
<b>Short term conflicts considered (&gt;48h before train runs)</b>	<b>0</b>	<b>1</b>
of which resolved by agreement	-	1
of which refused by trasse.ch	-	0
<b>Very short term conflicts considered (&lt;48h before train runs)</b>	<b>0</b>	<b>12</b>
of which resolved by agreement	-	11
of which justifiably refused by the infrastructure manager	-	1
of which unjustifiably refused by the infrastructure manager	-	0
<b>Cases submitted to trasse.ch by infrastructure managers for issues to be clarified</b>	<b>1</b>	<b>2</b>

### Non-discriminatory creation of the timetable: studies into the feasibility of intended applications

	2009	2008
<b>Number of feasibility studies overseen or checked subsequently</b>	<b>11</b>	<b>16</b>
Number of times trasse.ch intervened	3	4

### Personnel

	31.12.2009	31.12.2008
<b>Number of members of staff</b>	<b>11</b>	<b>11</b>
of whom temporarily seconded to RailNetEurope	1	1
<b>Equivalent in full-time posts</b>	<b>10.6</b>	<b>10.6</b>

Trasse Schweiz AG (trasse.ch) can look back on an eventful year. Resolution of the conflicts between the various applications for train paths for the 2010 timetable took more time and effort than in previous years despite, or perhaps even because, of the economic crisis. The number of applications received for freight train paths for the 2010 timetable declined by about 10 per cent compared with the previous year. However, because of increased cost and competitive pressure, railway undertakings concentrated their applications on the most attractive time-windows and in the meetings to resolve conflicts clung to their original applications rather longer. Nevertheless, with the help of the infrastructure managers, we were able to resolve all the conflicts by finding alternative train paths which were acceptable to the railway undertakings. No applications for train paths had to be refused.

Two further events marked 2009 in particular. Firstly, trasse.ch's continuous quality improvement regime meant that trasse.ch could be certified in accordance with ISO standard 9001:2008, thus marking a significant step forward, and secondly the consultative process on the second stage of the railways reform 2 helped to clarify trasse.ch's future.

trasse.ch's objective is to make attractive train paths available impartially to railway undertakings and to guide each individual railway undertaking through the train path application process as a function of its needs. True to the motto "good is not good enough", we set up a quality management system right from the start of operations. As part of this system, we have considered the requirements of and evaluated the level of satisfaction of both railway undertakings and infrastructure managers by means of detailed regular feedback sessions and workshops. This has allowed us to develop joint action plans for improvement. By certifying us in July 2009 in accordance with ISO standard 9001:2008, the SGS Service Générale de Surveillance SA confirmed our comprehensive quality management system. We interpret this recognition firstly as an acknowledgement of our efforts to achieve a higher quality of service and secondly as an incentive to continue to pursue the continuous improvement process with our customers and business partners.

In the consultation process on the second part of the railways reform 2 package carried out in the third quarter of 2009, the Federal Council recognised the contribution made by trasse.ch towards making the use of the rail networks of SBB, BLS and the SOB efficient, impartial and appropriate to requirements. We took note that the Federal Council intends to allocate the tasks of the future path allocation body in accordance with EU law to trasse.ch and that it sees us as a reliable partner for this task.



Prof. Dr Ulrich Zimmerli  
Chairman of the Board



Dr Thomas Isenmann  
Managing Director

### **Successful allocation of train paths – all train path conflicts resolved amicably**

A total of 12 818 train paths for the 2010 annual timetable were allocated to eighteen applicants on 21 August 2009. Whilst demand for paths for passenger trains increased by 4.5%, demand for freight train paths fell by 10% as a function of economic circumstances. The quality of applications for train paths was very high. trasse.ch did not have to return any applications at all for rectification of missing or illogical details. Without doubt this was also in part due to the preparatory meetings which are always held with applicants in the first quarter of the year.

