

## Train paths for the 2010 annual timetable have been allocated definitively

On 21 August 2009, 12 818 train paths for the 2010 annual timetable (which comes into effect on 13 December 2009) were definitively allocated. Whilst there was a slight increase in the number of passenger train paths allocated, the number of applications for freight train paths for 2010 when applications closed was 10% down compared with the previous year. After reducing their capacity during 2009 because of the recession, freight operators will be waiting for clear signs of a recovery in economic activity before they restart applying for train paths and then will just apply for ad-hoc train paths in the current timetable.

### Key figures on the allocation of train paths for the 2010 annual timetable

Key feature	Number	Change compared to previous year
<b>Number of applicants (railway undertakings)</b>	<b>18</b>	<b>-1</b>
- of which passenger traffic	9	-1
- of which freight traffic	9	0
<b>Train paths allocated</b>	<b>12 818</b>	<b>+1.0%</b>
- of which passenger traffic	10 157	+4.5%
- of which freight traffic	2 661	-10.0%

The applications gave rise to 103 conflicts, 24 fewer than in the previous year. This reduction is a consequence of a reduced demand for freight train paths itself caused by lower levels of economic activity. Nevertheless, finding alternatives that met the needs of applicants proved to be difficult. Because of the pressure to reduce freight operating costs, the more attractive paths were in greater demand. Demand was concentrated on particular days of the week and times of day. It has already been possible to resolve almost all the conflicts amicably thanks to the cooperative attitude of all the participants. One or two conflicts are still in hand to resolve.

Of course applications may still be made for train paths in the new timetable. Freight traffic in particular can make use of this option once economic activity takes off again. These train paths will be allocated on the first come – first served principle from the capacity remaining at that time.

As part of our commitment to improve the process of train path allocation continuously, all applicants will now be asked for their feedback. The feedback will be used to help preparation for the 2011 timetable process.

In the meantime, I would be delighted to answer any questions you may have:

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