Report on the activities 2025

Rail Transport Commission RailCom

Schweizerische Eidgenossenschaft
Confédération suisse
Confederazione Svizzera
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Kommission für den Eisenbahnverkehr RailCom
Commission des chemins de fer RailCom
Commissione del trasporto ferroviario ComFerr
Rail Transport Commission RailCom

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Foreword by the Chair

Dear Reader

At the beginning of the 2025 reporting year, RailCom chair Patrizia Danioth Halter reached her maximum twelve-year term of office, and I was given the opportunity to take over the position after just one year as a member of RailCom. Between 2013 to 2024, RailCom developed considerably and was strongly influenced by Patrizia and her prudent and forward-looking leadership. I am delighted to be building on her work as her successor, continuing the fruitful work backed by the Commission and the specialist secretariat.

2025 was a year of groundbreaking developments for the railway industry, particularly for freight transport. Among other things, the Federal Council decided on the next steps for infrastructure expansion under the Transport '45 programme; the Goods Carriage Act was totally revised, introducing far-reaching measures to strengthen freight transport; the North Sea-Rhine-Mediterranean (NSRM) rail freight corridor was established; and the EU reached a trilogue political agreement on the Rail Capacity Regulation. While passenger transport use – measured in passenger kilometres – continued to grow as in the previous year, freight transport use declined once again (see p. 12). A number of the intermodal freight terminals co-financed by the federal government ceased operations at the end of 2025 (see p. 18). Some of these developments are directly relevant to our regulatory activities, while others affect the railway system as a whole and thus have an indirect impact on our work.

Monitoring the railway market to ensure the non-discriminatory treatment of all parties involved and the development of competition is a central component of our statutory mandate.

In this report, we show how we proactively approached the industry on a range of issues in 2025 to promote a competitive Swiss railway system in our role as an independent extra-parliamentary commission. We also report on a case in which a railway undertaking (RU) lodged an appeal with RailCom as its application for train paths in the annual timetable had only been partially approved by the Swiss Capacity Allocation Body TVS. We concluded that all procedures had been carried out lawfully. The appeal was therefore dismissed (see p. 6). Such clarifications can help to further improve the system, enabling greater transparency and planning security, and consolidating legal interpretation.

Transparency is also crucial in the area of infrastructure data. A significant amount of data is already being generated and processed in the railway sector. Better access to infrastructure data can increase the efficiency, safety and innovation of the railway system while also helping to ensure non-discriminatory access to the network. At our 2025 symposium, we, as an independent authority, brought together the various perspectives of the industry, promoted dialogue and launched the first use cases (see p. 15).

We see ourselves as a catalyst for the gradual, practical expansion of open data and restricted data. Under the planned federal mobility data infrastructure (MODI) programme we are taking on the transport infrastructure use case with a focus on railways. We will continue to be involved in this issue going forward.

I would like to take this opportunity to thank everyone who worked with us during the reporting year: the commission members, the specialist secretariat staff and numerous experts from across the railway industry, associations, research and other players. Together, we are committed to ensuring non-discriminatory access to the railway network, to intermodal freight terminals and to last-mile services.

Dr. Barbara Furrer
Chair

Management Summary

Die RailCom

As an independent extra-parliamentary commission with decision-making powers, RailCom ensures non-discriminatory access to:

- the rail network,
- intermodal freight terminals and sidings[1] co-financed by the Confederation and
- last-mile rail freight services (i.e. rail services in freight transport between railway infrastructure and sidings or intermodal freight terminals).

RailCom also monitors whether system tasks are performed in a non-discriminatory manner and whether participatory rights are respected by infrastructure managers in short- and medium-term investment planning.

RailCom operates in three areas:

- As an independent authority with decision-making powers, it rules on claims and appeals brought by railway undertakings and other transport companies.
- As a regulatory authority, it conducts ex officio investigations and takes measures to ensure non-discrimination. To this end, it carries out market monitoring and market surveillance activities.
- RailCom cooperates with other regulatory authorities at international level, in particular on rail freight corridors.

[1] As of 1 January 2026, new provisions will come into force as a result of the total revision of the Goods Carriage Act (GCarA) and Ordinance (GCarO) (see p. 7).