Applications made before the closing date of 14 April gave rise to 103 conflicts. Fourteen of those related to duplicate applications or disappeared in the course of detailed liaison with the allocation bodies of other countries. For the other eighty-nine conflicts, together with the railway undertakings and infrastructure managers in question we looked for alternatives which would meet requirements and would allow all the trains to be run. This coordination process proved to be more difficult than in previous years. Cost pressures arising from the economic crisis caused the railway undertakings to cling to their original applications rather longer. However, thanks to the constructive cooperation of all the participants, we succeeded in finding broadly acceptable alternatives for all the conflicts.

Ad-hoc train paths requested during the timetable period itself in 2009 were allocated without problem. Because economic conditions had reduced the demand for freight train paths, sufficient capacity still remained.

A proposal to close sections of line once each week for the whole year as a precaution to allow ETCS tests was studied in detail. Whilst the extent of the tests was not then known, the railway undertakings in question would be asked to take potentially expensive diversionary routes for the whole year. In this case, trasse.ch decided in favour of the railway undertakings and instructed the infrastructure manager to path the trains via the route requested. If there is a need to divert trains during the year, the procedures laid down for ad-hoc changes will be followed. Whilst this procedure increases the infrastructure managers working expenses slightly, it minimises railway undertakings' additional costs for diversions.

### **Freedom from discrimination guaranteed for the whole of the application process**

The feasibility studies which take place before applying for train paths are an important means of making the application process efficient. In this way, railway undertakings let the infrastructure managers' timetable experts assess the feasibility of their plans; this is particularly valuable for new or considerably changed service concepts. The feasibility studies thus allow railway undertakings to submit pre-assessed applications and that in turn relieves the train path allocation process.

In order to ensure the timetable is drawn up without discrimination, trasse.ch supervises implementation-critical feasibility studies. trasse.ch ensures that intended applications are not incorrectly declared as unfeasible and that where there would be difficulties in providing the train path requested the infrastructure manager suggests acceptable alternatives. trasse.ch supervised a total of eleven studies in 2009. Of those, nine were presented by applicants and two by infrastructure managers. There was no evidence of intentional discrimination. Nevertheless, trasse.ch intervened in two cases because of an incomplete presentation of alternatives and in one case because it was noted that statutory regulations were being applied incorrectly. As before, the lack of complete oversight over the feasibility studies in hand made focussed supervision more difficult.

### **Train path catalogues – a valued aid for applying for North – South freight train paths**

Each year, the infrastructure managers draw up train path catalogues for freight trains over the North-South axis. The train paths shown in the catalogues are designed to make best use of capacity. They take account of railway undertakings' plans and the options which the infrastructure allows.

Undertakings operating freight trains may also make applications which deviate from the catalogue but they value the train path catalogue greatly and apply almost exclusively for paths from it.

In order to ensure that the timetable is drawn up without discrimination, trasse.ch checks that the train path catalogue comprehensively reflects the capacity available and does not contain any discriminatory limitations on use. Amendments are requested as a function of the results of the investigation. However, the train path catalogue drawn up by the infrastructure managers required no material changes so that we were able to publish it, on time, on 12 January 2009.

Every two months trasse.ch publishes details of the capacity remaining in the current timetable i.e. paths from the catalogue which are still unused. This makes it easier for railway undertakings to apply for ad-hoc train paths in the current timetable and leads to a significant increase in the efficiency of the ad-hoc train path allocation process.

#### **Successful introduction of the new user-friendly tool for making applications**

Electronic tools are available to help railway undertakings apply for train paths. The previous tools which differed by traffic type and the purpose of the application no longer met modern standards for user friendliness. Parallel with the new timetable tool, the SBB therefore developed a new comprehensive tool for all applications: NeTS-AVIS. trasse.ch supported the programming work, concentrating in particular on the requirements of applicants for train paths.

