



Muntelier-Löwenberg
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Vollbahn regulieren?

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Argument and structure

- Argument: *Vollbahn* = coordinating the system
- Structure:
 - Context
 - What is SBB for Switzerland?
 - Vision – physical
 - Vision – physical + digital
 - *Vollbahn regulieren*

Context



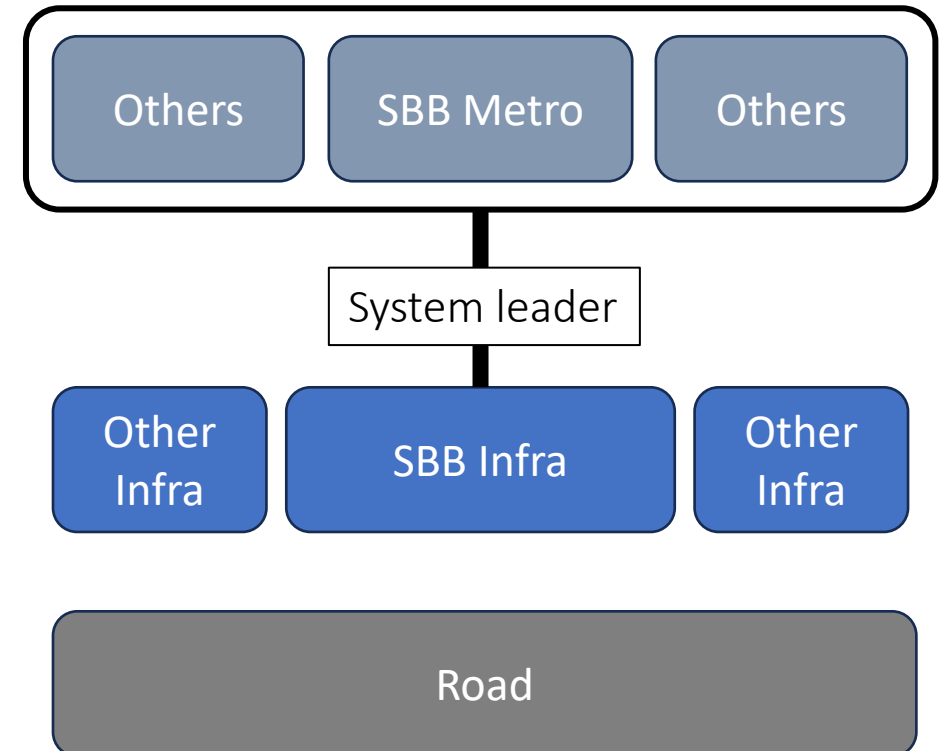
10 Million Metropolitan region Switzerland ...