Activities in 2025

RailCom issued two rulings during the reporting year:

- On 14 February 2025, following an ex officio investigation, it issued a legally binding ruling determining that an operator of an intermodal freight terminal co-financed by the federal government had failed to comply with the requirement of non-discriminatory access as a result of its discount system (see p. 6).
- On 24 October 2025 it issued a legally binding ruling dismissing a railway undertaking's appeal against a decision by the TVS (see p. 6).

In addition, RailCom dealt with two further cases in 2025 – one concerning access to intermodal freight terminals and the other concerning the additional service 'Shunting in marshalling yards' (see p. 7). In both cases, a decision by the appeal authorities (Federal Administrative Court and Federal Supreme Court, respectively) is pending.

RailCom decision of 14 February 2025

RailCom decision of 24 October 2025

In addition to the annually recurring tasks, in **market monitoring** and in international cooperation the focus was as follows:

- RailCom continued its accompanying supervision of the Traffic Management System (TMS). In on-site visits, it obtained an insight into the use of various tools for automated capacity planning and control, and into possible options for the future use of artificial intelligence (see p. 9).
- RailCom engaged in accompanying supervision of the ETCS system task (see p. 10);
- RailCom collaborated with the Swedish regulator on a monitoring report on European rail freight corridors (see p. 15).

At its annual **symposium**, RailCom addressed the issue of access to infrastructure data in the railway sector, illustrated by specific use cases (see p. 15). RailCom also organised a roundtable with freight transport RUs to discuss current issues relating to network access (in particular the additional service 'stabling'), participation and open data/MODI.

As part of its **market surveillance** activities, RailCom analysed the key figures on national transport use (see p. 12).

Legal aspects

Proceedings

RailCom concluded the following two proceedings in 2025:

- **Ex officio investigation concerning prices and discounts for intermodal freight terminals:** On 14 February 2025, following an ex officio investigation, RailCom issued a legally binding ruling determining that the owner-operator of an intermodal freight terminal had failed to comply with the requirement of non-discriminatory access as a result of its published discount system. As the owner-operator of the terminal had abolished the discount system before the investigation was completed, RailCom did not order any measures to remove the discrimination. RailCom also refrained from imposing an administrative penalty as this was considered disproportional. The owner-operator of the intermodal freight terminal was required to pay the procedural costs. In its decision of 10 April 2024, the Federal Administrative Court had previously stated that the owner-operator was legally required to cooperate in establishing the facts of the case and to provide RailCom with the documents necessary for its oversight activities.
- **Appeal regarding the allocation of train paths for the 2025 annual timetable:** In 2024, a passenger railway undertaking appealed to RailCom against a ruling by the Swiss Capacity Allocation Body (TVS) on train path allocation for 2025. The RU challenged TVS's partial refusal of its application for train paths. TVS had instead allocated the train paths in question to another company, which intended to use them for freight services. In its decision on the allocation of existing residual capacity, RailCom took into account the legislator's intention that freight train paths be used flexibly in terms of speed and time slots, as well as that the corresponding train paths for passenger transport should only be shown indicatively in the network usage plan. RailCom interpreted the network usage plan in light of the specifications of the network usage concept. It concluded that the partial allocation of train paths by TVS had been carried out lawfully and dismissed the appeal in its legally binding ruling of 24 October 2025.

RailCom decision of 14 February 2025

Federal Administrative Court judgment of 10 April 2024

RailCom decision of 24 October 2025

RailCom was concerned with two further cases at the end of 2025:

- **Oversight proceedings concerning access to intermodal freight terminals:** At the end of 2024, the operator of an intermodal freight terminal co-financed by the federal government lodged an appeal with the Federal Administrative Court against a RailCom ruling concerning the oversight of access to the terminal. The appeal was pending before the Federal Administrative Court at the end of 2025.
- **Ex officio investigation concerning additional service 'Shunting in marshalling yards':** In 2023 RailCom opened an ex officio investigation against an infrastructure manager (IM) re-garding discrimination in network access relating to the additional service 'Shunting in mar-shalling yards'. The IM lodged an appeal with the Federal Administrative Court against the launch of the investigation. In its judgment of 4 July 2025, the Federal Administrative Court dismissed the IM's appeal, whereupon the IM referred the decision to the Federal Supreme Court. The latter's decision regarding RailCom's jurisdiction was still pending at the end of 2025.