All the late applications for train paths in the 2010 timetable (i.e. made after 15 August 2009) together with those made from December 2009 onwards for regular traffic in the current timetable have therefore been made using NeTS-AVIS. In the run-up to the introduction of the tool, trasse.ch was very much involved with the system tests and in preparing for and providing user training.

Experience so far with NeTS-AVIS has been consistently positive. trasse.ch is therefore working actively to make NeTS-AVIS available for use as soon as possible for all planning horizons. Our part in this process is to evaluate the problems that arise in practice, to consider applicants' requirements and to input these to the project team. We will also focus our attention on refresher courses for users and on supporting applicants in the use of the tool.

#### **International coordination and the harmonisation of process**

About 60% of the freight carried by rail in Switzerland crosses at least one frontier. Harmonised timetable and path application processes are important to make rail attractive. trasse.ch is therefore actively committed to RailNetEurope (RNE), the association of European infrastructure managers and train path allocation bodies. trasse.ch staff took part in two General Assemblies and fourteen meetings of working groups. One staff member has been seconded to the RNE General Secretariat in Vienna since 2008 as Timetabling Manager. In 2009, he was the leader of a working group to develop processes to implement European Directives on interoperability (TAF/TSI) and for the use of Pathfinder (web application for harmonising and applying for international train paths) in the current timetable.

#### **Continuous improvement of the train path allocation process**

trasse.ch regularly holds feedback meetings with applicants for train paths and subjects the work done jointly with infrastructure managers to analysis. Train path applicants evaluate the performance of trasse.ch as "good" to "very good". This gratifying feedback is inter alia the result of a staff development initiative continued through into 2009. Building on the suggestions of applicants for train paths, thirty-one action points are currently being progressed in the five areas of activity: tools for applications, applications for international train paths, resolution of conflicts, ancillary services and customer support.

## Balance sheet on 31 December

	2009	2008
	CHF	CHF
<b>Current assets</b>		
Liquid assets	537 345	402 101
Receivables from sales and services	0	0
Other receivables	383	4 160
Items paid in advance	32 527	16 262
<b>Total current assets</b>	<b>570 255</b>	<b>422 523</b>
<b>Fixed assets</b>		
Furniture and equipment	1	1
Office machines, IT installations	1	1
<b>Total fixed assets</b>	<b>2</b>	<b>2</b>
<b>Total assets</b>	<b>570 257</b>	<b>422 525</b>
<b>Liabilities</b>		
<b>Current liabilities</b>		
Creditors arising from purchases and services		
from third parties	67 434	39 180
from shareholders	0	0
Finance liabilities	0	0
Items received in advance	52 668	36 172
Provisions	46 261	23 507
<b>Fixed liabilities</b>		
Other liabilities	0	0
Provisions	0	0
<b>Total liabilities</b>	<b>166 363</b>	<b>98 859</b>
<b>Capital</b>		
Share capital	100 000	100 000
Statutory general reserves	50 000	50 000
Other reserves	150 000	200 000
Profit/loss from the profit and loss account		
Brought forward from the previous year	23 666	84 989
Profit/loss for the year	80 228	-111 323
<b>Total capital</b>	<b>403 894</b>	<b>323 666</b>
<b>Total liabilities</b>	<b>570 257</b>	<b>422 525</b>

## Profit and loss account

	2009	2008
	CHF	CHF
<b>Operating income</b>		
Fees for services SBB	1 898 871	1 635 173
Fees for services BLS	156 085	134 096
Fees for services SOB	41 044	35 856
Other income	165 877	81 773
<b>Total operating income</b>	<b>2 261 877</b>	<b>1 886 898</b>
<b>Operating expenses</b>		
Staff expenses: salaries and social security	1 802 560	1 673 089
Other staff expenses	146 249	96 348
Accommodation expenses	68 737	68 577
Maintenance and repairs	1 256	4 853
Property insurance	1 244	1 499
Power and waste disposal	1 503	2 923
Administrative expenses	38 909	39 849
IT expenses	71 235	87 684
Costs of representation	2 197	3 663
Other operating expenses	46 351	30 028
Depreciation	0	0
<b>Total operating expenses</b>	<b>2 180 241</b>	<b>2 008 513</b>
<b>Operating results before interest and taxes</b>	<b>81 636</b>	<b>-121 615</b>
Financial income	-1 408	10 292
Taxes	0	0
Exceptional income	0	0
<b>Profit/loss for the year</b>	<b>80 228</b>	<b>-111 323</b>

