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# Mobility Management Monitors

## Switzerland 2011

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## 1 Basic information

### 1.1 Your contact information

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### 1.2 General information on your country\*

**Area:** 41 000 km<sup>2</sup>

**Population:** 7.870 millions inhabitants (2010, Federal Statistical Office FSO)

**GDP per capita:** 70'681 CHF (2008, Federal Statistical Office FSO, 68'662 (2009 but only provisional, Federal Statistical Office FSO)

**Motorisation:** 514 passenger cars per 1'000 inhabitants (2009, Federal Statistical Office FSO)

**Road fatalities:** 40 fatalities per million inhabitants (2010, Federal Statistical Office FSO)

**Modal split:**

	Public transport	Rail	Road (car , van or truck)	Walking	Cycling	Other car (e.g. car-sharing,)	Other (e.g. waterways)
Passenger transport	4%	16%	67%	6%	2%	N.A.	5 %
Freight transport	-	14%	84%	-	-	-	4 %

Source: Federal Statistical Office, FSO (Mikrozensus 2005) > Passenger Transport (share of modes related to average daily distance travelled); Federal Statistical Office, FSO, freight transport 2009 (share related on millions of tons delivered by different modes)

### 1.3 Governance infrastructure for transport and mobility in your country\*

#### 1.3.1 National

##### Policy making

The Federal Government has legislative and executive power in matters such as finances, National Railways, national road infrastructure.

The Federal Department of Environment, Transport, Energy and Communication (DETEC) has defined the Swiss transport policy which is guided by the overall objective of sustainability mobility.

### **Policy delivery**

The implementation of this policy requires action in various fields, such as transport policy in the narrower sense, land use policy, fiscal policy, environmental policy and energy policy.

Political competencies in the different policy sectors are shared between the three existing state levels: National Government, Cantons and municipalities.

### **Financing**

Transport infrastructures of national importance (such as highways) are paid by the National government. National Railway System SBB is privatized but the Swiss Government is the main shareholder.

Selected Departments of Swiss Government are financing programmes, studies or single projects related to Mobility Management.

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## **1.3.2 Regional**

### **Policy making**

The 26 Cantons have their own provincial parliaments and have legislative and executive power in matters, such as land use, building and housing matters.

### **Policy delivery**

The implementation of the policies of regional importance like for instance streets of cantonal importance, cantonal bike paths are in the competence of the Cantons. Main planning instrument on the Cantonal level is the so-called structure plan, which defines the spatial development of the Canton to follow in terms of land use, infrastructure, energy, environment etc. The structure plan is mandatory for the Canton itself, for the Federal Government and especially for the municipalities. A further important task of the Cantons is the development of the Planning and Building law. This law is mandatory for the communities and it is the base for the development of the local zone plans and local construction laws.

### **Financing**

The financing of infrastructure of cantonal importance is in the competence of the Canton.

A few Cantons are also financing Mobility Management programmes or single projects.

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## **1.3.3 Local**

### **Policy making**

2700 communities have wide scope to implement and enforce (national and cantonal) law. Main planning instruments therefore are the communal structure plans, the zone plans and a range of regulations of local importance like e.g. the communal parking regulation.

### **Policy delivery**

Main duty is the development of the local zone plan, which is mandatory for privates, resp. ground-owners.

## **Financing**

The financing of infrastructure of local importance is in competence of the municipalities. But also Mobility Management projects are often developed and financed on a local level.

## 2 Overview of Mobility Management in your country

### 2.1 Does the definition of MM as endorsed by EPOMM reflect how MM is defined in your country? If not, what are major differences?

There is no official definition of Mobility Management applied in Switzerland but how the terminology is used and applied in a large number of projects or important programmes like “Mobility Management in companies” of Swiss Energy for Cities shows that the understanding is close to the definition endorsed by EPOMM.