Federal Administrative Court judgment of 4 July 2025

Legal investigations

A foreign provider of night train services in Europe approached RailCom and other authorities in 2025 because it is planning to introduce a new service through Switzerland. RailCom informed the provider that it could not offer any advice on this matter and explained that it could be called upon as an appeal authority in the case of the TVS issuing a contestable decision.

Total revision of Goods Carriage Act and Ordinance

In the spring session of 2025, Parliament passed the totally revised Goods Carriage Act (GCarA). In November, the Federal Council adopted the revised Goods Carriage Ordinance (GCarO), to come into force on 1 January 2026. RailCom contributed to these revisions in various ways and submitted written statements. The main amendments to the law relating to RailCom's area of responsibility are as follows:

- RailCom is now responsible for oversight of non-discriminatory access to port infrastructure (see p. 10).
- It is envisaged that non-discriminatory access to sidings will only have to be granted if they belong to an intermodal freight terminal co-financed by the federal government or to port infrastructure for freight transport on the Rhine.
- The Federal Office of Transport (FOT) – and no longer the IM – now sets the prices for the additional services 'Route-setting for shunting runs' and 'Shunting in marshalling yards' (see p. 8, section on 'Route-setting for shunting runs').

Market monitoring

General

As part of its market monitoring activities, RailCom systematically checks whether there is any potential for discrimination in its area of responsibility. It monitors the three main areas annually:

- the network access conditions that apply to the timetable period,
- train path allocation in the annual timetable,
- access to subsidised intermodal freight terminals.

RailCom also deals with a changing list of key topics each year.

Network access

Network access conditions

RailCom reviewed the network statements and service catalogues for the 2025 and 2026 timetable periods. In the 2026 service catalogue, the IMs of SBB, BLS and SOB have increased the prices of four additional services. RailCom was in dialogue with SBB Infrastructure regarding the reasons for these price increases and how they were calculated.

Train path allocation in 2026 annual timetable

In the train path allocation process for the 2026 annual timetable, the TVS resolved all disputes by mutual agreement without a bidding procedure. RailCom received no reports and found no indications of discrimination, which would have required intervention.

Network access to Hafenbahnen Schweiz AG facilities

In 2024, RailCom analysed access to and use of the infrastructure of Hafenbahn Schweiz AG (HBSAG). In 2025, it supported HBSAG in implementing the agreed measures. The aim was to revise the designations, the estimated charges and the billing methods for additional services. In the 2027 annual timetable, there will be price adjustments for the additional service ‘Stabling of railway vehicles’. Discussions with HBSAG will continue in 2026.

Additional service ‘Route-setting for shunting runs’

RailCom has been in dialogue with SBB Infrastructure for several years to ensure uniform and fairer billing for the additional service ‘Route-setting for shunting runs’. As a result, adjusted and standardised methods to calculate invoicing levels for passenger and freight shunting have been applied since the 2024 timetable period.

With the revised GCarO coming into force in 2026, the framework conditions in this area have changed. Previously, the IM was responsible for setting prices for shunting movements on open track and in marshalling yards as part of its independent role in the Swiss rail system. Now, the FOT is responsible for setting prices for these services in freight transport (Art. 22 para. 2 let. b Rail Network Access Ordinance, additional service ‘Route-setting for shunting runs’). Similarly, the FOT now also sets the prices for the additional service ‘Shunting in marshalling yards’ (Art. 22 para. 2 let. c RailNAO). These amendments to the ordinance should be viewed in the context of the federal government awarding SBB Cargo the service mandate for single wagonload transport for the years 2026 to 2029.

Additional service ‘Stabling of railway vehicles’

For several years, RailCom has been supporting IMs in implementing measures to minimise the risk of discrimination in the management of stabling capacity. As in previous years, in 2025 RailCom was in contact with SBB Infrastructure in this regard. In 2025, the focus was on how to better respond to the needs of RUs with regard to stabling requirements during the year. The RUs had raised this issue with RailCom on several occasions. RailCom will continue to address this issue in 2026.