5 Metropolitan spaces, 3 of which cross-border, the rest are aggloms
1 «Central Park»



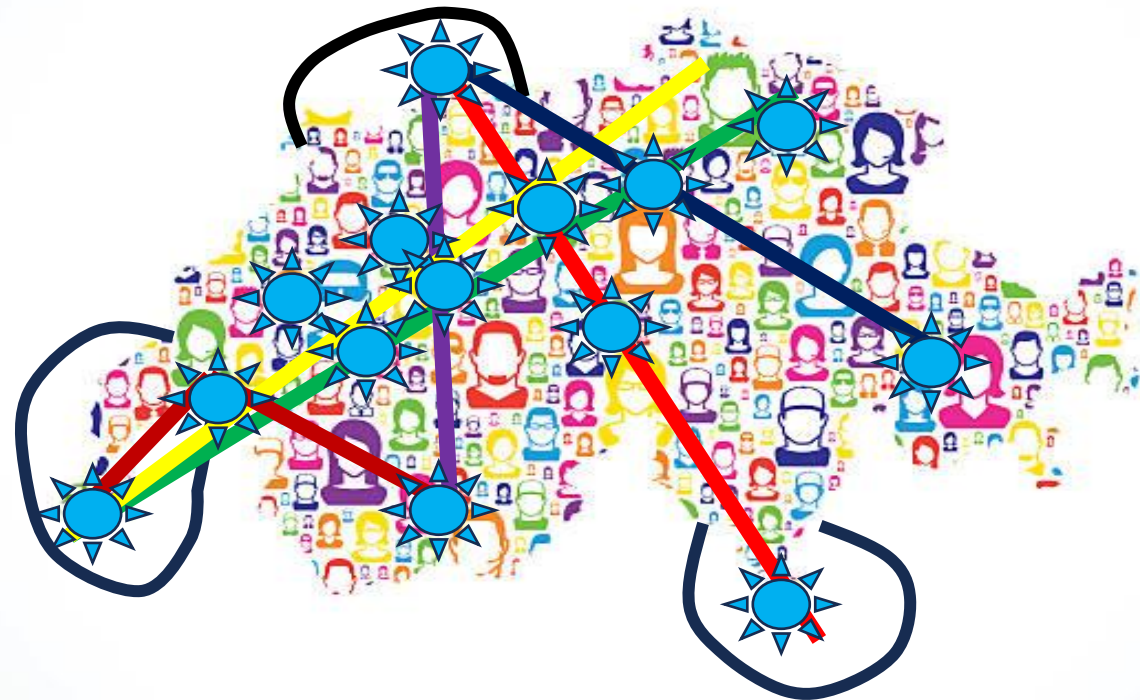
What is SBB for Switzerland?

- Backbone for passenger transport
- A metro, rather than a railway (for this reason we do not have highspeed)
- Also for this reason SBB is vertically integrated: infra and transport, but most of all a system leader /system coordinator
- With a little downstream competition