### 2.2 Short history of Mobility Management

Mobility Management has its origins in the early nineties, where a few projects on a local or regional level with focus on Mobility Management (without using this terminology) have been implemented. A significant sign was given on a national level by the Department for Energy in the early 90ties by launching the Action Programme Energy 2000 which nowadays still exists under the title “SwissEnergy” ([www.energieschweiz.ch](http://www.energieschweiz.ch)). Within the SwissEnergy programme the sub programme “SwissEnergy for Municipalities” is an important driver for the promotion of Mobility Management on a local level. It is a labelling programme which awards municipalities who have implemented measures for rational use of energy. Mobility Management measures are an integrated part. Swiss Energy for Municipalities also promotes (since 2005) site-based Mobility Management with the ongoing programme “Mobility Management for companies” ([www.energiestadt.ch](http://www.energiestadt.ch)).

In the field of research one of the main catalysts for Mobility Management was the National Research Programme 41 “Environment and Transport” between 1997 and 2001 ([www.nfp41.ch](http://www.nfp41.ch)). Several research studies related on partial aspects of Mobility Management were produced within this programme.

But also mobility providers themselves have been launching important Mobility Management related products in the 90ies. Especially in the field of “combined mobility” the cooperation between Swiss Federal Railways and the private company Mobility CarSharing Switzerland ([www.mobility.ch](http://www.mobility.ch)) was crucial for the further expansion of CarSharing in Switzerland. Nowadays Mobility CarSharing is the world-wide biggest car sharing company.

The organisation “Switzerland Mobility” ([www.schweizmobil.ch](http://www.schweizmobil.ch)) promotes the use of environmentally friendly modes in leisure traffic. It coordinates an official and standard signalized route network for non-motorized traffic (biking, cycling, mountain biking, skating, canoeing) and various marketing and communication activities.

After 2000 till nowadays Mobility Management has a growing importance on a regional and local level. A lot of cities and municipalities have developed MM projects and a few of them have entire Mobility Management programmes. Therefore the city of Zurich (<http://www.stadt-zuerich.ch/ted/de/index/taz/mobilitaet/mobilitaetsmanagement.html>) and the Canton of Aargovia ([www.aargaumobil.ch](http://www.aargaumobil.ch)) are forerunners.

### 2.3 What are the major strategies for promoting and implementing MM at different governance levels in your country?\*

#### 2.3.1 National

##### Policies

The Federal Department of Environment, Transport, Energy and Communication (DETEC) has defined the Swiss transport policy which is guided by the overall objective of sustainability mobility. Furthermore the Swiss Energy Act (1998) has defined the efficient use of energy and is the legal base for the set-up of the Programme Swiss Energy. Furthermore the Swiss Environmental Act.



### **Action programmes**

Programme SwissEnergy on behalf to the Federal Department for Energy ([www.energieschweiz.ch](http://www.energieschweiz.ch)).

Agglomeration strategy of the Federal Government (to obtain funding for infrastructure measures the agglomerations have to produce a concrete implementation programme in the field of transport and urban development). Mobility Management measures have to be considered.

Service Centre of innovative mobility on behalf of the Federal Government (programme which supports financially the launching and implementing of innovative mobility concepts).

Quality Alliance EcoDrive®: organisation of Eco-Drive courses providers ([www.eco-drive.ch](http://www.eco-drive.ch)), partially financed by the Federal Government.

### **Legislative measures (incl. taxes)**

A “CO<sub>2</sub> tax” on fossil fuel is introduced since 2008 but fuel gasoline and diesel are not included (the inclusion is planned but in political discussion).

### **Promotion & awareness**

Various activities within the SwissEnergy programme, for example conferences, workshops between the members of Swiss Energy for Municipalities etc.

Smaller projects directly founded by different Departments within the Federal Government.

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## **2.3.2 Regional**

### **Policies**

Most of the Swiss Cantons have their Cantonal mobility strategy. As far as known only the Canton of Aargovia has Mobility Management included explicitly in its Cantonal mobility strategy.

### **Action programmes**

The Canton of Aargovia has installed since 2007 the programme aargaomobil ([www.aargaomobil.ch](http://www.aargaomobil.ch)), which delivers active support with regard of Mobility Management to municipalities and companies located within the Canton.

The Canton of Zurich is the main coordinator of the cantonal programme “Mobility Management for companies” where companies receive active support.

### **Legislative measures (incl. taxes)**

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### **Promotion & awareness**

See section policies and action programmes

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## **2.3.3 Local**

### **Policies**

The city of Zurich has included the sub-strategy “Mobility Management” in its overall mobility strategy. It is the political base to implement different Mobility Management programmes.