Evaluation of network usage concept and plan

In 2024, the FOT carried out an evaluation of two planning instruments, the network usage concept (NUC) and the network usage plan (NUP). During this evaluation, RailCom was given the opportunity to give its opinion, and focused its feedback on the issue of governance. In subsequent discussions between the two authorities, the FOT shared the concerns and positions raised by RailCom and announced measures that may be taken in response.

Revision of track access charges

The FOT invited RailCom, along with other authorities, to comment on a policy decision on the revision of the track access charging system (TPS 2029). RailCom took the opportunity to highlight aspects of non-discrimination. RailCom is likely to be involved in this issue again in 2026.

Traffic Management System (TMS)

RailCom continued its accompanying supervision of the TMS and visited the SBB’s train control centre in Olten, among other places. There, it was able to form a picture of how the capacity optimiser (real-time optimiser) and capacity planner (automated capacity planning) are used. No evidence of discrimination or potential for discrimination was found. Furthermore, the CM1 (Capacity Management) planning philosophy and the possibilities for future use of artificial intelligence (AI) were discussed. RailCom will continue to monitor developments at TMS.

Last-mile rail freight services

The revision of the GCarO does not change the legal situation for last-mile services. Rail freight transport companies that provide last-mile services for themselves are still obliged – under certain conditions – to offer these services to third parties and to do so in a non-discriminatory manner. According to the FOT, this regulation is intended to ensure that last-mile services from classification yards and receiving yards, where usually only one company operates, are open to all companies.

Last-mile rail freight services are an integral part of the single wagonload transport (SWL) offering and are covered by the service agreement concluded between the FOT and SBB Cargo AG on the provision of funding for SWL in Switzerland.

Intermodal freight terminals

Publication requirement

The owners and operators of intermodal freight terminals co-financed by the federal government are required to publish the terms and conditions relating to their services (in accordance with Art. 6 of the old GCarO and Art. 5 of the revised GCarO). Any changes to the published content (e.g. adjustments to prices/discounts or the provisions governing slot and capacity allocation) must be reported to RailCom. To keep the process simple and the work involved to a minimum, RailCom sends out an online form in the first quarter of each year, asking operators to fill in their details for the previous calendar year.

Gateway Basel Nord Project

Because of the changes to goods carriage legislation, there were no substantive discussions with those responsible for the Gateway Basel Nord (GBN) project during the reporting year. However, RailCom contacted GBN and agreed to hold talks in the first quarter of 2026 focusing in particular on the issue of slot and capacity management.

Port of Switzerland (Schweizerische Rheinhäfen)

With the commencement of the revised Goods Carriage Act (GCarA) on 1 January 2026, the operator of the port infrastructure for freight transport on the Rhine is required to grant non-discriminatory access to its infrastructure (Art. 11 para. 4 of the revised GCarA). RailCom is the regulatory authority in this matter. The specific requirements for non-discrimination will be set out at a later date in the service agreement with Port of Switzerland. The areas and facilities that fall under the term 'port infrastructure' are contractually defined by the FOT, the cantons in which the ports are located and the port infrastructure operator.

RailCom will assist Port of Switzerland in meeting its obligations.

System tasks

In 2025, RailCom carried out accompanying supervision of the European Train Control System (ETCS) system task. It found that the organisational structure of this system task ensures appropriate management and involvement of the relevant players. It also concluded that the industry is actively and constructively involved, both in operational meetings and on the management board.

Participatory rights in investment planning

In June 2025, the Association of Public Transport (APT) published recommendations on the implementation of the right of participation of RUs and owners of private sidings in the IMs' investment planning. The standard process developed by the APT stipulates that IMs must involve all affected RUs and private sidings owners in the planning at an early stage, on an equal and transparent basis, and examine their concerns objectively. Advantages for individual market participants must be avoided. The IMs should inform all affected RUs and private siding owners in writing of its responses to any enquiries received.

RailCom had suggested that an industry-wide standardised participation process should be drawn up in order to increase transparency and promote constructive dialogue between IMs and RUs, thus strengthening non-discrimination in short- and medium-term investment planning. RailCom will review the right to participation at an appropriate time, as part of its oversight activities.

Cargo sous terrain (underground freight transport)

In 2025, RailCom held discussions with the managers of Cargo sous terrain. The topics addressed included the transport services provided by Cargo sous terrain, and the fact that going forward all of these will be subject to the principle of non-discrimination in accordance with the Federal Act on the Underground Carriage of Goods (UCarGA) and that the protection of competition-relevant data must be guaranteed.