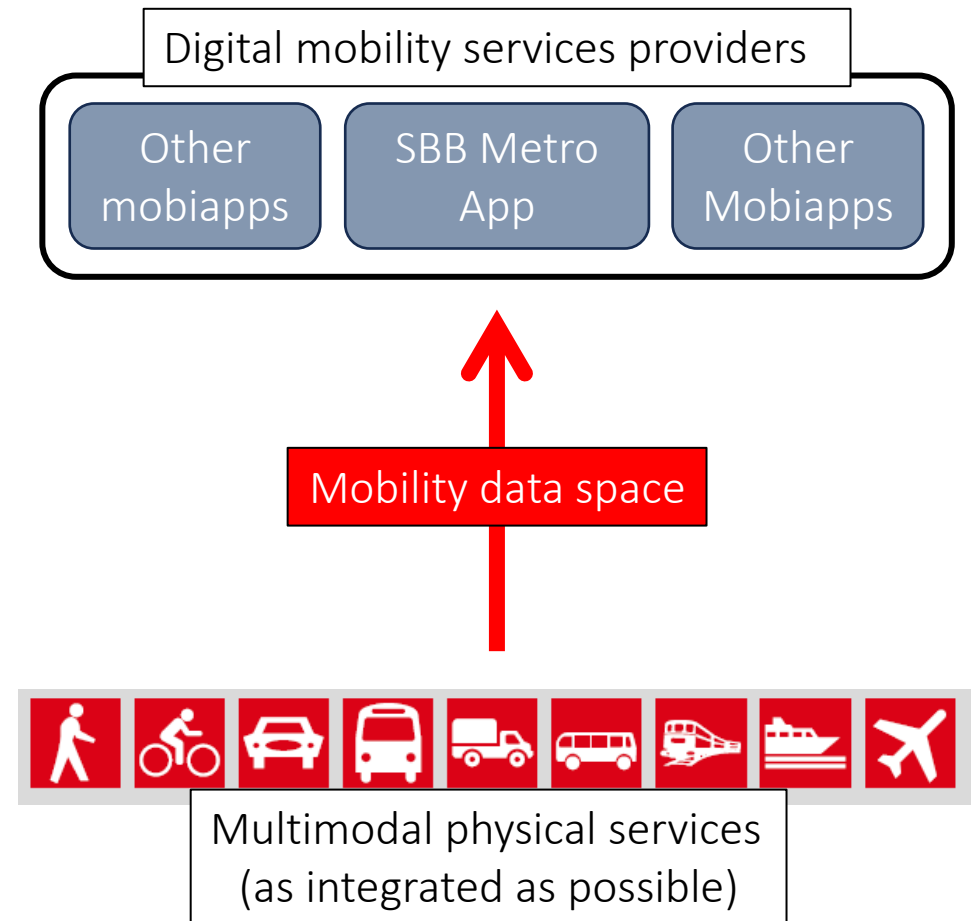
Fullvision - physical

- Backbone, not the last mile
- Metro every 15 minutes
- Instead mobility hubs («urban nodes») in the Agglos (Light Rail, Multimodality)

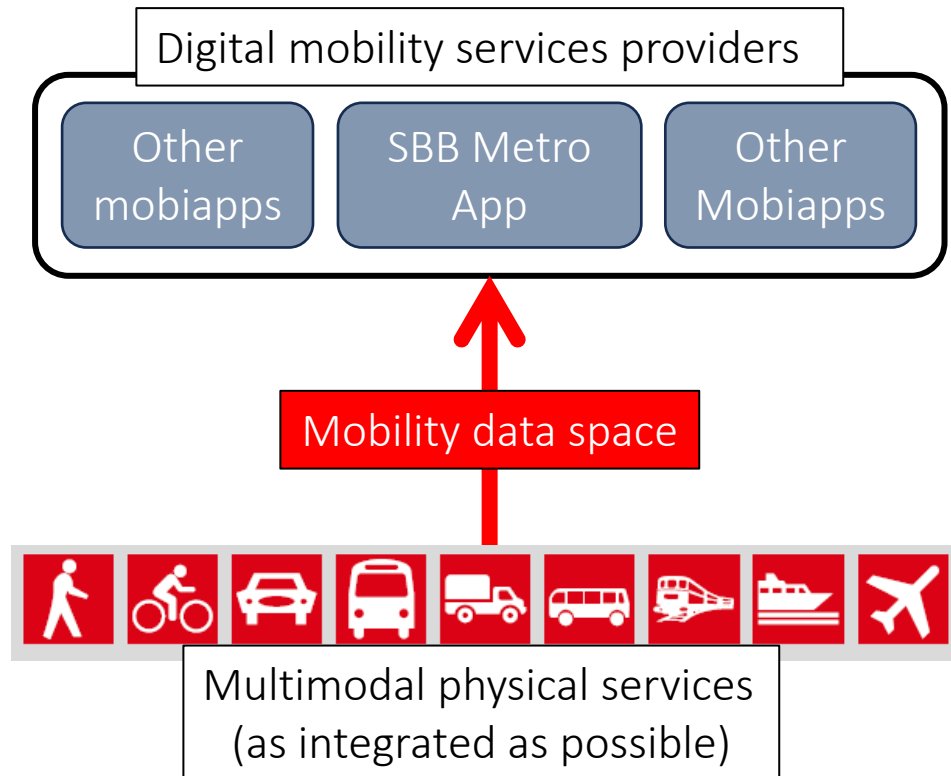


Fullrailvision: SBB physical and digital system leader

- Digital mobility services providers: SBB, Metropolitan spaces, Agglos, specific services (e.g., tourism)
- Operator of the mobility data space of Switzerland (also national contact point for the EU) = necessary for the physical system leadership role
- Support for the operations of others (infrastructure operators, TOCs, other mobility services providers, etc.)
- Support for Policy and Planung (Confederation, Metropolitan spaces, Agglos)



Vollbahn regulieren!



WEKO (market power, physical and digital)

Regulation of the mobility data space operator
i.e., the mobility data space → **who?**

Railcom → **MobiCom** (Efficiency and pricing of
the infrastructure, non-discriminatory access)