## Notes to the annual accounts

**Amount for which the tangible assets are insured against fire**      250 000      250 000

### Risk evaluation

trasse.ch has set up a risk management process. The Board and the senior management have made an initial analysis of the strategic and operational risk and taken appropriate action.

### Other information

trasse.ch withdrew from its contract to link into the SBB pension fund on 31 December 2010. Potential future financial effects of this change cannot yet be calculated.

### Financial results

trasse.ch closed the 2009 financial year with a profit of CHF 80 228 as a result of significantly lower expenditure.

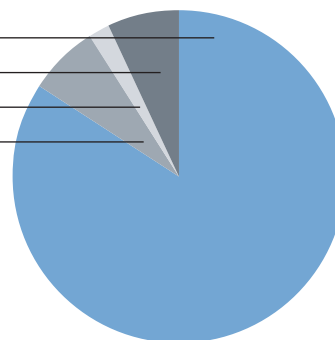
### Operating income

**Income:** The fees demanded from infrastructure managers cover the expenses planned and agreed in the budget by the Board. When comparing them to the previous year, it should be noted that infrastructure managers were released from an eighth of their fee in 2008 as a one-off measure to redress the balance sheet. If this effect is disregarded, the fees paid by infrastructure managers rose by 1.6% compared with the previous year.

The **other income** comes from special services for third parties and from income from the loan of staff members, in particular the staff member seconded to RailNetEurope.

The **financial income** came from interest on credit balances in the current account, but these were more than offset by currency losses (fall in the value of the euro).

SBB	1 898 871	84%
BLS	156 085	7%
SOB	41 044	2%
other	165 877	7%
financial income	- 1 408	0%



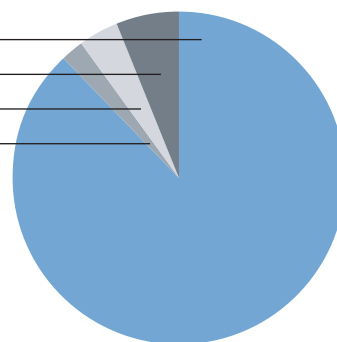
### Operating expenses

**Staff expenses** turned out to be just less than 8% higher than in 2008. This difference is due to the figure for the previous year being exceptionally low because of a vacancy and daily allowances.

**Other staff expenses** increased by about 50% compared to the preceding year. This was due to higher training costs as well as higher incidental salary expenses linked to the secondment of a staff member.

The expenses under the **other expenses** headings were at a similar level to the previous year. Individual changes were within normal levels of variance. Larger savings in **IT expenses** (systems, licences, and maintenance) came from optimisation of licences and are to be contrasted with higher costs for fees in **other operating expenses** (team development, publications, reserves).

Staff expenses	1 948 809	89%
Other operating expenses	121 288	6%
IT expenses	71 235	3%
Administrative expenses	38 909	2%
Depreciation	0	0%



#### Depreciation

Because the fixed assets were written down to CHF 2 in the year trasse.ch was founded, no provision for depreciation was made in 2009.