As some of the requirements for the construction of the first stage of an underground freight transport system have not been met, Cargo sous terrain has decided to suspend implementation of the tunnel system for the time being.

Market surveillance

General

As part of its market surveillance activities, RailCom analyses developments in competition and non-discriminatory access on the Swiss rail network. It provides the railway sector and the general public with an insight into its activities on its website and in a newsletter.

Transport use in passenger and freight traffic

Figure 1 shows developments in regional and long-distance passenger rail services from 2018 to 2024. Transport use measured in passenger kilometres rose by 3.1% over the previous year in 2024. This increase is back in line with the long-term average trend prior to the COVID-19 pandemic. Regional transport grew at a faster rate than long-distance travel, at 4.8% compared to 2.1%. This reflects a similar trend in train kilometres offered (+1.4% in regional transport and +0.4% in long-distance transport). Transport use measured in number of passengers rose by 5.5% over the previous year in 2024. This larger increase compared to passenger kilometres reflects the stronger growth in regional transport compared to long-distance transport.

The growth trend continued in 2025: first quarter +1.6%, second quarter +3.8% and third quarter +7.8% (provisional data from the Federal Statistical Office FSO, as at 3 December 2025).

Figure 2 shows the development in rail freight transport use (domestic, import/export and transit) from 2018 to 2024. Cumulative transport use continued to decline and in 2024 was 2.3% below the previous year. With the exception of transit traffic, use declined across all modes of transport. Export traffic recorded the sharpest decline, falling by 37.6% over the previous year.

According to the provisional quarterly figures available from the FSO (as at 3 December 2025), transport use continued to decline significantly in 2025, falling by 8.2% in the first quarter, 18.4% in the second quarter and 5.9% in the third quarter.

Development of transport use in rail passenger services

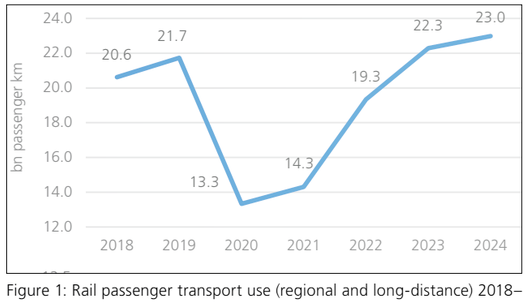

Figure 1: Rail passenger transport use (regional and long-distance) 2018–24. Source: FSO

Development of rail freight transport use

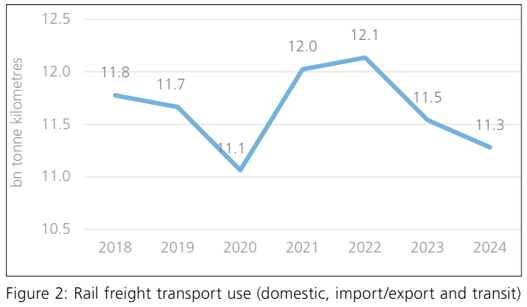

Figure 2: Rail freight transport use (domestic, import/export and transit) 2018–24. Source: FSO

Selected topics

Mobility data infrastructure

The Federal Council wants to establish a federal mobility data infrastructure (MODI) for public and private transport in order to improve the flow of information between infrastructure managers, transport companies, private providers and transport users. On 14 May 2025, he presented a bill to this effect to Parliament. Various use cases have been defined under MODI. RailCom is responsible for the transport infrastructure use case with a focus on railways. In 2025, RailCom also held a symposium on the topic of infrastructure data (see p. 15). It will continue to address this issue in 2026.

Developments in single wagonload transport

One aspect of the revised goods carriage legislation is financial support for single wagonload transport (SWL), which is initially limited to eight years. For the first phase from 2026 to 2029, a total commitment appropriation of CHF 260 million has been approved, which includes investment contributions and subsidies for SWL services and offerings.

In the tendering process conducted by the FOT in the summer of 2025, SBB Cargo was the sole bidder. In December, the FOT and SBB Cargo signed a service agreement for the provision of SWL services in the years 2026 to 2029.