A similar approach exists in the city of Berne focussing on site-based Mobility Management.

### **Action programmes**

More than 250 Swiss municipalities are taking part in the SwissEnergy for Municipalities programme and are labelled as “Energy city”. Several of them have already installed Mobility Management measures.

In the sub programme “Mobility Management for companies” (2008 – 2012) of SwissEnergy for Municipalities several municipalities and companies are participating.

The city of Zurich has actually 3 running programmes: Mobility Management for companies (together with the Canton of Zurich), Mobility Management for Schools and an awareness raising programme called mobility culture.

The city of Berne has a Mobility Manager within the administration which gives active support to companies within the city.

The city of Baden has a Mobility Management programme called “badenmobil” where also municipalities of the region are taking part.

### **Legislative measures (incl. taxes)**

In the field of company based Mobility Management the parking regulations used in the municipalities are very important. The tendency is that especially in the larges Swiss cities the parking standards for the different uses of new developments are converted into maximum parking standards (like it is in the UK). That means that the parking regulations are becoming more restrictive and this is a good base for the request of Mobility Management measures at new developments.

### **Promotion & awareness**

See section policies and action programmes.

## **2.4 Are there any policies or legislative measures that (indirectly) counteract the promotion of MM?\***

There are no policies or legal measures known which are direct or indirect counteracting the promotion of MM. State, regions and municipalities have the freedom of choice to promote Mobility Management in the way they like. Of course on a site level it would helpful to have more direct influence against privates (companies, event organizers, etc.) reclaiming in a direct way the need of mobility plans at the site level. With a rather restrictive parking policy of public and private parking space this can be regulated too. In the rather greater cities the parking policy goes in favour of site-based Mobility Management, in rural areas it is less the case (but the potential of site-based Mobility Management in those areas is not enormous).

### 3 Implementation of Mobility Management

#### 3.1 Overall, how advanced is your country in Mobility Management?\*

Please tick the right box

<b>Level 1</b>	No or hardly any activities, save some isolated initiatives	
<b>Level 2</b>	Some successes, some funding, several initiatives started	
<b>Level 3</b>	Several successes, structural funding, but no standard practise	X
<b>Level 4</b>	Solid position, structural funding and standard practise	

#### 3.2 How advanced is your country in the following fields of Mobility Management?\*

	Level 1	Level 2	Level 3	Level 4
Mobility centres		X		
Intermodal & multimodal mobility				X
MM in companies (mobility consultancy, travel plans)			X	
MM in public administrations			X	
MM in schools			X	
MM for events & in tourism			X	
Awareness campaigns			X	
Carsharing & Carpooling				X (Carsharing)
MM and land use planning			X	
Other, please specify				

#### 3.3 On which ground/criteria do you base your assessment? Why do you think your country is at level 1, 2, 3 or 4?

##### Mobility Centres (Level 2):

Only a few mobility centres are implemented following the definition of EPOMM or European projects. On the other hand there are a lot of sales and information centres of public transport, which already include multimodal information if it is connected with an own product (e.g. combination of seasonal transport ticket with CarSharing membership).

##### Intermodal & multimodal Mobility (Level 4)

Clearly on a very advanced level due to the fact of the very extended public transport system and existing CarSharing offer. Swiss Federal Railway as the main railway operator not only on a national but also on a regional level adopts different strategies to promote intermodality (Park&Ride, Bike&Ride, Click&Drive, etc.). See therefore [www.sbb.ch](http://www.sbb.ch)

### **MM in companies (Level 3)**

There is a Swiss wide programme launched by Swiss Energy for municipalities since 2005. Furthermore various initiatives of consulting actives are promoted by the public administrations of the biggest cities like Zurich, Berne, Geneva, Lausanne, Basel, Winterthur, St. Gallen or Lucerne.

### **MM in administrations (Level 3)**

In Switzerland more than 250 municipalities are member of the labelling programme Swiss Energy for Municipalities ([www.energiestadt.ch](http://www.energiestadt.ch)). The municipalities are covering 47% of the Swiss Population. Mobility Management is a part of the labelling programme.