#### Taxes

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

## The Board's proposal to the General Assembly for the use of the profit for the year

	2009 CHF	2008 CHF
<b>Build up of the balance:</b>		
Balance brought forward	23 666	84 989
Profit/loss for the year	80 228	-111 323
<b>Total available to the General Assembly</b>	<b>103 894</b>	<b>-26 334</b>
<b>Proposed use:</b>		
Transfer to the statutory general reserves	0	0
Transfer to/liquidation of other reserves	0	-50 000
Balance carried forward	103 894	23 666
<b>Total profit allocated</b>	<b>103 894</b>	<b>-26 334</b>

As auditors, we have examined the bookkeeping and the annual accounts (balance sheet, profit and loss statement and notes) of Trasse Schweiz AG for the year ending 31 December 2009.

The Board of Directors is responsible for the annual accounts; our task is to audit them. We confirm that we satisfy the statutory requirements regarding 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 principally includes examination and analytical audit procedures together with detail auditing, appropriate to the circumstances, of documents supplied by the undertaking being audited. On the other hand, audit of the operating procedures and the internal control systems together with examination and further audit procedures to detect fraudulent transactions and other illegal activity does not form part of this audit.

In our audit we did not come across facts which 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 statutory law or the statutes.

Bern, 4 February 2010 gr

Dr Röthlisberger AG

Ueli Ochsenbein  
Chartered Auditor

Peter Graf  
Chartered Auditor  
(Senior Auditor)

**Board of Directors**

Chairman: Prof. Dr Ulrich Zimmerli  
 Members: Bruno Baumgartner, Director, Central Services SOB  
 Walter Flühmann, Director, Operations, BLS Netz AG  
 Markus Geyer, Director, Major Projects, SBB Infrastruktur  
 Alexander Stüssi, Director, Legal and Resources, VöV

**Auditors**

Dr Röthlisberger AG, Bern

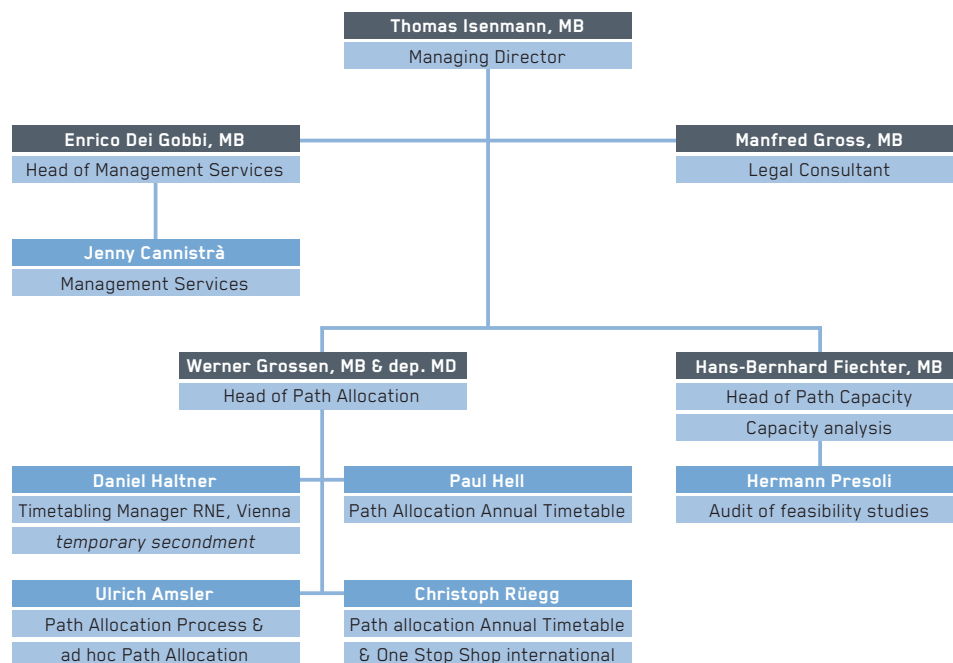
**Management Board**

Managing Director: Dr Thomas Isenmann  
 Members: Enrico Dei Gobbi  
 Hans-Bernhard Fiechter  
 Manfred Gross (advisory)  
 Werner Grossen

**Shareholders**

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

**Organisation**



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