RailCom will continue to monitor developments, particularly with regard to last-mile services, which are an integral part of the SWL offering and fall within RailCom's area of responsibility.

International rail passenger transport

The Overland Transport Agreement, updated in 2024 as part of bilateral negotiations between Switzerland and the European Union (EU), provides for a controlled opening of international rail passenger transport in Switzerland: foreign RUs will be able to offer cross-border rail connections to Switzerland independently, provided train paths are available. Likewise, Swiss RUs will be able to offer their own cross-border connections abroad. The clock-face schedule in public transport in Switzerland will take precedence over any new international passenger rail services when train paths are allocated. In order to enter the Swiss market, foreign RUs must comply with national conditions (e.g. licence, tariff system and ordering in the annual timetable with low priority).

The updated Overland Transport Agreement requires amendments to the Railways Act and the Passenger Transport Act. It is expected that the legislator will instruct RailCom to ensure that the main purpose of cross-border passenger transport services offered by foreign RUs is to transport passengers between foreign territory and Switzerland – both before the service is introduced and during operation. RailCom discussed this with the FOT in 2025 and commented on the draft amendments to the legislation.

International affairs

Independent Regulators' Group – Rail (IRG-Rail)

RailCom participated in a number of IRG-Rail working groups in 2025.

- Access working group: In this working group, regulators exchanged information on a range of topics, including their national experiences with the implementation of the new harmonised European timetable process (Timetable Redesign TTR). The content and processes in TTR are strongly based on the NUC and NUP planning instruments, which have already been established in Switzerland for several years. Switzerland is expected to be one of the countries in the first wave of implementation. Developments concerning TTR were also one of the reasons why Forum Train Europe FTE (an RU interest group based in Bern) has recently sought to intensify dialogue with IRG-Rail. In the interests of active market observation, RailCom also maintains direct contact with FTE outside of IRG-Rail meetings.
- Emerging Legislative Proposals working group: As in the previous year, RailCom contributed to this working group with regard to the European Commission's proposal to introduce a regulation on the use of railway infrastructure capacity in the single European railway area (amending Directive 2012/34/EU and repealing Regulation (EU) No 913/2010). In late 2025, representatives of the European Parliament, the Council of the European Union and the Euro-pean Commission (known as the trilogue) reached an agreement on the regulation.
- Market Monitoring working group: RailCom collected data from Switzerland for the 13th IRG-Rail Market Monitoring Report, which examines developments in rail transport in a pan-European context. One such development is a decline in freight transport, as shown in the figure below; in many countries this was even more pronounced than in Switzerland.

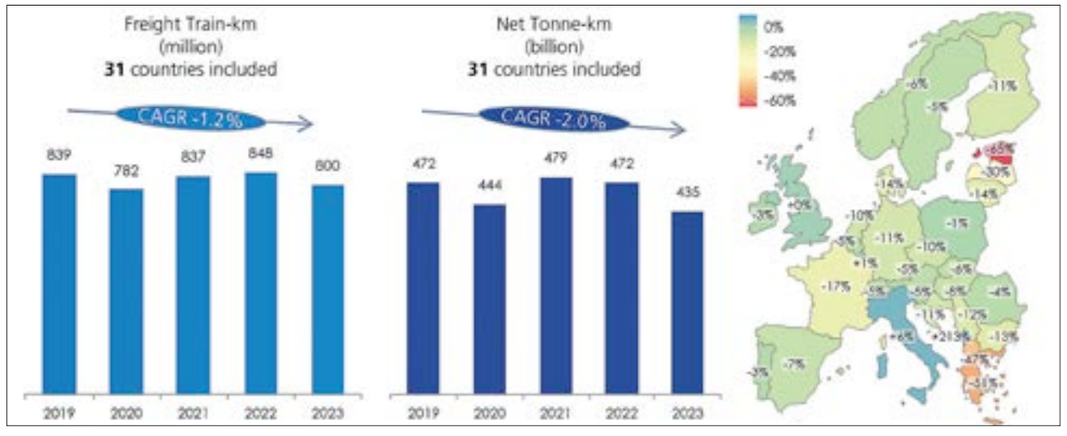

Figure: In 2023, rail freight transport use declined in all but three countries (graph from IRG-Rail's 13th Market Monitoring Report).