### **MM in schools (Level 3)**

There exist a wide range of teaching material treating Mobility as a theme. Some initiatives have been started where schools can order lessons or even whole project weeks which will be organised and held by experts which are in charge of public authorities (see therefore the programme "Mobilität erleben" of the city of Zurich: [http://www.stadt-zuerich.ch/ted/de/index/taz/mobilitaet/mobilitaetsmanagement/in\\_der\\_schule.html](http://www.stadt-zuerich.ch/ted/de/index/taz/mobilitaet/mobilitaetsmanagement/in_der_schule.html)). On-street bike-training courses have tradition and are well established in a lot of Cantons. Pedibus as a measure to avoid parents bringing their children to school by car is discussed in a controversial way. Several implementations exist especially in municipalities in the French and Italian part of Switzerland.

### **MM on events and tourism (Level 3)**

MM on events is well established at big events almost all over Switzerland. Potential of development exist at medium-sized events. For those different tools have been produced within a study on behalf of the Federal Department for Energy where there are ideas to set-up a Mobility Management Programme for events. Several activities in leisure traffic have been done and there are also established structures like Association of Swiss car-free tourist resorts ([www.gast.org](http://www.gast.org)).

### **Awareness campaigns (Level 3)**

Several awareness campaigns by transport providers and also by municipalities are regularly been done. One of the most important is the "Mobilitätskultur" campaign of the city of Zurich: [http://www.stadt-zuerich.ch/ted/de/index/mobil\\_in\\_zuerich/mobilitaetistkultur.html](http://www.stadt-zuerich.ch/ted/de/index/mobil_in_zuerich/mobilitaetistkultur.html)

### **CarSharing and CarPooling (level 4)**

Mobility CarSharing Switzerland is the biggest and the best developed CarSharing company in Europe. CarPooling is not very well developed but as long that the public transport offer is very well developed the market for this activity is rather small.

### **MM and land use planning (level 3)**

There are good framework conditions in terms of legislative measures (see WPD reports of MAX). Especially at new big developments the possible negative impacts of traffic generating are taken into account in the planning phase and considered with measures in the field of spatial and traffic planning but also within in the field of Mobility Management.

## **3.4 Are MM concerns integrated into hard measures?\***

(Please write between 10-20 lines)

In the framework of the new agglomeration policy the Federal Government is prepared to support Cantons and municipalities in order to help them to solve the existing traffic problems in this areas. But the required co-financing of transport infrastructure in this areas is connected with conditions.

- Federal Government orders that agglomerations have to develop a so-called “agglomeration programme on transport and spatial development” as a planning instrument of further transport and land-use policy.
- In this programme analysis of the current and future situation in transport has to be made, targets to achieve have to be defined and as consequence a programme with measures and their costs of implementation has to be planned – according to the criteria provided by the Federal Government.
- One of this criteria is that strategies and measures of influencing demand for transport have to be considered.

Actually a lot of municipalities within agglomerations organise themselves, coordinated by the respective Cantonal authorities in order to develop the requested agglomeration programme. Almost all up till now submitted programmes are considering Mobility Management as a strategy, including also respective measures.

Once the plans are adopted by the Federal Government, in a second stage agglomerations have to develop the programme into a concrete implementation programme, where all the considered measures have to be defined in a very concrete way. This leads to the consequence that also in the field of Mobility Management a lot of agglomerations are now preparing concrete implementation programmes, where measures are concretely defined on the base of contents, costs and actors. After the implementation programme is politically decided by the respective local and cantonal authorities, the Federal Government is prepared to co- finance transport infrastructure measures. This means that Federal Government does not co-finance Mobility Management but it requires its implementation as one condition to support transport infrastructure investments.

For more information see: [www.ave.admin.ch/themen/agglomeration/00626/index.html?lang=de](http://www.ave.admin.ch/themen/agglomeration/00626/index.html?lang=de)

### 3.5 How far is MM an objective or an outcome of the land use planning system?

Switzerland was one of the 10 countries analysed within the MAX-project which was among some other themes about the Integration of Mobility Management in land use planning. You can download [the report](#) from this address:

[http://www.max-success.eu/downloads/WP\\_D\\_Analysis\\_common\\_report.pdf](http://www.max-success.eu/downloads/WP_D_Analysis_common_report.pdf)

### 3.6 Please provide an example of best practice from three different fields of MM.

(Please write between 15-20 lines for each example)