Rail freight corridors (RFCs)

Switzerland was part of RFC 1 (Rhine–Alpine) and RFC 2 (North Sea–Mediterranean) up to the end of 2024. As of 1 January 2025, these two rail freight corridors were merged to form the newly created North Sea–Rhine–Mediterranean (NSRM) freight corridor. RailCom is engaged in regular dialogue between national regulators and Corridor One-Stop Shops (C-OSS). Switzerland, represented by the Federal Office of Transport (FOT), chairs the NSRM corridor along with Belgium. This allows Switzerland to better promote its interests on the international access routes to the NRLA (New Rail Link through the Alps) in northern and southern Europe.

In conjunction with the Swedish regulator Transportstyrelsen, since 2024 RailCom has produced an annual monitoring report giving an overview of the main challenges involved in operating the corridors. The report is based on feedback from RFC managers, results from the latest customer satisfaction survey and a range of key figures (e.g. number of train path orders, number of order conflicts, average speed of planned train paths).

Events

Symposium

At its symposium on 7 November 2025, RailCom exchanged views with the industry on specific use cases for access to infrastructure data. The purpose of use cases is to make further infrastructure data accessible in selected areas and to take joint steps towards an open, beneficial data culture. The industry is responsible for implementing and executing the use cases. RailCom initiates the process and, where necessary, assumes a supporting and coordinating role. The presentations and a summary of the symposium are available on the RailCom website.

Roundtable with railway undertakings in the freight transport sector

The format having met with great interest two years ago, an informal roundtable discussion between RailCom and standard gauge freight transport operators was held on 18 June 2025. Once again, numerous RUs took part in the event and actively contributed to the discussion. Their inputs on topics such as stabling capacity in the course of the year and participation in the repurposing of freight transport facilities will be considered by RailCom in greater depth. For RailCom, this kind of informal dialogue with the industry exposes it to first-hand knowledge of what drives rail freight transport. Feedback from the participants showed that they greatly appreciated the open and constructive discussion.

RailCom

Legal mandate

RailCom is an independent extra-parliamentary commission with decision-making powers and is not subject to directives from the Federal Council. It ensures non-discriminatory access to the rail infrastructure, to intermodal freight terminals and sidings co-financed by the Confederation, to last-mile rail freight services and to port infrastructure for freight transport on the Rhine. As a market-oriented commission, RailCom plays a key role in supervising and supporting the functioning of the railway market. It fulfils its legal mandate under Article 40a[ter] of the Railways Act (RailA) as follows:

- As an independent authority with decision-making powers, it rules on claims and appeals, for example as brought by railway and other transport companies.

- As a regulatory authority, it conducts ex officio investigations and takes measures to ensure non-discrimination. To this end, it carries out market monitoring and market surveillance activities, as well as conducts preliminary enquiries. RailCom also applies the 'accompanying supervision' instrument to identify potential discrimination at an early stage, consulting and involving the stakeholders concerned. Appropriate measures can then be implemented.

- RailCom works with regulatory authorities abroad, in particular on rail freight corridors.

RailCom (from left to right): Ferruccio Bianchi (member), Anna Ciaranfi Zanetta (member), Markus Kern (vice-chair), Barbara Furrer (chair), Cesare Brand (member), Manfred Haller (member), Christof Böhler (head of the specialist secretariat).

Position	Name	Background
Chair (since 2025; member since 2024)	Barbara Furrer	Dr. iur., lawyer, Hedingen/ZH
Vice-Chair (since 2016)	Markus Kern	Professor in Law, LL.M., Professor of Constitutional, Administrative and European Law at the University of Bern, Bern
Member (since 2025)	Ferruccio Bianchi	Engineer HTL, Onnens/VD
Member (since 2024)	Cesare Brand	Solicitor, Forel/FR
Member (since 2020)	Anna Ciaranfi Zanetta	lic. iur., Attorney-at-law, Finance and Economics Department, Canton of Ticino, Dalpe/TI
Member (since 2024)	Manfred Haller	EMBA, independent consultant, Unterkulm/AG

Organisation and personnel

RailCom was established on 1 January 2000. It is administratively assigned to the General Secretariat of DETEC and its members are appointed by the Federal Council. Besides the regularly held commission meetings, smaller group meetings are held on selected topics as required; in the reporting year, the topic was rail freight transport.