If there are external evaluation reports of these best practice examples, please provide us with the reports

1	Field: Awareness Campaigns	Is this example already available in the ELTIS/EPOMM format? No
	<p>Internet-based bicycle route planner</p> <p>In the last years the amount of bike users in the city of Zurich has continuously improved. Almost 34% of the citizens use their bikes regularly, which means two or more times per week. The improvement of bike use is a task within the mobility strategy of the city. Since June 2011 Zurich has a foot- and bikeroute-planner which forms an integrated part of the virtual city map (see <a href="http://www.stadt-zuerich.ch/routenplaner">www.stadt-zuerich.ch/routenplaner</a>). Users have two different choices. They can choose the “shortest route” between two points or they can choose the “most attractive” one. Both for pedestrians and for bikers. The integration of the route planner in the virtual city map allows also selecting exact addresses, point</p>	

	of interests or also public transport stops as starting or end points of a walking or biking route. The route indications are very detailed and are based on the data, which are updated periodically. The most important fact is that the route planner is based on the real existing bike- and footpath network of the city of Zurich and not on the street net. The route planner is also downloadable as iPhone- App "ZüriPlan". A version for Android smartphones is planned for 2012.	
<b>2</b>	<b>Field: Carsharing</b>	<b>Is this example already available in the ELTIS/EPOMM format? Yes</b>
	<p>Mobility Carsharing – pioneer and innovator.</p> <p>Mobility CarSharing Switzerland was founded in 1997 by the two independent companies ATG and ShareCom. The company offers to private and business customers the opportunity to access the entire vehicle fleet with different types of memberships. The Mobility-Card is the electronic key in credit card format and gives round-the-clock access to 2'600 vehicles at 1'300 stations throughout Switzerland. The benefits are:</p> <ul style="list-style-type: none"> <li>- hourly and kilometre rates include petrol, servicing, insurance, repairs, administration, toll stickers, VAT;</li> <li>- choose between ten different vehicle categories, ranging from a two-seater to a transporter;</li> <li>- vehicle reservation made by Internet, Mobile-Reservation, phone, or using the ARS Automatic Reservation System.</li> </ul> <p>With over 100'000 customers Mobility is the leading Carsharing company in Europe. Based on the study by the Swiss Federal Office of Energy, Mobility helped to reduce the number of cars on Swiss roads by more than 18'000 or a saving of 15'200 tons of CO2 in 2009.</p> <p>For further information see:  <a href="http://www.mobility.ch">www.mobility.ch</a></p>	
<b>3</b>	<b>Field: MM in schools</b>	<b>Is this example already available in the ELTIS/EPOMM format? No</b>
	<p>MM in school in Zürich</p> <p>The mobility and planning section of the city of Zurich provides since 2009 different formats of mobility education to schools in the cities. The targeted pupils are between 10 and 15 years old. The modules are free of charge for the schools and directly held by external experts within the classes.</p> <p>The formats include: mobility days, entire mobility weeks or single lessons treating different mobility aspects like transport behaviour, mobility in the advertising industry, schoolway-analysis, traffic counting, mobility and environment, route planning with public transport etc.</p> <p>In addition "external offers" like visiting the local public transport company, lessons at the association of mobility impaired people, learning the basic knowledge of repairing a bike with a bike mechanic coming into schools, etc, can be booked.</p> <p>The formats are well accepted at the teachers and classes. For further information see:  <a href="http://www.stadt-zuerich.ch/mobilitaet-erleben">http://www.stadt-zuerich.ch/mobilitaet-erleben</a></p>	

**3.7 If you have any quantitative indicators on MM measures or activities implemented, please note them here.**

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**3.8 Are the European Structural Funds used to fund MM measures in your country?**

No, because Switzerland is not part of the European Union.