On 27 August 2024, at the request of DETEC, the Federal Council appointed commission member Dr Barbara Furrer as the new chair of RailCom from 2025. Barbara Furrer replaced Patrizia Danioth Halter in this role, who left the Commission having reached the end of the permitted twelve years in office. In 2025, at the request of DETEC, the Federal Council appointed Ferruccio Bianchi as a new member of RailCom.

The Commission has a specialist secretariat in Bern which supports it in its tasks, represents it in international working groups and carries out oversight activities.

Position	Name	Background
Head	Christof Böhler	Master in International Affairs HSG
Deputy head (to September 2025)	Melissa Rickli	lic. phil. hist.
Staff member (to June 2025)	Ana Dettwiler	Attorney-at-law
Staff member	Ursula Erb	Dr. oec. publ.
Employee	Andreas Oppliger	lic. phil. nat.
Staff member (from June 2025)	Manja Schlieper	lic. iur., lawyer, LL.M.
Staff member	Katrin Suter-Burri	Dr. sc. nat. Federal Institute of Technology Zurich

Communication and documentation

RailCom publishes its decisions in the respective procedural language on its website and informs the public via press releases. It also describes some of its current activities in a newsletter and on LinkedIn. RailCom also publishes on its website a range of factsheets containing explanations of the legal requirements within its area of responsibility and selected information from its observations of the market.

Outlook

Railway infrastructure

In 2026, RailCom will once again focus on ensuring non-discriminatory network access. Among other things, it will review train path allocation and the associated IM publication tools.

It will continue to work towards gradually improving access to infrastructure data in the railway sector by means of use cases, which the industry itself is then responsible for implementing; RailCom will play a supporting and coordinating role.

A further focus is the accompanying supervision of TMS. In this area, besides general further development, the use of specific applications is of special interest.

Intermodal freight terminals

In 2025, SBB Cargo announced the closure of a number of intermodal freight transport terminals which, according to its own information, cannot be operated profitably. These include six terminals co-financed by the federal government, over which RailCom exercised oversight with regard to the granting of non-discriminatory access: Cadenazzo, Gossau SG, Renens, St Triphon, Bern Weyermannshaus and Rothenburg. SBB Cargo handed over operation of the co-financed Widnau terminal to the previous owner.

Since 2026, SBB Cargo has only been operating one co-financed intermodal freight terminal which must grant non-discriminatory access, in Dietikon. RailCom will adjust its oversight and monitor further market developments in light of SBB Cargo's partial withdrawal from the market.

Artificial intelligence

Artificial intelligence (AI) is relevant to RailCom because, for example, self-learning systems influence decisions regarding network access, thereby opening up gaps for discrimination and lack of transparency. RailCom is therefore analysing the issue and will gradually build up its oversight capabilities in this area, reaching out to industry players, OFCOM and regulators abroad.

Glossar

Abbreviation	Meaning
APT	Association of Public Transport
C-OSS	Corridor One-Stop-Shop
DETEC	Federal Department of the Environment, Transport, Energy and Communications
ETCS	European Train Control System
EU	European Union
FOT	Federal Office of Transport
FSO	Federal Statistical Office
GBN	Gateway Basel Nord project
GCarA	Goods Carriage Act
GCarO	Goods Carriage Ordinance
HBSAG	Hafenbahn Schweiz AG
IM	Infrastructure manager
IRG-Rail	Independent Regulators' Group – Rail
MODI	Federal mobility data infrastructure
NRLA	New Rail Link through the Alps
NUC	Network usage concept
NUP	Network usage plan
RailA	Railways Act
RailNAO	Railway Network Access Ordinance
RFC	Rail freight corridor

Abbreviation	Meaning
RU	Railway undertaking
SBB	Swiss Federal Railways
SWL	Single wagonload transport
TMS	Traffic Management System
TTR	Timetable Redesign
TVS	Swiss Capacity Allocation Body
UCarGA	Federal Act on the Underground Carriage of Goods

Rail Transport Commission RailCom
Christoffelgasse 5
3003 Bern

Tel. +41 (0)58 463 13 00

info@railcom.admin.ch
www.railcom.admin.ch