### 3.9 Which other European funding programmes are used in your country to fund MM? Who is using them?

	National Authorities	Regional Authorities	Local Authorities	NGOs or NPOs	Other: (please specify)
<b>CIVITAS</b>					
<b>IEE</b>					
<b>LIFE +</b>					
<b>INTERREG</b>		Alpenrhein Bodensee			Swiss private consultant
<b>Other: (please specify)</b>					Swiss private consultant

Interreg – IV: Alpenrhein Bodensee (new bus systems for commuter traffic between Canton St. Gallen and Region of Vorarlberg, Austria) (2007 – 2011)

Interreg IIIA: -Alpenrhein –Bodensee, Study about possible cross-border activities in the field of Mobility Management (Swiss Cantons of St. Gallen, Thurgau and Appenzell, Region of Vorarlberg, Region of Baden-Württemberg and Bavaria)

Interreg IV-B, “Bridging mobility gaps” (Swiss private consultant engaged in a international network) (2007 – 2011)

Swiss private consultant participated at the EU – MM projects MOMENTUM, MOST and MAX

### 3.10 How do you think financing of MM could be improved at all levels?

#### European:

The implementation of MM often happens at the regional or local level. On the European level the main role is to give support to those entities where MM takes place. This is actually been done by the EC in co-financing projects and in assuring transfer of know-how.

In order to generate more financing for activities on European level the introduction of a CO2-tax in transport could maybe be a possibility. A part of the revenues should be spent for the activities of the EC with regard of Mobility Management.

#### National:

In general the State has the same role like the EC: Launching programmes and assuring co-financing, assuring the spread of knowledge etc.

#### Regional and local:

The most important thing is, that MM is considered as a transport strategy like transport planning measures. Mobility Management measures should be included in a binding way in legal and planning instruments. If this happen the possibility that measures will be implemented raises and as a consequence also the necessary financing.

### **3.11 What is public opinion of, and reaction to, MM in your country? What challenges does this present when implementing MM measures?\***

There is no overall public opinion and reaction to MM in Switzerland. In general the target groups tackled by the different type of mobility management measures implemented on a local, regional or also national level are regarding them in a positive way. For the end-users MM measures have to be easy, understandable and showing personal benefits.

### **3.12 What other challenges or problems can you identify with regards to MM in your country?\***

See chapter 4.4.

### **3.13 Other comments**

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## 4 Trends and further developments

### 4.1 What is effective in your country in the field of MM? Why?

**The most important driver for Mobility Management on a local basis is the SwissEnergy programme and its sub programme SwissEnergy for municipality.** With this programme but also with local and cantonal initiatives the site-based Mobility Management field is rather well developed.

Overall programmes of Mobility Management on a Cantonal or regional level hopefully tend to grow in the future due the Agglomeration programme of the Federal Government. The embedding of Mobility Management in the policy documents of municipalities and regions is tendentially growing.

A clear strong position of Mobility Management is given in the field of integration of the different modes (combined mobility) especially due to the fact of the close partnerships between Swiss Federal Railways and Mobility CarSharing.

In the field of bike promotion there is a growing tendency in having bike stations (good quality bicycle parking) at train stations (see [www.velostation.ch](http://www.velostation.ch)).

The management of the mobility at larger events is well organised, some potential for further development is seen at small and mid-sized events.

Mobility Centres in the wider meaning of having not only information and sales services on public transport but also for alternative modes hardly exist. The most developed is the Mobility Centre in Baden, called badenmobil ([www.badenmobil.ch](http://www.badenmobil.ch)).

### 4.2 Describe MM measures that are successful and will be continued in the future.

See chapter 3.2

### 4.3 What are the future policies that are being drafted or considered in your country currently?\*

Mobility Management in Switzerland has already achieved a good status in comparison to the nineties. Although the inclusion of Mobility Management in binding policies is still, especially on a local or cantonal level, in a beginning status there are some other policies which are helping to develop this strategy in an indirect way. Important is the continuous promotion and enlargement of the offer of sustainable modes and a more restrictive treatment of the motorized transport, especially relating to parking policies. In larger and medium sized cities the consideration of Mobility Management will grow in the future and also the awareness within companies is growing. Important is that this strategy is considered as useful not only by the politicians but also within the administrations. Therefore still a lot of awareness raising among this stakeholders has to be done and therefore an important factor is that the SwissEnergy programme will operate also in the future as an important driver.

### 4.4 Which example(s) – in term of policy, strategy or implementation – from other European countries would you like to see transferred in your country?

Regulations or obligations which are enforcing companies to set-up mobility plans, like for example PPG13 or section 106 agreement in the UK.

## 5 Knowledge infrastructure of MM\*

### 5.1 List networks, organisation and associations active in MM \*

- [www.schweizmobil.ch](http://www.schweizmobil.ch): Switzerland Mobility programme for sustainable leisure traffic
- [www.mobilitaetsdurchblick.ch](http://www.mobilitaetsdurchblick.ch): New tool which is applied also by municipalities and businesses (like Mobility CarSharing Switzerland)
- [www.mobilisein-mobilbleiben.ch/](http://www.mobilisein-mobilbleiben.ch/): Courses for the elderly people on mobility issues
- [www.energiestadt.ch](http://www.energiestadt.ch): Swiss Energy for Municipalities
- [www.biketowork.ch](http://www.biketowork.ch): Swiss bike promotion programme
- [www.aargaumobil.ch](http://www.aargaumobil.ch): Mobility Management programme of the Canton of Aargovia
- [www.fussverkehr.ch](http://www.fussverkehr.ch): Swiss Pedestrian Association
- [www.provelo.ch](http://www.provelo.ch): Swiss Bikers Association
- [www.velostation.ch](http://www.velostation.ch): Association of bike station owners in Switzerland
- [www.energieschweiz.ch](http://www.energieschweiz.ch): SwissEnergy Programme
- [www.mobility.ch](http://www.mobility.ch): Mobility CarSharing Switzerland
- <http://www.stadt-zuerich.ch/ted/de/index/taz/mobilitaet/mobilitaetsmanagement.html>: Mobility Management in the city of Zurich
- [www.miu.zh.ch](http://www.miu.zh.ch): Site Based Mobility Management programme of the Canton of Zurich (with the city as the main partner)
- [www.vcs.ch](http://www.vcs.ch): Swiss Traffic Association (driving association among others in the promotion of Pedi-bus)
- <http://www.are.admin.ch/dienstleistungen/00908/>: Federal Service Centre for innovative mobility
- [www.eco-drive.ch](http://www.eco-drive.ch): Quality Alliance Eco-Drive
- [www.ecocar.ch](http://www.ecocar.ch): EcoCar Agency
- [www.energieetikette.ch](http://www.energieetikette.ch): Energy label for motor cars

## 5.2 Key MM experts and policymakers \*

Hermann Scherrer: Responsible for Mobility Management issues at the Federal Department for Energy ([hermann.scherrer@bfe.admin.ch](mailto:hermann.scherrer@bfe.admin.ch))

There are a lot of MM experts and also responsible for Mobility Management in the local and regional administrations. In order to not offend any expert or responsible by not mentioning them, we renounce at this stage to indicate a subjective list. As Switzerland is actually not an EPOMM-Plus member we think the further information is not needed. This can be changed in the future if the participation of Switzerland will be considered.

## 5.3 Key websites

[www.mobilservice.ch](http://www.mobilservice.ch): Most important Internet platform for any kind of institutions working in the field of Mobility Management.

## 5.4 Key documents

City of Zurich, Mobility Strategy:

[http://www.stadt-zuerich.ch/ted/de/index/mobil\\_in\\_zuerich/mobilitaetsstrategie.html](http://www.stadt-zuerich.ch/ted/de/index/mobil_in_zuerich/mobilitaetsstrategie.html)

Canton of Aargovia, Transport Strategy:

[http://www.ag.ch/verkehr/de/pub/daten\\_und\\_fakten/downloads/mobilitaetaargau.php](http://www.ag.ch/verkehr/de/pub/daten_und_fakten/downloads/mobilitaetaargau.php)

DETEC Departmental Strategy:

<http://www.uvek.admin.ch/org/00619/index.html?lang=en>

Research Programme NFP 41 Transport and Environment (several projects on Mobility Management):

[www.npf.41.ch](http://www.npf.41.ch)

## **6 Next steps for the Mobility Management Monitors**

### **6.1 Suggestions on the use of MMMs for further dissemination**

No suggestions because Switzerland is not part of the EPOMM-Plus network.

### **6.2 Improvement of this template for next years**

The judgement about the level of advance in the chapters 3.1. and 3.2 seems to me rather difficult if you would like to compare the different countries. Better would be maybe to have a kind of benchmark or at least more developed criteria in chapter 3.1.